

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

BOARD MEETING AGENDA

June 11, 2015

9:00 a.m.

Please Note: The first business item on the Agenda is Closed Session. The Board will reconvene in Open Session at 10:00 a.m. or immediately following the Closed Session, whichever is later.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, June 11, 2015, in the BART Board Room, Kaiser Center 20th Street Mall – Third Floor, 344 – 20th 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>), and via email (https://public.govdelivery.com/accounts/CATRANBART/subscriber/new?topic_id=CATRANBART_1904) 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 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.

Kenneth A. Duron
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.
 - i. Ms. Tess Lengyel, Deputy Director of Planning and Policy, Alameda County Transportation Commission; 2015 Woman of the Year, Women's Transportation Seminar, San Francisco Bay Area Chapter

2. Public Comment on Item 3 Only.

3. CLOSED SESSION

A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

- | | |
|--------------------------|---|
| Property: | Pleasant Hill/Contra Costa Centre BART Station - Block C (East Side) |
| District Negotiators: | Robert Powers, Assistant General Manager, Planning & Development; and John Rennels, Real Estate and Property Development |
| Negotiating Parties: | Pleasant Hill BART Station Leasing Authority (comprising San Francisco Bay Area Rapid Transit District and Contra Costa County) and Pleasant Hill Transit Village Associates, LLC |
| Under Negotiation: | Price and Terms |
| Government Code Section: | 54956.8 |

4. OPEN SESSION – **10:00 a.m. or immediately following the Closed Session, whichever is later.**

- A. Extension of the Exclusive Negotiating Agreement with Pleasant Hill Transit Village Associates, LLC for Development at Pleasant Hill/Contra Costa Centre BART Station. Board requested to authorize.

5. CONSENT CALENDAR

- A. Award of Invitation for Bid No. 8951, Procurement of Ribbon Rail Train System.* Board requested to authorize.
- B. Extension of Term of the Reserve Fund/Risk Management Ad Hoc Committee.* Board requested to ratify.

6. BOARD MATTERS

- A. Roll Call For Introduction Items Deemed Not Complete by Directors.* Board requested to authorize.

7. ADMINISTRATION ITEMS

Director Keller, Chairperson

- A. Agreement with Mary Rowlands Paratransit Consulting for Program Coordinator Office Services for the East Bay Paratransit Consortium (Agreement No. 2015-1325).* Board requested to authorize.
- B. Resolution Approving the Fiscal Year 2016 Annual Budget.* Board requested to adopt.

8. ENGINEERING AND OPERATIONS ITEMS

Director McPartland, Chairperson

- A. Sole Source Procurement of Alstom Signaling Vital Processor Interlocking Circuit Boards.* Board requested to authorize. (TWO-THIRDS VOTE REQUIRED)
- B. Sole Source Procurement of Bombardier Transportation Gealoc Track Signaling Circuit Boards.* Board requested to authorize. (TWO-THIRDS VOTE REQUIRED)
- C. Sole Source Procurement of General Electric Transportation Signaling Vital Harmon Logic Controller Circuit Boards.* Board requested to authorize. (TWO-THIRDS VOTE REQUIRED)
- D. Fleet of the Future: Semi-Annual Update.* For information.

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

Director Raburn, Chairperson

- A. Strategic Plan Update.* Board requested to adopt.

10. GENERAL MANAGER'S REPORT

- A. Review of the Draft Agenda for the Capitol Corridor Joint Powers Board Meeting of June 17, 2015.* For information.
- B. Report of Activities, including Update of Roll Call for Introductions Items.

11. CONTROLLER/TREASURER'S REPORT

- A. Quarterly Report of the Controller/Treasurer.* For information.

12. BOARD MATTERS

- A. Board Member Reports.
(Board member reports as required by Government Code Section 53232.3(d) are available through the Office of the District Secretary. An opportunity for Board members to report on their District activities and observations since last Board Meeting.)
- B. Roll Call for Introductions.
(An opportunity for Board members to introduce a matter for consideration at a future Committee or Board Meeting or to request District staff to prepare items or reports.)
- C. In Memoriam.
(An opportunity for Board members to introduce individuals to be commemorated.)

13. 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.)

14. CLOSED SESSION

A. PUBLIC EMPLOYEE EMPLOYMENT/ APPOINTMENT

Title: Controller/Treasurer; Interim Controller/Treasurer
Government Code Section: 54957 (b) (1)

B. CONFERENCE WITH NEGOTIATORS

Designated Representatives: Directors Blalock, Josefowitz, Keller, Mallett,
McPartland, Murray, Raburn, Radulovich and
Saltzman

Title: Controller/Treasurer; Interim Controller/Treasurer
Government Code Section: 54957.6

15. OPEN SESSION

- A. Compensation and Benefits for Interim Controller/Treasurer.
- B. (CONTINUED from May 14, 2015, Board Meeting)
Engagement of an Executive Search Firm for Recruitment of Controller-Treasurer.*
Board requested to authorize.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marcia del Valle</i>		GENERAL MANAGER ACTION REQ'D:			
DATE: 4/4/15		BOARD INITIATED ITEM: No			
Originator/Prepared by: Luis Leon	General Counsel	Controller/Treasurer	District Secretary	BARC	
Dept: <i>Murray</i>	<i>6/3/15</i>	<i>Chimie</i>	<i>6/3/15</i>	[]	[]
Signature/Date: <i>Murray 6/3/15</i>		Signature/Date: <i>Chimie 6/3/15</i>		Signature/Date: <i>Paul Overmier 6/3/15</i>	

Status: Routed	Date Created: 05/29/2015
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TITLE:

Award for Invitation for Bid No. 8951: Ribbon Rail Train System

NARRATIVE:

PURPOSE:

To request Board authorization to award Invitation For Bid (IFB) No. 8951 to Modern Track Machinery, Elgin, IL, in the amount of \$1,567,500, including applicable sales tax, for the purchase of a Ribbon Rail Train System.

DISCUSSION:

A Ribbon Rail Train System is a quarter mile long maintenance train that carries long steel rail (ribbon rail) to various work sites throughout the District. Powered by a District locomotive, it is designed to transport up to six lengths, or 'sticks' of steel rail, each one up to eight hundred feet long and weighing between ninety to one hundred nineteen pounds a yard. The train consists of small rail carts: twenty rail support buggies, one fixed point clamp buggy that anchors rail to the top of the carts, one coupler car at each end to connect carts to a locomotive and about twenty-two linking bars, or 'push booms' that space carts several feet apart from one another.

This train is essential for accomplishing the District's critical rail replacement and maintenance projects, and can be reconfigured as needed to carry various sets of rail. It is designed to carry rail positioned across the top of the carts. The rail loads into slots on the carts, secured above a turntable, which allows rail to shift sideways, when negotiating corners, tunnels and turnouts.

The District currently owns a thirty year old Geismar ribbon rail train, that can no longer transport rail at full capacity, due to age and declining condition. In 2014, its brake pods and wheels underwent a \$95,000 refurbishment, to keep it operational. The District's immediate focus on track maintenance and replacement requires additional rail carrying capacity to be provided by the new rail delivery system.

A notice requesting bids was published on April 22, 2015 and bid requests were mailed to three (3) prospective bidders. Bids were opened on May 19, 2015 and two (2) bids were received.

<u>Bidder</u>	<u>Unit Price</u>	<u>Grand Total including 10 % Sales Tax</u>
Modern Track Machinery Elgin, IL.	\$1,425,000.00	\$1,567,500.00
Plasser American Corp. Chesapeake, VA	\$2,985,004.58	\$3,283,505.04

Independent cost estimate by BART staff: \$ 3,000,000.00

Staff has determined that the apparent low bidder, Modern Track Machinery, Elgin, IL., submitted a responsive bid.

Pursuant to the revised DBE Program, the Office of Civil Rights is utilizing race and gender neutral efforts for Invitation for Bid (IFB) contracts. Therefore, no DBE goal was set for this contract.

FISCAL IMPACT:

Funding of \$1,567,500.00 for executing this contract is included in the total budget for project 15TD000, PROCUREMENT WAYSIDE EQUIPMENT FY06. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project since May 2007, and is included in its totality to track funding history against spending authority. Funds needed to meet this request will be expended from a combination of these sources as listed.

Fund Group	Total Awarded
Various FTA Grants	31,698,914.63
Local Area Bridge tolls including RM2	4,488,919.71
BART Operating allocation to Capital	4,126,297.58
Bart Sales Tax proceeds	2,211.83
Grand Total	40,316,343.75

As of May 28, 2015, \$40,316,343.00 is the total budget for this project. BART has expended \$10,818,921.79, has committed \$3,423,626.96 and has reserved \$20,437,764.00 to date for other actions. This action will commit \$1,567,500.00, thus leaving an available balance of \$4,068,531.00 remaining in fund resources for this project.

ALTERNATIVE:

Reject all bids and re-advertise the Contract. This is not likely to lead to increased competition and would result in the District continuing to operate an under capacity ribbon rail train system that would require excessive maintenance, and could result in unacceptable down time, restricting performance of critical rail replacement and maintenance projects.

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 Invitation for Bid No. 8951 for the procurement of a Ribbon Rail Train System, to Modern Track Machinery, Elgin IL, for the bid price of \$1,567,500, including all taxes, pursuant to notification to be issued by the General Manager, subject to compliance with the District's Protest Procedure and FTA requirements related to protests.





SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** June 5, 2015
FROM: District Secretary
SUBJECT: Extension of Term of the Reserve Fund/Risk Management Ad Hoc Committee

At the request of the Ad Hoc Committee members, President Blalock proposes to extend the term of the Reserve Fund/Risk Management Ad Hoc Committee through the end of calendar 2015.

Board Rule 3-3.2 requires the ratification by a majority vote of all members of the Board any appointment of any Committee member by the Board President. The Rule includes a provision that such appointments shall be submitted directly to the Board.

In accordance with Board Rule 3-3.2, President Blalock is bringing the matter of extending the term of the Reserve Fund/Risk Management Ad Hoc Committee.

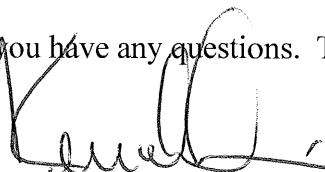
President Blalock proposes that Directors Keller, Murray and Saltzman remain on the Ad Hoc Committee.

MOTION:

That the Board of Directors ratifies the extension of the term of the Reserve Fund/Risk Management Ad Hoc Committee through the end of calendar 2015 and the following Directors remain on the Ad Hoc Committee:

Joel Keller
Gail Murray
Rebecca Saltzman

Please contact President Blalock or me if you have any questions. Thank you.



Kenneth A. Duron

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Memorandum

TO: Board of Directors

DATE: June 5, 2015

FROM: General Manager

SUBJECT: Board Matters Agenda Item #6.A: Roll Call for Introduction Items Deemed Not Complete by Directors – For Action

This memorandum is in response to Director Mallett's request for Board assistance in resolving six Roll Call for Introduction (RCI) items that staff have already responded to but were not accepted as complete by the Director. Each RCI request, listed below in chronological order, is followed by a brief synopsis of the staff response and draft motions for use at the June 11, 2015 meeting.

As background information, I have attached copies of the original staff response for each item; an email dated March 17, 2015 from Director Mallett to AGM Kerry Hamill; and a memo dated April 9, 2015 from Director Mallett to me regarding his outstanding RCI items.

1. **RCI 12-683: Requests a future Board agenda topic for a comprehensive review of the District's fare structure (2/28/13).**

Response Summary:

On March 9, 2015, I sent the Board a memo which stated that the majority of the Board did not support agendaizing a comprehensive review of BART's existing fare structure. The memo included a list of other fare-related topics Board members showed an interest in exploring, including a youth discount extension and an increase to the base fare.

Potential Motions:

- A. Staff is directed to do no further work on this item.
- B. Staff is directed to calendar a comprehensive review of the District's fare structure for an upcoming Regular Board meeting.

2. **RCI 12-684: Requests estimated costs per mile for the construction of sound walls (like the areas between the Concord and North Concord/Martinez Stations) for aerial structures (2/28/13).**

Response Summary:

The Board received a memo dated April 28, 2014, which lists the numerous considerations regarding cost as well as an estimate ranging from \$2 million to well over \$4 million depending on the specific factors at a particular location.

Potential Motions:

- A. Staff is directed to do no further work on this item.
- B. Staff is directed to research and analyze data to provide an estimated cost per mile for construction of sound walls (like the areas between Concord and North Concord/Martinez Stations) for aerial structures.

3. **RCI 13-711**: Requests the development of a clear definition of ‘crowded’ trains as it applies to Bicycle Access program (8/8/13).

Response Summary:

In an email to Director Mallett dated April 3, 2014, Paul Oversier, AGM of Operations, explained that the QuickPlanner on bart.gov provides a visual indication of how crowded each train is to help bicyclists comply with bike rules. The email further explained that the threshold for the depiction of three icons (which represents “heavy crowding expected”) is an average load factor of 107 passengers per car on any given trip. The email also indicates that the Bike Rules in the ‘BART Fares and Schedules’ brochure states, “Regardless of any other rule, bikes are never allowed on crowded cars. Use your good judgment and only board cars that can comfortably accommodate you and your bicycle”. Additionally, at the March 12, 2015 Board meeting, staff provided a status update on the Bike Access program. The presentation included the District’s bike rules education efforts (e.g. a car card with clear crowded train graphics and written rules) as well as rider survey data.

Potential Motions:

- A. Staff is directed to do no further work on this item.
 - B. Staff is directed to create a written definition of “crowded” that can be visually verified by the “average person” which can also be supplemented by a supporting picture.
4. **RCI 14-734**: Evaluate the feasibility of a revision of revenue estimates for the proposed transit oriented development at the Millbrae Station, to be completed by February 2014 (1/23/14).

Response Summary:

On October 9, 2014, the Board authorized and extension of the Exclusive Negotiating Agreement (ENA) with the developer for 18 months. In the memo to the Board dated December 3, 2014, it was indicated that future discussions of revenues associated with the Millbrae project would be conducted in closed session with the Board.

Potential Motions:

- A. Staff is directed to do no further work on this item at this time but will calendar a Closed Session to discuss project financials upon receipt of an updated term sheet to be developed as part of the ENA process.
 - B. Staff is directed to evaluate the feasibility of a revision of revenue estimates for the proposed transit oriented development at the Millbrae Station.
5. **RCI 14-760**: OEA to evaluate methods for increasing public participation in decision-making processes and bring back to the Board for discussion (1/22/15).

Response Summary:

On March 17, 2015, AGM Kerry Hamill sent a memo to Director Mallett that described the robust customer and stakeholder outreach program executed by the Office of External Affairs (OEA) and indicated that she was open to additional suggestions.

On March 18, 2015, Director Mallett responded with suggestions that OEA evaluate:

- Participatory budgeting;
- Satellite Board of Directors meetings; and
- “Hot Topics” Communications spread to stations.

On April 20, 2015, AGM Kerry Hamill committed to implementing a Virtual Town Hall (conducted on June 3, 2015) to discuss the FY16 budget. She also indicated that hosting satellite Board meetings in different locations would be a challenge to stream a live video and may also confuse the public of where to go; however, staff would follow Board direction if requested.

Regarding "Hot Topics" communications, Ms. Hamill mentioned that OEA already publishes the monthly BARTable newsletter (distributed at all stations) and also places topical messages on platform digital signs. Both of these methods point the public to bart.gov as a resource for information.

Potential Motions:

- A. Staff is directed to do no further work on this item.
- B. Staff is directed to consider options for increasing public participation in decision making, evaluate the costs and feasibility of those options, and present them to the Board for consideration.

6. **RCI 14-762: Develop and bring to the Board for consideration, a public participation plan for the selection of the voice and sentence options for on-board announcements of the Fleet of the Future (2/26/15).**

Response Summary:

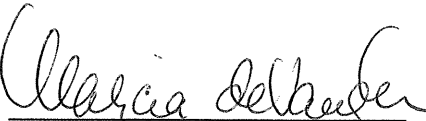
On March 9, 2015, a memo was sent to the Board that outlined the extensive, two-year public outreach plan OEA executed to engage the public on the critical design features of the Fleet of the Future. This effort reached more than 35,000 people, processed 17,500 surveys and tens of thousands of additional comments, yet not one person expressed the desire to select voice or sentence options for on-car announcements.

Staff will work with Bombardier to select an appropriate voice and script. If riders so choose, they will have an opportunity to provide feedback on the audio announcements when the pilot cars go into service.

Potential Motions:

- A. Staff is directed to do no further work on this item.
- B. Staff is directed to consider options for public participation in the selection of voices, wording and types of announcements for the Fleet of the Future and summarize those options and related costs in a presentation to the Board.

We are continuing to work to clear all RCIs in a timely manner. If you have any questions on the responses provided, please do not hesitate to contact me.



Grace Crunican

Attachments

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

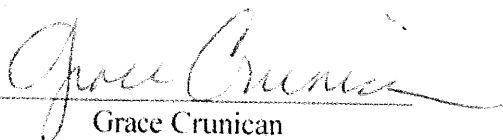
MEMORANDUM

TO: Board of Directors **DATE:** March 9, 2015
FROM: General Manager
SUBJECT: RCI 12-683 Fare Programs

Based on input from the Directors at the January Board workshop, a majority of the Board expressed interest in staff exploring the following potential fare programs: a youth discount extension, an increase in the base fare, peak and off-peak pricing, and fare coordination with other operators. Majority support was not present for an examination of BART's existing fare structure (RCI 12-683).

Later this year, staff will finalize the Title VI report for extending the eligibility age for BART's youth discount. Staff will also prepare additional information on the other potential fare programs noted above, and follow up with the Board to determine if the Board is interested in pursuing these alternatives further.

This serves to complete RCI 12-683. If you have any questions or comments about the proposed process, please contact Carter Mau, Assistant General Manager, Administration and Budget, at (510) 464-6194.


Grace Crunican

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: April 28, 2014

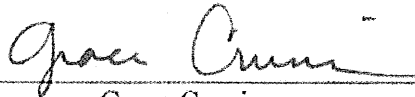
FROM: General Manager

SUBJECT: RCI Item # 12-684
Estimated Cost per Mile for Sound Wall Construction

This memo is in response to Roll Call for Introductions Item #12-684, requested by Director Mallett, for estimated costs per mile for construction of sound walls for aerial structures (specifically the area between the Concord and North Concord/Martinez BART stations).

There is a wide range of cost factors for sound wall installations, including location, access constraints, wall height, surface finishes, architectural/art finishes, seismic constraints, drainage, soil types, and other considerations. Various state transportation departments report sound wall construction costs per mile ranging from \$2 million to well over \$4 million depending on such considerations. A sound wall barrier for an aerial BART structure is likely to be taller than the average highway sound wall barrier, and right of way constraints are significant throughout most of the BART system, therefore it can be assumed that sound wall construction for BART's aerial structures is likely to be on the highest side of the construction cost spectrum.

If you have any further questions on this subject, please contact Chris Quinn, Chief Planning and Development Officer, at (510) 464-7539.



Grace Crunican

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

Assistant General Manager, Operations Paul Oversier's Response to RCI #13-711

-----Original Message-----

From: Paul Oversier [mailto:Poversi@bart.gov]

Sent: Thursday, April 03, 2014 10:00 AM

To: mallettforBART@gmail.com

Cc: jfang@asianweek.com; honorjk@comcast.net; john@mcpartlands.net; murrayconsult@aol.com; robertraburn@covad.net; tom@livablecity.org; rebeccaforBART@gmail.com; Scott Schroeder; Kenneth A Duron; Marcia E deVaughn; Carter Mau; Matthew Burrows; David Kutrosky; Kenton Rainey; Mary Martinez; Grace Crunican; Bob Powers; Kerry Hamill; rmisra@bart.gov

Subject: RCI #13-711-Definition of "crowded trains" as it applies to Bike Access Program

Director Mallett-

The trip planner on BART.gov provides a visual indication of how crowded each train is in order to help bicyclists comply with the bike rules. The trip planner shows one to three icons to illustrate varying levels of crowding on a particular train. Three icons is defined as "Heavy Crowding Expected". The threshold for showing 3 icons is an average load factor of 107 passenger per car on any given trip. This is the same criteria used in our Title VI Service Standards.

For your information, the Bike Rules in the "BART Fares and Schedules " brochure state "Regardless of any other rule, bikes are never allowed on crowded cars. Use your good judgement and only board cars that can comfortably accommodate you and your bicycle."

Paul Oversier

Assistant General Manager - Operations

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors


DATE: December 3, 2014

FROM: General Manager

SUBJECT: Roll Call for Introductions Item #14-734

Director Mallet's RCI #14-734 requested staff to "evaluate the feasibility of a revision of revenue estimates for the proposed transit oriented development at the Millbrae Station, to be completed by February 2014." At the Thursday, October 9, 2014 Board of Directors meeting, staff provided a status report on the Millbrae Specific Plan update process and secured Board authorization to extend the Exclusive Negotiating Agreement with the developer for 18 months. Future discussions of revenues associated with the Millbrae project as part of the exclusive negotiations will be conducted in closed session with the BART Board of Directors.

If you have any questions, please contact Bob Powers at (510) 874-7410.


Grace Crunican

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

March 17, 2015

To: Director Mallett:

From: Kerry Hamill. AGM External Affairs

RE: RCI - Office of External Affairs (OEA) to evaluate “methods for increasing public participation in decision-making processes and bring back to the Board for discussion.”

This is to follow up on your Roll Call for Introductions Item, which requested the Office of External Affairs (OEA) to evaluate “methods for increasing public participation in decision-making processes and bring back to the Board for discussion.”

OEA currently executes a robust customer and stakeholder outreach program that includes daily customer and community engagement. Receiving the ideas of our community, and ensuring that the input is used to inform policy and administrative decisions is the major mission of the OEA. In the last few years, the OEA has accelerated its use of social media tools to communicate with customers in real time. We also conduct social media town hall meetings, initiate tours in partnerships with local senior centers and schools to keep our aging population and school children mobile and to introduce them to BARTable activities.

Certainly, during an era where communication tools change almost daily, community engagement techniques must continue to be fresh and updated. To that end, I am open to any suggestions that you may have to enhance OEA’s public engagement program. In the meantime, below is a roster of last year’s efforts:

Marketing and Research Department

More than 35,000 people gave us feedback about the design of the new cars through our award winning Fleet of the Future (FOTF) outreach program. This outreach included the ideas of 17,000 people who participated in the 10 Bay Area events hosted by BART staff. Additionally, we held numerous meetings with the disability community and bike groups on FOTF design.

Marketing and Research also:

Interacted with 30,000 customers to get feedback on Passenger Environmental Survey (PES);

Participated in eight major community parades with several million viewers in total;

Received 5,600 customer satisfaction survey responses and shared the customer comments with the Board of Directors; and

Hosted approximately 5,000 attendees at the Blue Sky Festival.

Government & Community Relations:

Sent 50 blast email messages regarding District initiatives and news stories to nearly 1,000 external contacts in each blast (e.g. elected officials and staff members, community-based organizations, business associations, environmental, bicycle advocacy and disability rights organizations);

Staffed information booths at 27 fairs and festivals;

Conducted 15 Summer Youth Tours, hosting more than 400 youth and community members;

Set-up, staffed and followed up on 60 Better BART presentations, primarily supporting BART Directors;
Organized the community celebration for BART to OAK (the Facebook photo album of the OAK community event got over 8,000 clicks);
Provided outreach to Downtown Berkeley Plaza and Transit Area Improvement Program;
BART to OAK - Fare Equity & Service Analysis, Employee Discount Program;
Station Modernization at the 19th Street, Powell Street, and El Cerrito del Norte Stations;
Station Capacity Improvement Project at the Embarcadero and Montgomery Stations.

Customer Services Department:

Assisted 150,000 callers at the Transit Information Center (TIC);
Staffed tables at 32 outreach events in every county in the District;
Hosted 29 BART senior field trips after engaging with senior centers across the District;
Coordinated the 10th Annual Lunar New Year with hundreds of local students;
Organized 30 BART employees to engage with new customers on the OAK line when it opened as a part of the OAC Ambassador Outreach Program; and
Expanded customer service public engagement to social media by tracking customer comments and complaints in real time, and where possible, tweeting a response.

Communications Department:

Sent 93 news alerts to the public;
Sent 40 alerts related to BART projects (people who signed up to hear about OAC, Warm Springs, FOF);
Emailed 156 alerts to the media;
Produced and released 25 BARTtv videos;
Designed car cards that featured photos of our riders to thank them;
Hosted two on-line twitter Town Hall meetings to engage community members who are using social media and want to interact with us.

Capitol Project Outreach Team:

Conducted 91 total interactive events with the public and special stakeholders, including community meetings and tours related to the work of the Earthquake Safety Program, the Warm Springs Project, and the Oakland Airport Connector Project, among others;
Staffed advisory committees which provide oversight to capital projects, created partnering and coordination relationships with key stakeholders, organized interactive tours of major projects with students, dignitaries, funders and elected officials.

Finally, one of OEA's major goals has been to ensure that our customers and the community are aware of service disruptions in real time. As the system ages, our customers need to know as soon as possible when a delay occurs which may interfere with their trip. As part of this initiative, in all of our customer contacts—including PES platform surveys—staff encourages our riders to sign up for service advisories. The effort is working - as demonstrated by the fact that 98,509 customers have signed up for BART Service Advisories, which is almost double the 2013 number.

This summarizes some of our ideas. Please share any that you may have.

Ms. Hamill:

Thank you for taking the time to produce this summary of what your office is actively doing to try to engage the public.

Your email asked for ideas/input from me (and I assume any of my colleagues as well).

Please see the attached for some ideas.

Sincerely,

Zakhary Mallett, MCP
Director, District 7
San Francisco Bay Area Rapid Transit District (BART)
300 Lakeside Drive, 23rd Floor
Oakland, California 94612
510-815-9320
MallettForBART@gmail.com
www.ZakharyMallettBART.com

RCI Background

This RCI is intended to try to figure out ways to better-engage the “average Joe” and “average Jane” BART riders (or, in Director Murray’s words, “Betty BART Rider”) in BART decision-making. Despite all the efforts you have outlined, the introduction of evening Board meetings, and other avenues BART has built to make decision-making accessible to the public (a necessary condition for achieving more public engagement); the public has not engaged to a desirable level from my perspective. The only people who tend to come out are protestors, special interests, and people who do business with BART.

Is This Achievable?

Some have been very frank with me about their perspective that BART being a single-purpose agency inherently works against the prospect of public participation in policymaking. We merely provide a transportation link for people – something that is too minimal a part of our customers’ daily lives to be of significant enough importance to them to get engaged. Never mind the service we provide being something that many perhaps take for granted. The fact that we also cover such a large area also works against us when it comes to District-wide policy issues. The more District-wide it is, the less the matter touches at-home for the average customer.

I think there is some truth to this sentiment. But I would prefer not to give up yet.

My Ideas

Below are some ideas that I have that I would appreciate your team to evaluate and offer an opinion about. For all of the below ideas, the aforementioned challenges of making BART more relevant to the average person transcends as a likely challenge for each of them.

- **Participatory Budgeting (Wikipedia definition)**

This is a growing practice of many cities, including the City of Vallejo, in which the city holds several town hall meetings to describe the budget the city has and the city's needs from staff's perspective; as well as to receive public input about the public's needs from the public's and perspective; and ultimately allow the public to help develop the annual budget. It's a way to allow the public to democratically participate in how the city spends the public's money. Such town halls can also be used simultaneously to educate the public about the financial woes a city has and seek the public's input on ways to overcome those woes. Surveys (as we have done relating to our SOGR needs) only go so far when the public is not well-informed about the complications that underwrite what they are being surveyed about. Perhaps this idea of a participatory budget process can be transferable to BART for its general budget or for specific budgetary matters, such as accessibility improvements and station modernization prioritizing and the financing these.

There is a national organization devoted to advancing the concept of participatory budgeting, the Participatory Budgeting Project (<http://www.participatorybudgeting.org>), which has a local office in Oakland. They may have ideas or experiences on strategies to overcome the aforementioned challenges that BART faces for the purposes of Participatory Budgeting.

- **Satellite Board of Directors Meetings**

The idea of having satellite Board of Directors meetings at city council chambers or other public spaces throughout the District had been floated when the Board first began discussing having evening meetings. Many Directors, including me, were wary of doing this based on the concern that too many irregular locations of Board of Directors meetings would compete with the principle of having a predictable time and place for the meetings. However, if this could be done perhaps once or twice a year and the agenda include an item of significance to the local area, it could potentially be beneficial in the effort of increasing public engagement.

- **Expansion of Communication About "Hot Topics" At Board of Directors Meetings**

I am aware that your office puts out press releases and social media blasts about hot topics that are coming forth at BART Board of Directors meetings and that the District Secretary sends out alerts to subscribers with the agenda of the upcoming Board meeting. But is there some way to expand this communication to stations and trains?

Also, there are topics that my colleagues and I know are of interest to our constituents and customers, but are not sexy enough to be covered by the news media, including the recent presentation on service planning for special events. Finding some way to get the word out at stations or on trains about the public being able to learn about such service planning at an upcoming Board meeting might make a difference (?).

Do You Have Ideas?

Apart from the work that your office is actively doing, might you or any of your staff have ideas worth exploring to achieve increased public participation of "average Joe/Jane" in BART's policymaking?

To: Director Mallett

From: Kerry Hamill

RE: Second response to RCI # 14-760 – “Office of External Affairs (OEA) to evaluate methods for increasing public participation in decision-making processes and bring back to the Board for discussion.”

April 20, 2015

Director Mallett, per our discussion, this memo will serve to clear RCI # 14-760. As I indicated in my initial response, we always welcome new ideas to connect with the public. I subsequently have agreed to implement a few good ones that were in the document that you sent to me on March 18, 2015.

Participatory budgeting:

We are committed to a broader budgetary discussion this year.

Like you, members of my team and I agree that the budget is a significant policy document that merits as much public input as possible. The District already hosts several budget discussions at scheduled Board meetings and the public is given an opportunity to attend and offer comments.

Our plan this year is to augment the Board meeting discussions with Virtual Town Hall meetings, so that our constituents may hear a brief budgetary presentation and ask questions and offer comments without having to travel to the Board Room.

We are currently putting together the mechanics of the Virtual Town Hall meetings. These meetings will allow us to reach out to a vast network of community members, stakeholders, riders and non-riders and invite them to participate in a budget discussion with the help of their own computers or through computers at a local library or community non-profit organization.

We know that our constituents value their time. Attempts to host face to face budget meetings in locations across the District in the past have drawn only a handful of people. It behooves us to try the new social media tools to encourage input, and to offer to respond to the key elements of the budget without having to travel may bring in some new people and points of view.

Also on the topic of engagement, the Meet and Greet Station efforts that we have scheduled at five BART stations during the month of April will also enhance your ability to talk to the “Average Jane and Joe” BART rider that you referenced in your RCI.

Satellite Board of Directors meetings:

Setting the date, time and locations of the Board meeting is really a decision of the Board of Directors, not the OEA. That said, the logistics of live streaming and recording the meetings are made more difficult as the location moves from place to place, and multiple sites can confuse the public.

The fact that daytime and evening Board meetings do not attract significant numbers of people does not mean that the public is not engaged in policy discussions. It should be noted that the District makes a real effort to talk to the public about local issues in convenient offsite locations. Just this week, we are doing outreach at several BART stations. We speak with members of the disabled community and the bicycle community during regular task force meetings. We are on the platforms almost daily getting customer feedback with our Passenger Environmental Surveys (PES) instrument. We also have presentations scheduled nearly every day in April and May in locations offsite where the Board and the General Manager are talking to the public about BART priorities. We have booths set up at community fairs and festivals and at senior centers to talk to the public, and we expect thousands of people at Wednesday’s Blue Sky Festival.

The BART Board meeting is a business meeting that is one opportunity for public comment. It is only one of many venues that are created to allow input on a plethora of topics during any given week.

“Hot Topics” Communication spread to Stations

Currently, we provide information in our stations that is relevant to service changes and advisories via passenger bulletins. We place the monthly BARTable newsletter in the stations to give our riders some great ideas about events that are accessible by taking the trains, and we talk to passengers about special events through our DSS sign messages. At the request of the Board, we could also put copies of the BART Board agenda, the employee newsletter and summaries of key staff reports in our stations for our passengers to read, as you suggested. The downside of

providing copies in stations is the use of an enormous amount of paper. Board agendas are available via email and important reports can be accessed on bart.gov.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: March 9, 2015

FROM: General Manager

SUBJECT: RCI 15-762: Voice and Sentence Options for On-Board Announcements

This memo is in response to Roll Call for Introductions #15-762 (Mallett), which requests that staff "develop and bring to Board for consideration, a public participation plan for the selection of the voice and sentence options for on-board announcements of the Fleet of the Future."

After considering the concept, it is our assessment that we should not devote staff resources to this effort. Over the last two years, the District has done an unprecedented and award winning amount of public engagement on many critical design features related to the Fleet of the Future. With a series of outreach activities in all of the BART Districts, we were able to reach over 35,000 people. Our demonstration and listening outreach work allowed us to design the cars from the public's point of view, and driven by public comment, we were able to improve the new car seating materials, on board information system, ventilation system, accessibility configurations for the disabled, and an interior layout that afforded more open space and maximized seating, among other elements.

We processed 17,500 surveys and tens of thousands of additional comments from the public. In all of the feedback received, not a single person expressed concern about, or requested an opportunity for public input, on the selection of voice and sentence options for on-board announcements. We heard repeatedly that riders would like to be able to clearly hear the upcoming station announcement, and we received great feedback about the on-board digital screen messaging that will enhance the ability of our customers to understand their location in the system. These comments have been factored into the design for on board announcements.

Staff is in the process of accelerating our outreach to educate the public about the great capital challenges which BART faces over the next few years, and getting input from the public to help prioritize the spending of scarce resources. That being said, staff will work with Bombardier to select an appropriate voice and script for audio messages, and, if they choose to, the public will have an opportunity to give us feedback on the audio announcements when the pilot cars go into service.

This memo serves to complete RCI 15-762. Should you have additional questions regarding the Fleet of the Future public outreach, please contact Kerry Hamill, Assistant General Manager, Office of External Affairs, at (510) 464-6153.



Grace Crunican

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: General Manager

DATE: April 9, 2015

FROM: Director, District 7

SUBJECT: Outstanding Roll Call for Introduction Items

The enclosed table summarizes current Roll Call for Introduction (RCI) items that I am the sponsoring Director for, what (if any) action has been taken by staff and said to be in fulfillment of the RCI, and what remains for the RCI to be fulfilled/closed. This is being provided to you due to staff providing responses that have been inconsistent with the requested information or actions as detailed in the RCIs. If you or the responsible executive staff has any additional question, you or they may contact me.

The attached summary is being provided as a one-time courtesy. You and your direct reports should make it a habit to contact an RCI's sponsoring Director before investing time in the RCI to ensure that you or the responsible executive staff is familiarized with what the sponsoring Director is asking for. This is the process that was agreed to when the Board of Directors agreed to amend the Roll Call for Introduction (RCI) process to require a sponsoring Director to seek a second.



Zakhary Mallett

Enclosure

cc: Board Appointed Officers
Board of Directors
Deputy General Manager

**Outstanding Roll Call for Introduction Items
Sponsored by Director Mallett**

<u>RCI Control Number</u>	<u>RCI Topic Summary</u>	<u>Summary of Initial Response</u>	<u>Outstanding Information Required to Close RCI</u>
12-682	Requests an assessment of feasibility and summary of options for instituting an inclusionary policy for development at and adjacent to BART stations	N/A; no response yet.	<p>Staff shall report to the Board of Directors what, if anything, peer agencies do to promote inclusionary (i.e., affordable) housing in developments at or adjacent to their rail stations, whether or not those same policies can be applied to developments at or adjacent to BART stations, and staff's judgment of the application of those policies at or adjacent to BART stations.</p> <p>Staff shall also assess the potential and their judgment of establishing a set-aside percentage for affordable housing for all housing developments on BART properties. Staff would use this policy to advocate such inclusionary housing targets in their negotiations with cities and developers and would need to come to the Board of Directors for any exception to the policy.</p>

<u>RCI Control Number</u>	<u>RCI Topic Summary</u>	<u>Summary of Initial Response</u>	<u>Outstanding Information Required to Close RCI</u>
12-683	Requests a future Board agenda topic for a comprehensive review of the District's fare structure	Via memo to the Board of Directors, staff indicated that, due to limited interest expressed by the Board of Directors, this RCI will not be fulfilled.	<p>Staff shall make a presentation to the Board of Directors that details the District's fare structure, including how it compares to local transit agencies and national peer agencies.</p> <p>In order to address some Directors' concerns, this presentation shall be made as a lead in to a different fare discussion that would be the primary agenda topic, such as when the Board establishes the fares for the Warm Springs extension. At least two other Directors support this approach and at least one other Director has explained that their concerns would be mitigated with this approach.</p>
12-684	Requests estimated costs per mile for the construction of sound walls (like the areas between the Concord and North Concord/Martinez Station)	Via memo to the Board of Directors, staff provided a cost per mile estimate of traditional, freeway-scale sound walls.	<p>As articulated in the RCI summary, staff is to provide an estimated cost per mile of sound walls similar to those along our tracks "between the Concord and North Concord/Martinez Station."</p> <p>The cost assessment should be quantitative, though ballpark figures are acceptable.</p>

<u>RCI Control Number</u>	<u>RCI Topic Summary</u>	<u>Summary of Initial Response</u>	<u>Outstanding Information Required to Close RCI</u>
13-711	Requests the development of a clear definition of "crowded" trains as it applies to Bicycle Access program	Via memo to Board of Directors, staff defined "crowded" using internal load factor metrics.	<p>Staff shall provide a written definition of "crowded" that can be visually verified by an average person. A supporting picture, as staff has suggested, is acceptable to supplement the written definition. It is understood that precision is not achievable, but something less subjective than the undefined current term is requested.</p> <p>Alternatively, at a future Board of Directors meeting, staff can provide a list of possible written definitions of "crowded" for the Board of Directors to consider and adopt.</p>
14-734	Evaluate the feasibility of a revision of revenue estimates for the proposed transit oriented development at the Millbrae Station, to be completed by February 2014	N/A; no response yet.	<p>This was not completed by the requested time.</p> <p>When the development package for the Millbrae Station is finalized, staff shall perform a revenue and ridership estimate for the final project using the same formulas/metrics as those that were used when staff presented the Republic Urban and Justin Republic proposals to the Board of Directors at the time that the current Exclusive Negotiating Agreement (ENA) was entered into. These ridership and revenue estimates should be shown side-by-side with the estimates of the original proposal.</p>

<u>RCI Control Number</u>	<u>RCI Topic Summary</u>	<u>Summary of Initial Response</u>	<u>Outstanding Information Required to Close RCI</u>
14-743	Requests assessment of costs and feasibility of incorporating route colors into station and on-board train destination announcements	Via memo to Board of Directors, staff indicated that this option is feasible with minimal costs, but not recommended due to ADA concerns of our Destination Sign System (DSS) not having variable colors to communicate the route colors to the hearing impaired. Memo suggested that the Board may make an alternative determination at its choosing and that greater opportunity may become available as the Fleet of the Future (FOF) arrives.	None. This RCI is completed, but was not communicated to the District Secretary as being closed.
14-752	Requests comprehensive overview of station maintenance performance standards and corresponding accountability standards for Board of Directors consideration on a future agenda	N/A; no response yet.	Staff shall make a presentation to the Board of Directors that details what programs or metrics are in place to maintain cleanliness, landscaping, interior design aesthetics, and mechanical functionality within station areas to appropriate standards; as well as how worker accountability is applied when these standards are not met.

<u>RCI Control Number</u>	<u>RCI Topic Summary</u>	<u>Summary of Initial Response</u>	<u>Outstanding Information Required to Close RCI</u>
14-758	Evaluate options and feasibility of instituting a routine employee satisfaction survey program relating to employees' satisfaction with their management team and as affiliates of BART	N/A; no response yet	I understand that staff intends to conduct an employee satisfaction survey. If this survey will become recurrent and address both employees' satisfaction with their management and their feelings towards BART as an employer, as well as ways they feel their satisfaction with both can be improved, then a memo to the Board explaining such is sufficient. If any of these (i.e., recurrence, satisfaction with management, feelings toward BART as employer, and ways to improve these) will not be a part of the survey, then the memo must also include a discussion about the feasibility of these.
14-760	Requests a study/evaluate methods for increasing public participation in decision-making processes and bring back for Board discussion	Via memo to Board of Directors, staff articulated existing efforts to engage public and solicited Board feedback of other options – if any – that the Board would like staff to evaluate.	Staff shall brainstorm possible options for increasing public participation of “average customers” in the decision making at BART and evaluate the costs and feasibility of those options. The options highlighted in an email to staff dated March 17, 2015 shall be included in this evaluation. A qualitative assessment of costs is acceptable.

<u>RCI Control Number</u>	<u>RCI Topic Summary</u>	<u>Summary of Initial Response</u>	<u>Outstanding Information Required to Close RCI</u>
15-762	Requests development and presentation to Board for consideration of a public participation plan for the selection of the voice and sentence options for on-board announcements of the Fleet of the Future.	Via memo to Board of Directors, staff expressed opposition of idea and suggested that any public comments can be obtained through normal comment avenues after test train is put into service.	<p>Staff shall brainstorm options of including the public in the selection of voices, wording, and types of announcements for the on-board announcements of the Fleet of the Future and summarize the potential costs of those options in a presentation to the Board of Directors. This evaluation shall include consideration of the options discussed in-person with staff, including an online survey that includes a voice lab with different announcement and wording options, as well as having a customer working group.</p> <p>The cost assessment should be quantitative, though ballpark figures are acceptable.</p>



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marisa deVries</i>		GENERAL MANAGER ACTION REQ'D: For to Board for 6/11/2015		
DATE: c <i>6/3/15</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Laura Timothy Dept: Customer Access <i>Laura Timothy 6/1/2015</i>	General Counsel <i>Audrey Pavao 6/1/15</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[Signature]</i>	BARC <i>[Signature] 6-3-15</i>
Signature/Date:				

Authority to Execute Agreement for Program Coordinator Office Services for the East Bay Paratransit Consortium

NARRATIVE:

Purpose:

To seek Board authorization for the General Manager to execute Agreement No. 2015-1325 with Mary Rowlands Paratransit Consulting (MRPC) to provide Program Coordination Office (PCO) services for the East Bay Paratransit Consortium (EBPC) for a five-year term.

Discussion:

The EBPC is a partnership of BART and AC Transit to provide paratransit service, as required under the Americans with Disabilities Act (ADA), in the overlapping service areas of the two agencies. The paratransit service is operated by a contracted broker firm ("Broker") who in turn subcontracts with private sector service providers operating dedicated lift vans. When the EBPC was formed, the PCO was established to serve as a neutral, central point of contact between AC Transit and BART. A critical part of the PCO function is the tracking and analysis of a large amount of operational data relative to the regulations and reporting requirements of the ADA and the terms of the Broker contract.

The PCO serves as the central point of communication and oversight, effectively balancing the concerns and priorities of both agencies. The PCO focuses exclusively on EBPC issues providing the critical function of impartial, independent review for accuracy and the tracking of trends and indicators in the Broker's performance, service quality and budget. The PCO is well received by both internal and external auditors as an effective method of providing checks and balances to the EBPC.

During the development of the Request for Proposal for PCO services, the BART and AC Transit EBPC Program Managers conducted a thorough review of the Broker and PCO activities to look for opportunities to consolidate activities of the PCO office and the Broker. As a result, the scope of work for the PCO was reduced with the Broker's office absorbing more of the administrative functions with its existing staff. Additionally, the requirement for the PCO to maintain a separate office has been removed.

The scope of work and contract for the PCO is to perform, among other activities, the following

functions:

- Review and oversight of all financial and operating data from the Broker;
- Development of all claims and compliance reports; (Measure B and BB, Measure J and National Transit Database reporting);
- Development of Agency Budgets and Budget Projections;
- Collection of all audit materials and data to ensure consistency between the agencies;
- Development of an electronic and hard copy Data Retention Plan; and
- Special projects, as assigned by the Program Managers, for example, Emergency Planning and Measure BB Program Implementation.

On April 2, 2015, acting as lead on the procurement of services, AC Transit issued an RFP on behalf of EBPC for PCO services for a five-year period. A total of 216 vendors were contacted with regard to this solicitation. One proposal was received on April 24, 2015 from MRPC, a sole proprietorship. The proposal indicates that Mary Rowlands will be the sole person performing services under the Agreement. Ms. Rowlands has extensive experience in this area. She has been the principal at the PCO since its inception in 1994 and has provided consistently high quality service.

A Technical Evaluation Committee reviewed the proposal. The Technical Evaluation Panel was comprised of the Manager of Accessible Services for The Eastern Contra County Transit Authority, the Chair of the Service Review Advisory Committee to the EBP, and AC Transit's Accessible Services Specialist. After scoring both technical and costs components of the proposal, the Committee recommended award of the Agreement to MRPC.

The AC Transit Board approved the award of this Agreement on May, 27 2015.

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

Fiscal Impact:

The Agreement is a five-year, fixed fee contract in the amount of \$843,180. Since July 2010, AC Transit and BART having been sharing equally in the costs of the EBPC PCO services with a 50/50 split. This was agreed to by both BART and AC Transit because each agency derives equal benefit from the services provided by the PCO. Pursuant to this Agreement, the maximum obligation for BART under this Agreement will not exceed \$421,590, 50% of the total, over the full 5-year period.

The annual FY cost is as follows:

BART share of PCO agreement:

Year 1: FY 16	\$82,698
Year 2: FY 17	\$82,698
Year 3: FY 18	\$82,698
Year 4: FY 19	\$85,248
Year 5: FY 20	\$88,248
Total	\$421,590

Funding for FY16 in the amount of \$82,696 is included in the Operating Budget of Paratransit in the Customer Access Department. Each subsequent year will also be included in the Operating Budget request as part of paratransit budget.

For cost comparison purposes, it should be noted that BART's 50% share of the current FY 15 PCO cost is \$145K while under this new Agreement, BART's share for PCO services for FY16 will only be \$82,698. The savings is primarily from the elimination of the requirement for the PCO to have a separate office. It is also due to the re-scoping of administrative work between the Broker's office and the PCO.

Alternatives:

Not execute this Agreement and instead have the PCO services be performed in-house by either BART or AC Transit. Previous analysis has shown, however, this it is not a cost-effective alternative. Further, one of the duties of the PCO is to act as a neutral point of contact between BART and AC Transit. This function could be diminished if the PCO services were being performed in house by either agency.

Another alternative would be to not execute this Agreement and request AC Transit to instead issue a new RFP and solicit new proposals. This, however, is not likely to lead to increased competition or better prices. In addition, the time required to award a new agreement would leave the agencies without PCO services which could adversely impact the agencies' ability to monitor and provide oversight to the EBPC and meet federally mandated paratransit service requirements.

Recommendation:

It is recommended that the Board adopt the following motion:

Motion:

The General Manager is authorized to execute Agreement No 2015-1325 for Program Coordinator Office services for the East Bay Paratransit Consortium with Mary Rowlands Paratransit Consulting for a five-year term for an amount not to exceed \$843,180, with BART's share of the cost to be 50%, not to exceed \$421,590.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marcia Delaney</i>		GENERAL MANAGER ACTION REQ'D: Place on the June 11, 2015 Board of Directors Agenda		
DATE: c <i>6/5/15</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Robert Umbreit Dept: Budget	General Counsel	Controller/Treasurer	District Secretary	BARC
Signature/Date: <i>R. Umbreit 6/4/15</i>	<i>MB 6/4/15</i>	<i>Chin 6/5/15</i> []	[]	<i>Chin 6-4-15</i> []

TITLE:

ANNUAL BUDGET RESOLUTION FOR FISCAL YEAR 2016

NARRATIVE:

PURPOSE

To authorize adoption of the Annual Budget Resolution for Fiscal Year 2016 (FY16).

DISCUSSION

Approval by the Board of Directors is requested for the FY16 operating and capital budgets. The total proposed FY16 budget (operating and capital) is \$1.57 billion. The FY16 operating budget is balanced, with \$900.4 million (M) in sources and \$902.9M in uses, less an adjustment for the Other Post Employment Benefits (OPEB) unfunded liability of \$2.5M that does not affect the Net Operating Result. The FY16 capital budget totals \$664.8M.

The proposed FY16 annual budget is summarized in Attachments 1, 2, 3 and Exhibit A. These attachments incorporate the proposed initiatives and allocations to capital projects that were included in the Preliminary Budget Memo and reviewed in presentations to the Board of Directors during April and May. The proposed annual budget also includes additional items as discussed at the May 28 Board meeting. Attachment 3 listing the budget initiatives has been modified accordingly.

FY16 Operating Budget

The budget for FY16 focuses on expanding capacity, addressing areas of decline noted in the 2014 Customer Satisfaction Survey, and continuing BART's system reinvestment program. The FY16 budget will put more rail cars in revenue service by increasing shop capacity to maximize the availability of the current fleet – critical with weekday ridership in FY16 projected at 429,695, an increase of nearly 100,000 trips over FY10. The FY16 budget also includes additional station and car cleaning personnel, as system cleanliness ratings have declined. In addition, maintenance needs are increasing on the aging system. The budget directs funds to maintain on-time performance and reliability, as well as continues funding for capital maintenance and Asset Management Program development. A variety of budget initiatives outlined in Attachment 3, totaling \$17.0M and 55 positions, address these areas. In addition, the budget also includes \$12M and 91 positions to operate service to Warm Springs/South Fremont, and expands shop capacity further to alleviate the crowding of additional riders on the existing core system.

The Board of Directors passed modifications to the paid parking program in February 2013, with

the increase in revenue dedicated to funding improvements and programs to benefit station access, rehabilitation and modernization needs. For FY16 \$8.5M is added to ongoing programs, and will fund a variety of station and access related initiatives, such as adding 12 positions for station cleaning.

There are minor changes from the FY16 Preliminary Budget, as discussed at the May 28 Board meeting. A net increase of \$1.4M in operating sources is incorporated, including increases of \$0.3M in parking revenue, \$0.3M in parking fines, and \$3.1M in Low Carbon Transit Operations Program cap and trade funding, offset by a decline of \$2.3M in State Transit Assistance funding. Operating uses are also increased by a net of \$1.4M, including a \$1.6M reduction in the workers compensation budget, \$0.3M for three additional Community Service Officers, \$0.75M as a placeholder for funding for Late Night Bus Service (pending resolution of service program changes), \$0.2M to provide for North Concord/Martinez Station parking (by shifting parking fee revenue from another project, noted on Attachment 3), \$0.4M for the Off Peak Incentive Pilot Program, and \$0.6M allocation to capital as a placeholder for C-car window modifications until the final program is developed. These items left a balance of \$0.7M, which is proposed to be allocated to the baseline capital allocation, in order to provide funding for unfunded basic asset management projects. The final change from the Preliminary Budget is reducing the Capital Allocation to Stations/Access by \$0.2M and increasing Allocations - Capital Rehabilitation by the same amount, in order to shift funding as noted above in order to fund the North Concord/Martinez Station parking from parking fee revenue. As discussed at the Board meeting, the Downtown Berkeley Station Modernization Concept Plan (funded by Prop 1B) will be completed later this year, and will evaluate reopening of south end access. Reopening of the south end access will be brought back to the Board for consideration at that time. Pending Board discussion, capital costs could come from Prop. 1B, Alameda County Measure BB, or other fund sources. In addition, Police and Operations are reviewing parking security cameras to determine which lots could benefit from installation. Finally, staff will update the Board on the status of certification of current elevator/escalator workers and hiring of vacant positions to properly staff this area. In the station and access initiatives, the 16th St. Mission Plaza Activation Pilot program was eliminated, and the proposed \$150,000 were augmented to the Station Refresh - Expansion, to improve the customer experience and safety. After further discussion, it was determined that the investment in Plaza Activation Pilot, while providing short-term benefits, was not a sustainable investment.

FY16 Capital Budget

The capital budget proposes FY16 expenditures of \$664.8M and funds 525 positions. This is an increase of 52 over the Preliminary Budget due to finalizing the number of positions supported in the capital budget for FY16. The largest single project expenditures are the Hayward Maintenance Complex (\$101M), eBART (\$100M), new rail cars (\$61M plus \$45M reserve account deposit), and Warm Springs Extension (\$40M). From a program perspective, the largest components of the FY16 capital budget are System Reinvestment, System Expansion, and Safety & Security. For FY16, System Reinvestment is \$51M or 17% greater than FY15. On the revenue side, Federal funds once again comprise the largest single source available to the capital budget, followed closely by external funds committed to contracted activities, and allocations from

BART's operating funds. FY16 operating allocations to capital are \$137M (exclusive of debt service) reflecting BART's increasing commitment to addressing capital investments necessary to maintain and enhance service delivery.

BART funds are earmarked for a variety of projects and programs. The largest single operating revenue commitment is the annual contribution to the District's share of the rail car replacement program, construction of the Hayward Maintenance Complex, and development and implementation of a modern replacement train control system. Other operating allocations are directed to multi-year projects including subway lighting retrofits, emergency lighting and power supplies, train control back-up power systems, and other safety and security projects. Operating allocations derived from parking revenues are dedicated to a variety of station and access improvements, including signage, pedestrian improvements, station heavy cleaning, information displays, bike improvements, limited studies, and a sustainability program.

As the primary funding source of our capital reinvestment program, Federal funds are directed to train control and traction power, trackway renovation, general mainline repairs, rail cars, fare collection, and ADA/system accessibility improvements. Other capital revenues are limited in their flexibility and are directed to specific projects and/or activities as a condition of award. The FY16 capital budget contains a considerable amount of State Proposition 1B bond funds (\$50M), which are directed to the Station Modernization Program. Local revenues, including bridge toll allocations and County transportation sales tax funds, are earmarked for grant match and stations projects. Bond proceeds from BART's Earthquake Safety general obligation bond are dedicated exclusively to the Earthquake Safety program. Additionally, there are a number of smaller, defined purpose grants that are limited to specific capital projects.

FY16 BUDGET RESOLUTION

Staff recommends approval of the attached Resolution to adopt the FY16 Annual Budget. As in previous years, the FY16 Resolution includes authorization to submit annual applications for Transportation Development Act (TDA), State Transit Assistance (STA) and Bridge Toll funds that are included in the FY16 capital budget, as appropriate. The Resolution also allows the General Manager or the General Manager's designee to execute the agreement with the City and County of San Francisco to provide annual transfer payments for feeder services to the San Francisco Municipal Transportation Agency for FY16. The Resolution also incorporates provisions referring to the SFO Extension service plan and certain District system-wide operating policies. The Resolution authorizes the General Manager, or designee, to file grant applications and execute funding agreements on behalf of the District with the State of California for security grants.

Exhibit B (attached) reflects current hourly pay rates or base pay ranges, as applicable, and management incentive pay, if any, for non-represented employees. Staff is currently conducting a salary survey of comparable jobs for FY15 and will be reviewing the professional/management pay ranges in Exhibit B, last adjusted in 2014, to determine if adjustment is warranted under the Board's current compensation policy.

Exhibit A (attached) of the Budget Resolution summarizes operating and capital budget totals. It

includes modifications to the Preliminary Budget as outlined in the previous paragraphs.

FISCAL IMPACT

The proposed FY16 Annual Budget is balanced.

ALTERNATIVES

Not adopt the budget or adopt a budget that differs from what has been presented to the Board of Directors over the past three months. Rules of the Board of Directors require that the budget be adopted prior to June 30th; adoption of the Budget Resolution by June 30th is required to authorize expenditures in FY16.

RECOMMENDATION

Adoption of the following motion:

MOTION

Adoption of the attached Resolution in the matter of approving the Annual Budget for the San Francisco Bay Area Rapid Transit District and authorizing expenditures for the fiscal year July 1, 2015 to June 30, 2016.

Attachment 1
Fiscal Year 2016 District Operating Budget
Sources and Uses Detail

SOURCES	FY16 PRELIMINARY	Changes	FY16 ADOPTED
Rail Passenger Revenue	\$ 480,826,336	\$ -	\$ 480,826,336
ADA Passenger Revenue	867,130	-	867,130
Parking Revenue	30,650,999	297,644	30,948,643
Other Operating Revenue	26,401,642	306,000	26,707,642
Sub-Total Operating Revenue	538,746,107	603,644	539,349,751
Sales Tax Proceeds	244,625,494	-	244,625,494
Property Tax Proceeds	34,702,397	-	34,702,397
Measure B / Other	5,401,458	-	5,401,458
State Transit Assistance	18,816,297	(2,313,257)	16,503,040
Low Carbon Transit Operations Program	3,200,000	3,100,000	6,300,000
Federal 5307 Grant - MTC Rail Car Fund Swap	52,671,798	-	52,671,798
Millbrae Use, Operating & Maint. Agreement	845,657	-	845,657
Sub-Total Financial Assistance & Allocations	360,263,101	786,743	361,049,844
TOTAL SOURCES	899,009,208	1,390,387	900,399,595
USES			
Labor	469,998,833	(1,284,723)	468,714,110
OPEB Unfunded Liability	2,490,534	-	2,490,534
ADA Paratransit	13,580,788	-	13,580,788
Purchased Transportation	12,391,324	750,000	13,141,324
Power	40,283,000	-	40,283,000
Other Non-Labor	117,321,770	600,000	117,921,770
Sub-Total Operating Expense	656,066,249	65,277	656,131,526
Extraordinary Expense - MTC Rail Car Fund Swap	52,671,798		52,671,798
Debt Service	50,296,626	-	50,296,626
Allocation - Capital Rehabilitation	50,903,735	1,525,110	52,428,845
Allocation - Rail Car Sinking Fund	45,000,000	-	45,000,000
Allocation - Priority Capital Programs	27,004,507	-	27,004,507
Allocation - Stations & Access Projects	5,702,338	(200,000)	5,502,338
Allocations - Other	1,608,338	-	1,608,338
Allocation - Rail Car Project from SFO Net Result	12,246,151	-	12,246,151
Sub-Total Allocations	192,761,695	1,325,110	194,086,805
TOTAL USES	901,499,742	1,390,387	902,890,129
OPEB Unfunded Liability	(2,490,534)	-	(2,490,534)
NET RESULT	\$ -	\$ -	\$ -
Average Weekday Trips	429,695		429,695
Operating Ratio	82.1%		82.2%
Farebox Recovery Ratio	73.4%		73.4%

Attachment 2

FY16 Capital Budget Headcount and Planned Expenditures Program Summary by Category

Program Category	Capital Headcount*	Planned Expenditures
System Renovation		
Rolling Stock	57	71,369,966
Mainline	121	87,215,121
Stations	21	40,861,560
Controls & Communications	84	55,589,779
Facilities	24	106,045,897
Work Equipment	-	3,933,377
Total System Renovation	308	365,015,700
Safety & Security	10	48,976,729
Earthquake Safety	17	33,912,088
Service & Capacity Enhancement	17	37,890,490
System Expansion	83	173,523,125
Capitol Corridor**	24	3,700,000
Reimbursable***	17	1,800,000
		CAP costs are included in each of the line items above
Cost Allocation Plan	48	
TOTALS	525	664,818,132

* Total authorized permanent positions.

** All expenses for the Capitol Corridor service to be reimbursed as allocated to the Capitol Corridor Joint Powers Board in the Annual State Budget Act.

*** Positions fully reimbursed by Muni, Caltrans, and others for BART staff expenses incurred in performing services for those organizations.

Attachment 3
FY16 Operating and Capital Budget Initiatives

OPERATING	Pos.	Labor	Non-Labor	Total
Compliance				
Grounds Personnel - ROW Safety	7.0	723,667	-	723,667
Civil Rights – Prevailing Wage Monitoring Personnel	1.0	155,142	100,000	255,142
Financial Advisory Services	-	-	100,000	100,000
Sheriff Information Exchange System	-	-	49,000	49,000
Service/Capacity				
Daly City Shop Graveyard Shift	9.0	1,177,377	139,530	1,316,906
Transportation & System Service Personnel	2.0	437,121	-	437,121
Storekeepers to Support Shop Efforts	3.0	310,143	-	310,143
Paramedic Service Hours	-	-	139,109	139,109
Off Peak Incentive Pilot Program*			400,000	400,000
Sustainability/Customer Satisfaction				
Sustainability/Environmental Management	1.0	218,300	550,000	768,300
Car Cleaning Personnel	4.0	348,622	-	348,622
Customer Engagement Software	-	-	220,000	220,000
Environmental Compliance Personnel	1.0	134,575	-	134,575
Police Administrative Specialist	1.0	117,187	-	117,187
Late Night Bus Funding Placeholder*			750,000	750,000
Community Service Officers*	3.0	306,000		306,000
System Reinvestment				
Enterprise Asset Management	4.0	755,323	2,045,083	2,800,406
Rail Vehicle Engineering Personnel	6.0	978,558	-	978,558
Track Personnel	6.0	730,676	-	730,676
Contract/Procurement Support	2.0	314,942	-	314,942
Budget and Planning Software	-	-	300,000	300,000
Workforce Development Grant Match	-	250,000	-	250,000
Train Control Personnel	2.0	243,559	-	243,559
Asset Management Manager	1.0	218,300	-	218,300
Cathodic Protection Personnel	1.0	218,300	-	218,300
Better BART Polling & Public Education	-	-	205,000	205,000
OCIO Network Engineer	1.0	179,594	-	179,594
OPERATING TOTAL	55.0	7,817,386	4,997,721	12,815,107
CAPITAL				Total
Service/Capacity				
eBART Start-Up Funding				3,367,911
System Reinvestment				
C-Car Window Replacement Placeholder*				600,000
Sustainability/Customer Satisfaction				
System Resiliency/Climate Change Adaptation**				200,000
CAPITAL TOTAL ***				4,167,911

*Addition to Preliminary Budget

**Moved from Station/Access Projects

***Note: The Study of Maintenance Efficiency is included in the capital budget

***Note: The Study of Maintenance Efficiency is included in the capital budget

**Attachment 3 (cont.)
FY16 Stations & Access Projects - Summary**

OPERATING	Pos.	Labor	Non-Labor	Total
Customer Access				
Bike Programs - Operating	0	-	50,000	50,000
N. Concord/Martinez Parking*				200,000
Sustainability/Customer Satisfaction				
System Service Personnel	12	1,053,667	-	1,053,667
Public Safety Initiative	4	595,889	23,040	618,929
R-Line System Service Supervision	2	260,183	-	260,183
Art Program Initiation	1	207,905	-	207,905
System Reinvestment				
Grounds Personnel - Stations & Right-Of-Way	6	620,286	-	620,286
OPERATING TOTAL	25	2,737,930	73,040	3,010,970
CAPITAL				Total
Customer Access				
MacArthur Plaza & Placemaking				900,000
Wayfinding				400,000
Bike Programs - Capital				350,000
Last Mile Investments and Studies				300,000
Embarcadero Station Elevator - Preliminary Engineering				250,000
Intermodal Safety Improvement Program				150,000
Warm Springs/South Fremont Station West Side Pedestrian Bridge				100,000
Sustainability/Customer Satisfaction				
Pigeon Abatement				715,338
Station Refresh - Expansion**				550,000
Lake Merritt Customer Service Center Modernization				300,000
Energy Storage Pilot Project				150,000
System Service - Capital				69,000
Sustainability Program: Recycling Phase I				868,000
System Reinvestment				
Station Folders - Phase I				400,000
CAPITAL TOTAL				5,502,338

*Addition to Preliminary Budget

**\$150,000 originally budgeted for 16th St. Mission Plaza Activation Pilot (eliminated) was added to the expansion of Station Refresh.

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

**In the matter of approving
The Annual Budget for the
San Francisco Bay Area Rapid
Transit District and authorizing
Expenditures for the Fiscal Year
July 1, 2015, to June 30, 2016**

Resolution No. _____

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District published notices on May 7, May 8, and May 9, 2015 in newspapers of general circulation in the County of San Francisco, the County of Contra Costa, and the County of Alameda of its intention to adopt an Annual Budget for the Fiscal Year July 1, 2015, to June 30, 2016; and

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District desires to adopt an Annual Budget for the Fiscal Year July 1, 2015, to June 30, 2016; and

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District is required by Public Utilities Code Section 28767 to determine and create, by resolution, such number and character of positions as are necessary to properly carry out the functions of the District; and

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code §99200, *et seq.*, provides for the disbursement of funds from the Local Transportation Fund of the Counties of Alameda and Contra Costa for use by eligible claimants for the purpose of operating assistance; and

WHEREAS, the State Transit Assistance (STA) fund makes funds available pursuant to Public Utilities Code Section 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, as attested to by opinions of the Office of the General Counsel, the San Francisco Bay Area Rapid Transit District is an eligible applicant for Net Toll Revenues and MTC Rail Extension Reserve bridge toll revenues pursuant to Section 30892 of the Streets and Highways Code; and is an eligible claimant for TDA and STA funds pursuant to Public Utilities Code Section 99260; and

WHEREAS, the agreement between the San Francisco Bay Area Rapid Transit District and San Mateo County Transit District, dated April 27, 2007, states that the San Francisco Bay Area Rapid Transit District will provide service on the SFO extension in a manner consistent with BART's system-wide operating policies; and

WHEREAS, the system-wide operating plan for Fiscal Year 2016 was presented to the Board of Directors on May 14, 2015, in a presentation entitled Fiscal Year 2016 Preliminary Budget Operating Sources, Uses and Service Plan; and

WHEREAS, the California Governor's Office of Emergency Services makes funds available from the FY 2015-2016 California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) to eligible applicants to support approved security transit projects;

NOW, THEREFORE, BE IT RESOLVED that the attached Annual budget (marked Exhibit A and incorporated herein as though set forth at length) is hereby adopted; and

BE IT FURTHER RESOLVED that, subject to the resolved clauses, said Annual Budget includes appropriations of monies expected to be available in the General Fund, Capital Funds including Construction Funds and existing and anticipated Federal, State and local grants, for expenditures in the amounts and for the purposes set forth in said budget; and

BE IT FURTHER RESOLVED that the General Manager is authorized to enter into services agreements (including professional, technical, maintenance and repair agreements) and lease or license agreements for District use of real property, facilities, equipment and software provided that:

- (1) The General Manager shall first determine that the work or services concerned, in the amounts authorized in a service agreement, cannot satisfactorily be performed by the officers or employees of the District;
- (2) Agreements that are let by public bidding, service, lease, and license agreements, and amendments thereto, between \$25,000 and \$100,000, shall be reported bi-monthly to the Board of Directors;
- (3) Prior authorization by the Board of Directors is required when:
 - a. The agreement, and amendments thereto, total in the aggregate \$100,000 or more in the fiscal year; or
 - b. Amendments total in the aggregate \$100,000 or more in any subsequent fiscal year;
- (4) The General Counsel is authorized to enter into services agreements in amounts up to \$100,000 with special counsel not previously designated by the Board without prior notice to the Board where the General Counsel determines that such immediate action is necessary to protect the legal interests of the District. Any such agreement shall be reported by the General Counsel to the Board within the calendar month thereafter.
- (5) The General Manager's authority to take immediate remedial measures, as defined in Section 20224 of the California Public Contract Code, and as authorized in Resolution No. 4834 shall remain unchanged; and

BE IT FURTHER RESOLVED that the General Manager is authorized to exchange District goods and services for goods and services from others of approximately equal or greater value; and

BE IT FURTHER RESOLVED that all disbursements resulting from the exercise of authority granted the General Manager pursuant to this resolution shall be reported to the Board of Directors in the District's quarterly financial report; and

BE IT FURTHER RESOLVED that Resolution No. 5262, adopted June 12, 2014, is repealed effective August 31, 2015, except as it applies to unexpended capital appropriations, and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute and file a Bridge Toll Application, a TDA Application and an STA Application along with necessary supporting documents, with the Metropolitan Transportation Commission for allocation of bridge toll revenues, TDA and STA funds in FY16; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute any actions necessary for the purpose of obtaining financial assistance provided by the California Transit Security Grant Program – FY 2015-2016 California Transit Assistance Fund (CTSGP-CTAF); and

BE IT FURTHER RESOLVED that the San Francisco Bay Area Rapid Transit District's system-wide operating policies shall be generally as set forth in the May 14, 2015, presentation entitled Fiscal Year 2016 Preliminary Budget Operating Sources, Uses and Service Plan, subject to such adjustments that staff determines necessary to operate the service in the public's interest; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute an agreement with the City and County of San Francisco (CITY) to provide a transfer payment in FY16, such transfer payment being paid by the District to CITY in order to facilitate the coordination of transit service and furnish an incentive to CITY for providing enhanced transfer services between MUNI and BART stations; and

BE IT FURTHER RESOLVED that the General Manager is authorized to make expenditures and incur liabilities against said funds within the limits set forth in said budget and the provisions of this Resolution, and to act on behalf of the District in connection with contracts arising thereunder, by following the procedures provided by law, and by Board of Directors' Resolutions and Board Rules, except that no contractual obligation shall be assumed by the District in excess of its ability to pay, and provided further that all expenditures shall be in conformance with statutory and other restrictions placed on the use of said funds; and

BE IT FURTHER RESOLVED that the General Manager is authorized to exceed Board Appointed Department/Executive Office budgets by more than ten percent (10%) ten (10) days after written notice of this intended action has been mailed to the Board of Directors, provided that the Total Net Operating Expense line item set forth in "Exhibit A" is not exceeded and such action is consistent with Board Rule 5-1.4 and provided further that the General

Manager will prepare and send to the Board, a summary of Department budgets within approximately 30 days after the adoption of this budget; and

BE IT FURTHER RESOLVED that the General Manager is authorized to exceed the foregoing ten percent limitation for emergency expenditures which are made in accordance with Resolution No. 4834 and Public Contract Code Section 20224; and

BE IT FURTHER RESOLVED that the General Manager is authorized to act on behalf of the District, and to make expenditures and incur liabilities against all funds of the District as provided for in contracts which have been authorized by the Board of Directors of the District and that the Board's authorizations of such contracts also include the necessary appropriations for such contracts and change orders authorized by Rules approved by the Board, subject, however, to compliance with such specific appropriation resolutions as may be adopted by the Board from time to time; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to issue free or discounted promotional tickets in FY16 for purposes of building ridership on the system, consistent with ridership development guidelines; and

BE IT FURTHER RESOLVED that effective July 1, 2015:

- (1) The total number of permanent full and permanent part-time positions ("full time equivalent") as of July 1, 2015, budgeted for the District shall be 3,746.4 (a part-time position is counted as 0.625 positions). Additional permanent positions are authorized, as required, not to exceed 50 positions, of which not more than 25 positions may be charged to operating expense provided the budgeted Total Net Operating Expense is not thereby exceeded;
- (2) The character and salary ranges of such positions, including officers appointed by the Board pursuant to Public Utilities Code Section 28811 shall be as set forth in the agreements entered into with Service Employees' International Union, Local 1021, Amalgamated Transit Union, Local 1555, American Federation of State and County Municipal Employees, Local 3993, the BART Police Officers Association and the BART Police Managers Association as to the employees represented thereby, and with other Bargaining Units for employees that may later be represented thereby, and for all other employees as set forth in the attached "Exhibit B", incorporated herein as though set forth at length. The employment benefits for non-represented employees shall be administered by the General Manager in accordance with Board Rule 4-1.2.
- (3) The General Manager is authorized to make future adjustments to the Professional/Management Salary Ranges ("Exhibit B") for non-represented employees in accordance with applicable provisions of the Compensation Manual, which reflects the District policy and practice to evaluate such ranges on an annual basis and to establish the mid-points of the pay ranges for positions so that they approximate the 75th percentile of the average of salaries paid for similar jobs in the labor market and to promptly advise the Board of any and all such range

adjustments. The General Manager is directed to initiate the annual review by October of each year.

- (4) The District Secretary shall insure that an amendment to Exhibit B be prepared to reflect any adjustment to the hourly wage rates or professional/management pay bands as provided above or any adjustment to the Board appointed officers' salaries as a result of merit adjustments or scheduled increases provided in such officers' employment agreements that take effect during the fiscal year. The District Secretary shall attach any such amendment to Exhibit B as an addendum to this resolution.
- (5) The General Manager is authorized to pay non-represented employees on the merit plan who are eligible for a wage increase of up to 3.7214% as of July 1, 2015 that portion of their merit increase which exceeds the top of the base salary range with no increase to the employee's "base wage" above the top of the salary range. The amount over the top of the salary range shall be paid over the following twelve month period in equal pay period installments and will be discontinued after the expiration of the twelve month period unless the pay range is adjusted in accordance with (3), above, to incorporate that portion that is over the top of the salary range. Employees must have been rated "effective" or higher overall in their most recent performance evaluation to be eligible for any merit increase.
- (6) Except for Paragraph 1, and to the extent it is modified by Resolution No. 4748, Resolution No. 4487 remains in full force and effect.

###

EXHIBIT A
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
ANNUAL BUDGET - FISCAL YEAR 2016

FUND SOURCES

TOTAL

FUND SOURCES FOR NET OPERATING EXPENSE BUDGET,
DEBT SERVICE AND CAPITAL ALLOCATIONS

Operating Revenue	\$	539,349,751
Property Tax		34,702,397
1/2 ¢ Sales Tax		244,625,494
Measure B, BB, & J Assistance		4,448,133
FTA - UAFF Operations (SMP)		843,325
Other Financial Assistance		110,000
Caltrain - Millbrae Station Joint Use		845,657
5307 Preventive Maintenance Grant - Rail Car Fund Swap		52,671,798
State Transit Assistance		16,503,040
Low Carbon Transit Operations Program		6,300,000
Total Operating Sources		900,399,595

FUND SOURCE FOR CAPITAL BUDGET

Capital Funds - Cash Flow FY16	\$	664,818,132
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TOTAL ESTIMATED FUND SOURCES

\$ 1,565,217,727

FUND USES

FUND USES FOR NET OPERATING EXPENSE BUDGET,
DEBT SERVICE AND CAPITAL ALLOCATIONS

Net Labor Expense ⁽¹⁾	\$	471,204,644
Non-Labor Expense		184,926,882
Total Net Operating Expense	\$	656,131,526
Extraordinary Expense - Rail Car Fund Swap		52,671,798
Revenue Bond Debt Service		50,296,626
Allocations to Capital - Rehabilitation		52,428,845
Allocations to Capital - Rail Car Sinking Fund		45,000,000
Allocations to Capital - Priority Capital Programs		27,004,507
Allocations to Capital - Stations & Access Projects		5,502,338
Allocations to Capital - Other		1,608,338
Allocation to Rail Car Project from SFO Net Result		12,246,151
Total Operating Uses	\$	902,890,129

Other Post Employment Benefits Unfunded Liability	\$	(2,490,534)
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FUND USES FOR CAPITAL BUDGET

Capital Funds - Cash Flow FY16	\$	664,818,132
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TOTAL ESTIMATED FUND USES

\$ 1,565,217,727

NET FINANCIAL RESULT (DEFICIT)

\$ -

⁽¹⁾ Total Authorized Permanent Positions (FTE) as of 7/01/15 = 3,746.4

EXHIBIT B

**CHARACTER, BASE SALARIES, PAY BANDS, HOURLY WAGE RATES,
AND MANAGEMENT INCENTIVE PAY OF MANAGEMENT AND
NON-REPRESENTED CLASSIFICATIONS**

CHARACTER OF POSITION/PAYROLL
CLASSIFICATION TITLE

HOURLY WAGE RANGE

CLERICAL & HOURLY	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6
ADMINISTRATIVE TECHNICIAN	\$27.1932	\$28.3927	\$29.5045	\$30.6451	\$31.8153	\$32.2646
ADMINISTRATIVE SECRETARY	26.1793	27.3326	28.4007	29.4977	30.6231	31.0511
SENIOR SECRETARY	24.3790	25.2796	26.2079	27.3326	28.4295	28.8573
SENIOR CLERK	25.9462	27.0882	28.1467	29.2333	30.3477	30.7757
INTERMEDIATE CLERK	23.2159	24.1626	25.0543	25.9754	27.0882	27.5162
P/T SURVEY TAKER (SINGLE RATE)	31.2256					
ENGINEER INTERN	18.0000					

NOTE: The clerical rates are effective 1/1/2015.

PROFESSIONAL/MANAGEMENT PAY BANDS

PAY BAND	MINIMUM	MIDPOINT	MAXIMUM
14	\$150,435	\$191,807	\$233,178
13	129,954	165,693	201,431
12	117,874	150,289	182,705
11	112,259	143,132	174,004
10	106,913	136,315	165,717
9	101,822	129,824	157,826
8	96,973	123,641	150,310
7	87,957	112,146	136,335
6	83,769	106,807	129,844
5	75,981	96,877	117,772
4	72,364	92,264	112,165
3	68,917	87,870	106,823
2	65,635	83,686	101,736
1	59,532	75,904	92,277

NOTE: The professional/ management pay bands were effective 01/01/2014.

MANAGEMENT INCENTIVE PAY (ANNUAL)

Amount Effective

Assistant General Manager - Administration and Budget	\$4,800	8/14/2006
Assistant General Manager - Operations	\$4,800	6/28/1999
Assistant General Manager - Planning and Development	\$4,800	11/13/2012
Assistant General Manager- Employee Relations	\$4,800	5/27/2014
Assistant General Manager- External Affairs	\$4,800	11/4/2013
Chief Information Officer	\$4,800	3/1/2013
Chief of Police	\$4,800	6/16/2012
Deputy General Manager	\$4,800	5/14/2012
Managing Director - Capitol Corridor	\$4,800	11/21/2009

BOARD APPOINTED OFFICERS' ANNUAL SALARIES

Base Salaries	7/1/2015
INDEPENDENT POLICE AUDITOR	\$ 175,540.83
DISTRICT SECRETARY	\$ 183,517.88
CONTROLLER-TREASURER	\$ 233,099.74
GENERAL COUNSEL	\$ 264,669.92
GENERAL MANAGER	\$ 347,820.84

Note: The 7/1/15 salary adjustments for each of the Board Appointed Officers were approved by the Board on December 11, 2014.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marisa DelBouge</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to Board of Directors		
DATE: 6/4/15		BOARD INITIATED ITEM: No		
Originator/Prepared by: Raul Millena Dept: Maintenance & Engineering, Ext. 6552 <i>Raul Millena</i> Signature/Date: 6/1/15	General Counsel <i>MB</i> Signature/Date: 6/4/15	Controller/Treasurer <i>Christina</i> Signature/Date: 6/4/15 []	District Secretary []	BARC <i>Raul</i> Signature/Date: 6/1/15
Status: Routed		Date Created: 06/01/2015		

TITLE:

Sole Source Procurement of Alstom Signaling Vital Processor Interlocking Circuit Boards (Two-Thirds Vote Required)

NARRATIVE:

PURPOSE: To obtain Board authorization, in accordance with Public Contract Code Section 20227, to negotiate and execute a sole source contract with Alstom Signaling, Inc., for the procurement of Vital Processor Interlocking (VPI) Circuit Boards, in the amount not to exceed \$2,382,444.40, plus applicable taxes.

DISCUSSION: In 1986, the Vital Processor Interlocking system manufactured by Alstom Signaling, Inc was supplied as part of the BART Extensions Program Contract 93YF-150. The VPI system handles the vital and non-vital Automatic Train Operations (ATO) at stations and interlockings. There are currently 55 VPI systems in revenue service throughout the District.

Much of the VPI equipment procured has been in operation for over 29 years and the inventory of spare circuit boards are almost depleted. To address this concern, staff has determined that the spare circuit board inventory must be replenished to ensure availability of replacement circuit boards should a circuit board failure occur. The spare circuit board inventory consists of receiver boards, oscillator boards, diagnostic boards, backplane boards, wayside interface boards, vital and non-vital input and output boards, CPU boards, and vital serial communication boards. Under this Contract, the District will be procuring between 10 to 30 of each of the various boards.

The materials required to replenish the District's VPI circuit boards can only be provided by Alstom Signaling, Inc. The circuit boards are proprietary to Alstom Signaling, Inc. Also, the documentation required for the production of the circuit boards is proprietary to Alstom Signaling, Inc. Because of the proprietary and safety sensitive nature of the hardware design and executive software components in the circuit boards, integration with a non-Alstom Signaling, Inc, supplier would be cost prohibitive.

Pursuant to Public Contract Code Section 20227, the Board may direct the purchase of any supply, equipment or material without observance of competitive bidding upon a finding by two-thirds of all members of the Board that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating or replacing equipment currently in use.

Staff is now seeking to enter into direct negotiations with Alstom Signaling, Inc. in order to execute a sole source contract for the procurement of VPI circuit boards to replenish the District's spare circuit board inventory, at a cost not to exceed \$2,382,444.40, plus applicable taxes. The Office of the General Counsel will approve the Contract as to form.

Pursuant to the revised DBE Program, the Office of Civil Rights is utilizing race and gender neutral efforts for Procurement contracts. Therefore, no DBE goal was set for this contract.

FISCAL IMPACT:

The total Contract amount of \$2,608,776.62 (\$2,382,444.40 plus 9.5% tax), is included in the total project budget for project 20LT000, Station Speed Encoding MUX Replacement. The Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project since May 2006, and is included in totality to track funding history against spending authority. Funds needed to meet this request will be expended from a combination of these sources listed.

Fund Source Description	Amount Awarded
FTA Capital Assistance - Various	24,145,340.60
MTC Local Bridge Tolls - Various	2,962,234.70
Bart Capital Allocations & Sales Tax Revenue Bonds	3,063,434.27
Grand Total	30,171,009.57

As of May 19, 2015, the total project budget is \$30,171,009. BART has expended \$13,284,035.29, has committed 3,282,348.21 and has reserved \$3,712,611.64 to date for other actions. This action will commit \$2,608,776.62 (\$2,382,444.40 plus 9.5% tax), leaving an uncommitted balance of \$7,283,237.81.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES: Because of the proprietary nature of the Alstom circuit board design, it would be cost prohibitive for another vendor to obtain the license to manufacture the circuit boards. Replacing all existing VPI equipment with new equipment through a competitive bidding process is not necessary at this time and would be time consuming and very costly.

RECOMMENDATION: Adoption of the following motion.

MOTION: Pursuant to Public Contract Code Section 20227, the Board finds that Alstom Signaling, Inc. is the single source for the procurement of VPI circuit boards, and that the purchase is for the sole purpose of duplicating or replacing equipment in use at the District. The Board authorizes the General Manager to enter into direct negotiations and execute a contract with Alstom Signaling, Inc., for the procurement of VPI circuit boards, in the amount not to exceed \$2,382,444.40, plus applicable taxes.

Two-thirds vote required.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marcia deVander</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to Board of Directors		
DATE: <i>6/4/15</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Raul Millena Dept. Maintenance & Engineering, EXT 6552 <i>Raul Millena</i> Signature/Date: <i>6/1/15</i>	General Counsel <i>MB</i> Signature/Date: <i>6/4/15</i>	Controller/Treasurer <i>Chris Gann</i> Signature/Date: <i>6/4/15</i> []	District Secretary []	BARC <i>Paul Exonier</i> Signature/Date: <i>6/4/15</i>
Status: Approved		Date Created: 06/01/2015		

TITLE:

**Sole Source Procurement of Bombardier Transportation Geoloc Track Signaling Circuit Boards
(Two-Thirds Vote Required)**

NARRATIVE:

PURPOSE: To obtain Board authorization, in accordance with Public Contract Code Section 20227, to execute a contract with Bombardier Transportation, for the procurement of Geoloc Track Signaling Circuit Boards, in the amount not to exceed \$578,464.00, plus applicable taxes.

DISCUSSION: In 1999, the Geoloc Track Signaling system manufactured by Bombardier Transportation was deployed on the West Bay Extension Project, Contract 12YC-120. There are 6 Geoloc Track Signaling systems in revenue service in the District.

Much of the Geoloc Track Signaling equipment procured has been in operation for over 10 years and the inventory of spare circuit boards are almost depleted. To address this concern, staff has determined that the spare circuit board inventory must be replenished to ensure availability of replacement circuit boards should a circuit board failure occur. The spare circuit board inventory consists of transmitter boards and receiver boards. Under this Contract, the District will be procuring 20 of each of these boards.

The material required to replenish the District's Geoloc Track Signaling circuit boards can only be provided by Bombardier Transportation. The circuit boards are proprietary to Bombardier Transportation. Also, the documentation required for the production of the circuit boards is proprietary to Bombardier Transportation. Because of the proprietary and safety sensitive nature of the hardware design and executive software components in the circuit boards, integration with a non-Bombardier Transportation supplier would be cost prohibitive.

Pursuant to Public Contract Code Section 20227, the Board may direct the purchase of any supply, equipment or material without observance of competitive bidding upon a finding by two-thirds of all members of the Board that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating or replacing equipment currently in use.

Staff is now seeking to enter into direct negotiations with Bombardier Transportation in order to execute a sole source contract for the procurement of Geoloc Track Signaling circuit boards to replenish the District's spare circuit board inventory, at a cost not to exceed \$578,464.00, plus applicable taxes. The Office of the General Counsel will approve the Contract as to form.

Pursuant to the revised DBE Program, the Office of Civil Rights is utilizing race and gender neutral efforts for Procurement contracts. Therefore, no DBE goal was set for this contract.

FISCAL IMPACT:

The total Contract amount of \$633,418.08 (\$578,464 plus 9.5% tax) is included in the total project budget for project 20LT000 Station Speed Encoding MUX Replacement. The Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project since May 2006, and is included in totality to track funding history against spending authority. Funds needed to meet this request will be expended from a combination of these sources listed.

Fund Source Description	Amount Awarded
FTA Capital Assistance - Various	24,145,340.60
MTC Local Bridge Tolls - Various	2,962,234.70
Bart Capital Allocations & Sales Tax Revenue Bonds	3,063,434.27
Grand Total	30,171,009.57

As of May 19, 2015, the total project budget is \$30,171,009. BART has expended \$13,284,035.29, has committed \$6,279,512.34 (Including Alstom and GETS) and has reserved \$2,767,000.00 to date for other actions. This action will commit \$633,418.08 (\$578,464 plus 9.5% tax), leaving an uncommitted balance of \$7,207,043.29.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES: Because of the proprietary nature of the Bombardier circuit board design, it would be cost prohibitive for another vendor to obtain the license to manufacture the circuit boards. Replacing all existing Gealoc Track Signaling equipment with new equipment through a competitive bidding process is not necessary at this time and would be time consuming and very costly.

RECOMMENDATION: Adoption of the following motion.

MOTION: Pursuant to Public Contract Code Section 20227, the Board finds that Bombardier Transportation, is the single source for the procurement of Gealoc Track Signaling circuit boards, and that the purchase is for the sole purpose of duplicating or replacing equipment in use at the District. The Board authorizes the General Manager to enter into direct negotiations and execute a contract with Bombardier Transportation, for the procurement of Gealoc Track Signaling circuit boards, in the amount not to exceed \$578,464.00, plus applicable taxes.

Two-thirds vote required.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Warcia DeVaughn</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the Board of Directors		
DATE: <i>6/4/15</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Raul Millena Dept. Maintenance & Engineering, Ext 6552 Signature: <i>[Signature]</i> Date: <i>6/1/15</i>	General Counsel <i>[Signature]</i> <i>6/4/15</i>	Controller/Treasurer <i>[Signature]</i> <i>6/4/15</i>	District Secretary []	BARC <i>[Signature]</i> <i>6/4/15</i>
Status: Approved		Date Created: 06/01/2015		

TITLE:

Sole Source Procurement of General Electric Transportation Signaling Vital Harmon Logic Controller Circuit Boards (Two-Thirds Vote Required)

NARRATIVE:

PURPOSE: To obtain Board authorization, in accordance with Public Contract Code Section 20227, to negotiate and execute a sole source contract with General Electric Transportation Signaling (GETS), for the procurement of Vital Harmon Logic Controller (VHLC) Circuit Boards, in the amount not to exceed \$367,147.64, plus applicable taxes.

DISCUSSION: In 1999, the District initiated its program to replace all relay based interlockings with the VHLC microprocessor based interlocking system manufactured by GETS under Contract 20LL-210. There are 30 VHLC systems in revenue service throughout the District.

Much of the VHLC equipment procured under the Relay Replacement program has been in operation for over 10 years and the inventory of spare circuit boards are almost depleted. To address this concern, staff has determined that the spare circuit board inventory must be replenished to ensure availability of replacement circuit boards should a circuit board failure occur. The spare circuit board inventory consists of vital logic processor boards, vital and non-vital input and output boards, power supply boards, application module boards, and communication boards. Under this Contract, the District will be procuring between 4 to 10 of each of the various boards.

The material required to replenish the District's VHLC circuit boards can only be provided by GETS. The circuit boards are proprietary to GETS. Also, the documentation required for the production of the circuit boards is proprietary to GETS. Because of the proprietary and safety sensitive nature of the hardware design and executive software components in the circuit boards, integration with a non-GETS supplier would be cost prohibitive.

Pursuant to Public Contract Code Section 20227, the Board may direct the purchase of any supply, equipment or material without observance of competitive bidding upon a finding by two-thirds of all members of the Board that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating or replacing equipment currently in use.

Staff is now seeking to enter into direct negotiations with GETS in order to execute a sole source contract for the procurement of VHLC circuit boards to replenish the District's spare circuit board inventory, at a cost not to exceed \$367,147.64, plus applicable taxes. The Office of the General Counsel will approve the Contract as to form.

Pursuant to the revised DBE Program, the Office of Civil Rights is utilizing race and gender neutral efforts for Procurement contracts. Therefore, no DBE goal was set for this contract.

FISCAL IMPACT:

The total Contract amount of \$402,026.67 (\$367,147.64 plus 9.5% tax) is included in the total project budget for project 20LT000 Station Speed Encoding MUX Replacement. The Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project since May 2006, and is included in totality to track funding history against spending authority. Funds needed to meet this request will be expended from a combination of these sources listed.

Fund Source Description	Amount Awarded
FTA Capital Assistance - Various	24,145,340.60
MTC Local Bridge Tolls - Various	2,962,234.70
Bart Capital Allocations & Sales Tax Revenue Bonds	3,063,434.27
Grand Total	30,171,009.57

As of May 19, 2015, the total project budget is \$30,171,009. BART has expended \$13,284,035.29, has committed \$5,879,212.41 (including Alstom) and has reserved \$3,345,464.00 to date for other actions. This action will commit \$402,026.67 (\$367,147.64 plus 9.5% tax), leaving an uncommitted balance of \$7,260,270.63.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES: Because of the proprietary nature of the VHLC circuit board design, it would be cost prohibitive for another vendor to obtain the license to manufacture the circuit boards. Replacing all existing VHLC equipment with new equipment through a competitive bidding process is not necessary at this time and would be time consuming and very costly.

RECOMMENDATION: Adoption of the following motion.

MOTION: Pursuant to Public Contract Code Section 20227, the Board finds that General Electric Transportation Signaling is the single source for the procurement of VHLC circuit boards, and that the purchase is for the sole purpose of duplicating or replacing equipment in use at the District. The Board authorizes the General Manager to enter into direct negotiations and execute a contract with General Electric Transportation Signaling for the procurement of VHLC circuit boards, in the amount not to exceed \$367,147.64, plus applicable taxes.

Two-thirds vote required.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

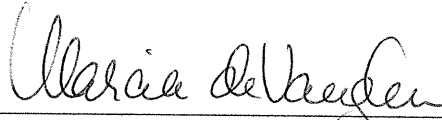
DATE: June 5, 2015

FROM: General Manager

SUBJECT: E&O Agenda Item #8.D: Fleet of the Future: New Revenue Vehicle Procurement
Semi-Annual Update - For Information

At the June 11, 2015 Board meeting, staff will provide the semi-annual update on the new revenue vehicle procurement.

If you have any questions regarding the attached presentation, please contact John Garnham at (510) 476-3759.


Grace Crunican

Attachment

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marcia deVander</i>		GENERAL MANAGER ACTION REQ'D:		
DATE: c <i>6/3/2015</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Abigail Thorne-Lyman Dept: Strategic and Policy Planning, Planning, Development & Construction Signature/Date: <i>[Signature]</i>	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary []	BARC <i>[Signature]</i>

TITLE:

Strategic Plan

NARRATIVE:

Purpose

Adopt an updated Strategic Plan to replace the Strategic Plan document adopted by the Board in 2008.

Discussion

BART staff have updated the 2008 Strategic Plan to reflect the current needs, goals, and strategies of the District due to changes in external and internal factors, including the following:

External

- Passage of MAP-21, the new federal transportation bill in 2012. MAP-21 requires agencies funded by the federal government to establish and track a series of performance measures. While MAP-21 expired in 2014, its provisions have been extended by Congress through a series of continuing resolutions
- State policy including Senate Bill 32 and Assembly Bill 375 which established greenhouse gas (GHG) reduction targets and transportation/land use strategies to reduce GHG emissions from cars and light trucks
- Adoption of the region's first state-mandated Sustainable Communities Strategy, known as Plan Bay Area
- A shift in the regional economy, from a period of recession to a period of rapid growth in the technology industry which has changed job growth and travel patterns throughout the region

Internal

- Significant need for reinvestment in repairs and maintenance of existing BART infrastructure, much of which is over 40 years old.
- Rapid growth in BART ridership over the last five years - in part as a result of the economic growth referenced above - resulting in a need to address Transbay capacity issues during the peak periods
- Adoption of the asset management policy, which has enabled BART to establish innovative tools to better monitor and quantify its asset repair needs
- A renewed commitment to the safety and security of both riders and BART employees
- Additional emphasis on monitoring the equity implications of BART investments, including creation of the Title VI / Environmental Justice Advisory Committee
- Creation of a Sustainability Action Plan to reduce BART's water usage and waste, seek

- renewable energy resources and implement other environmentally sustainable procedures
- Near completion on two major extensions (BART to OAK and Warm Springs) and construction on two more (eBART and Silicon Valley extension), which will place additional operational needs on BART within the next 5 to 10 years.

Since the fall of 2014, BART Strategic and Policy Planning staff have worked with staff representing multiple departments including Operations, Human Resources, Operating & Capital Budgets, the Office of Civil Rights, the Police Department, and the General Manager's office to develop the attached draft Strategic Plan. In January 2015 Staff presented the Board with the Draft Strategic Framework for review at the Board Workshop. Staff received feedback on the Framework, with recommendations for a greater emphasis on rider and community engagement, and regional leadership. Changes have been made to reflect these comments and to enhance the overall flow of the Strategic Plan.

The eight draft Strategic Plan goals of Economy, Equity, Environment, Rider & Public Experience, System Performance, Safety, Workforce, and Financial Stability will be implemented through six interdepartmental strategies:

- Connect & Create Great Places
- Advance Sustainability
- Expand Capacity, Manage Demand
- Fix, Maintain & Modernize
- Align Workforce with Needs
- Modernize Business Practices

Following adoption of the one page Strategic Plan, BART staff will be working to implement the Plan in a variety of ways:

1. Integrate the new Mission, Vision, and Goals to be phased into the annual budget process.
2. Develop inter-departmental four year work plans for each of the six strategies that collectively weigh various levels of investment, and enable BART to make more informed decisions about the tradeoffs between investing limited resources in one strategy versus another. Because BART will not have the full resources it needs to fully implement all of the six strategies, it will be important to utilize the work plans to develop an overarching approach to adding staff, technology and resources in ways that achieve BART's goals. This process is shown in the attached Conceptual Implementation Process.
3. Develop a set of performance measures to ensure investments are making progress on achieving the Goals identified in the Strategic Plan. These measures will be utilized to inform investment tradeoffs as well, as described above. BART staff will return to the Board with an informational update on this approach in Fall 2015.
4. Revisit the Strategic Plan every 3 to 5 years. While the Strategic Plan is designed to be a 20 year guiding document, it also needs to be updated to respond to the changing conditions of the Bay Area.

Fiscal Impact

As the Strategic Plan is a guiding document, it will not have a direct fiscal impact on BART. However, decisions made using the Strategic Plan and subsequent Work Plan or other processes

will be designed to help the District weigh the fiscal impact relative to the benefit of various investment decisions. As always, significant investment decisions will be presented to the Board for review.

Alternative

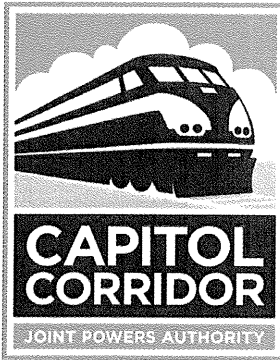
Do not adopt the updated Strategic Plan. The District will continue to use the 2008 version as its guiding document.

Recommendations

Adopt the updated Strategic Plan to replace the 2008 Strategic Plan.

Motion

Adopt the Strategic Plan document to replace the 2008 Strategic Plan as a guiding document for BART.



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

Wednesday June 17, 2015

Simultaneous teleconference calls will take place at:

10 a.m.

BART Boardroom
 Kaiser Center 20th Street Mall
 344–20th Street, 3rd Floor
 Oakland, CA 94612
 (see attached map)

*San Jose City Hall -- Tower Building
 200 E. Santa Clara Street, Room #T1853
 San Jose, CA
 * 299 Nevada Street
 Auburn, CA

DRAFT AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Minutes of the February 18, 2015 Meeting *Action*
- V. Consent Calendar *Action*
 - 1. Proposition 1B – FY 14-15 Transit Safety/Security Intercity Passenger/Commuter Rail Projects
 - 2. On-Call Consultants for Service Planning and Engineering/Design Services [2015-2020]
 - 3. On-Call Consultants to Support CCJPA Bike Access Plan [2015-2020]
 - 4. CCJPA Operations Database Business Intelligence Project – Phase 2
- VI. Action and Discussion Items
 - 1. Legislative Matters/Governor’s May Revise State FY 15-16 Budget *Action*
 - 2. CCJPA Capitol Corridor Station Security Cameras – Phase II *Action*
 - 3. CCJPA Capitol Corridor Station Signage Program – Phase 1 *Action*
 - 4. FY16 Marketing and Communications Plan: FY 16 Advertising Contract *Action*
 - 5. Overview of Draft FY 15-16 CCJPA Budget [Operations, Administration, Marketing] *Info*
 - 6. Update on CCJPA Safety Initiatives: Station Platform Access and Positive Train Control *Info*
 - 7. Managing Director’s Report *Info*
 - 8. Update on Proposed Extension of Capitol Corridor Trains to Salinas [by Project Sponsor/TAMC] *Info*
 - 9. Work Completed *Info*
 - a. Business Plan Update (FY 2015-16 – FY 2016-17)
 - b. Marketing Activities (February – May 2015)
 - 10. Work in Progress *Info*
 - a. Oakland – San Jose Phase 2 Project
 - b. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering
 - c. Proposition 1B Transit Safety/Security Improvement Projects
 - d. On-Board Information System Project Implementation Agreement
 - e. Capitol Corridor Station Bicycle eLocker Project
 - f. Improvements to CCJPA Website and Automated Interactive Voice Response System
 - g. Vision and Service Planning Ad-Hoc Subcommittee: Vision Plan Implementation Program
 - h. Upcoming Marketing Activities
- VII. Board Member Reports
- VIII. Public Comments
- IX. Adjournment. Next Meeting Date: 10:00 a.m., September 16, 2015, at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

Notes:

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.

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

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

TO: Board of Directors **Date:** June 5, 2015
FROM: Controller-Treasurer
SUBJECT: QUARTERLY REPORT OF THE CONTROLLER-TREASURER

Attached is the Quarterly Report of the Controller-Treasurer for the quarter ending March 31, 2015

I have included additional graphs addressing the trend of pension benefit extinguishment and comparison of accounts payable and accounts receivable to other peer agencies.

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


Scott L. Schroeder

Quarterly Report of the Controller-Treasurer

Ending 03/31/15

- The District currently provides benefits to employees which include, but are not limited to:
 - **Retirement Pension Plan** managed by the California Public Employee Retirement System (CALPERS), and funded by contributions from the District and its employees. CALPERS is the largest pension plan in the United States with assets of approximately \$300 billion.
 - **Retiree Medical Benefits** coverage funded by a Trust established by the District in 2005. The Trust as of 3/31/15
 - a. Invested in a combination of stocks, bonds, REIT & cash,
 - b. Benchmark 6.75%,
 - c. Total net assets \$222.8 million and inception to date return is 7.0%,
 - d. Quarterly Report to the Unions
 - **Survivor Benefits** of active and retired employees funded by the employees (\$15/month),
 - **Life Insurance** for retired employees which is currently unfunded but with a net required OPEB contribution of \$16.1 million as of March 31, 2015.
 - The District also accrues liabilities through Property & Casualty insurance and workers compensation claims and maintains the required reserves related to its self-funded insurance programs for worker's compensation and general liability based on an annual actuarial study.

Quarterly Report of the Controller-Treasurer

Ending 03/31/15

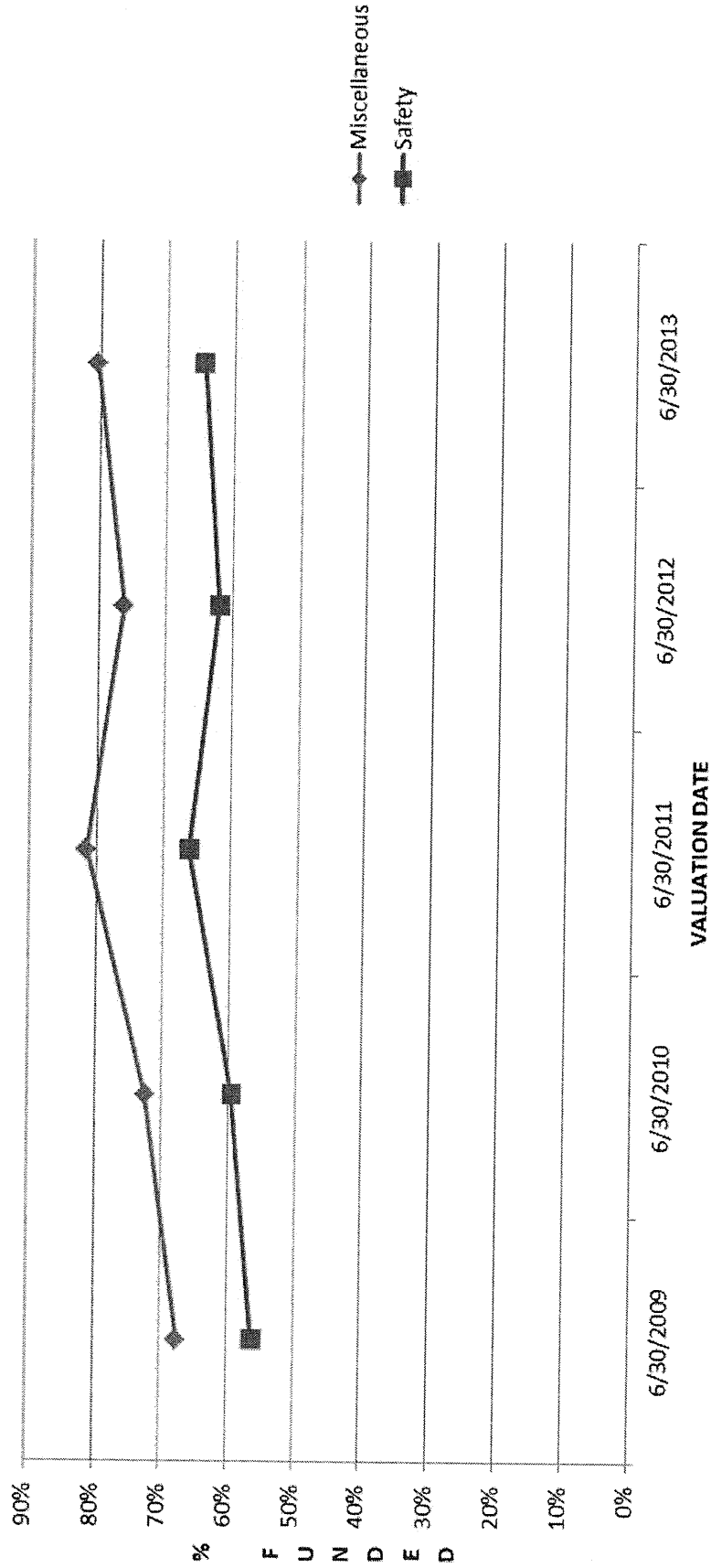
So what are the numbers?

- The annual actuarial report of the District's Pension Plan represents an unfunded liability as of June 30, 2013, the latest available report, in the amount of \$352,132,017. It is 80.4% funded for the Miscellaneous Plan. The Safety Plan has an unfunded liability of \$86,417,395 and is 64.5% funded.
- The annual actuarial report on the District's unfunded Retiree Medical OPEB liability as of June 30, 2014, the latest available study, is \$331,352,000, and is about 61.0% funded. Funding of this liability began in FY05.
- At the last quarterly report, I advised you that Life Insurance for retired employees is currently unfunded. As of March 31, 2015, the cumulative net required OPEB contribution for this benefit plan is \$16.1 million. The annual required contribution for FY15 for this OPEB obligation is \$2.5M based on the latest actuarial valuation. The Trust vehicle has been established and funding the obligation will be a discussion with the General Manager.
- The unfunded liability for the Survivor Benefits obligation has not yet been actuarially determined. Preliminary discussions with the actuary indicate that this might be overfunded at this time. An actuarial study for this plan to determine the actual OPEB obligation will be conducted. In terms of funding this benefit plan, our counsel recommends to roll this plan, under a separate custodial account, into the same Trust currently being established for the Life Insurance benefit Plan.

Quarterly Report of the Controller-Treasurer Ending 03/31/15

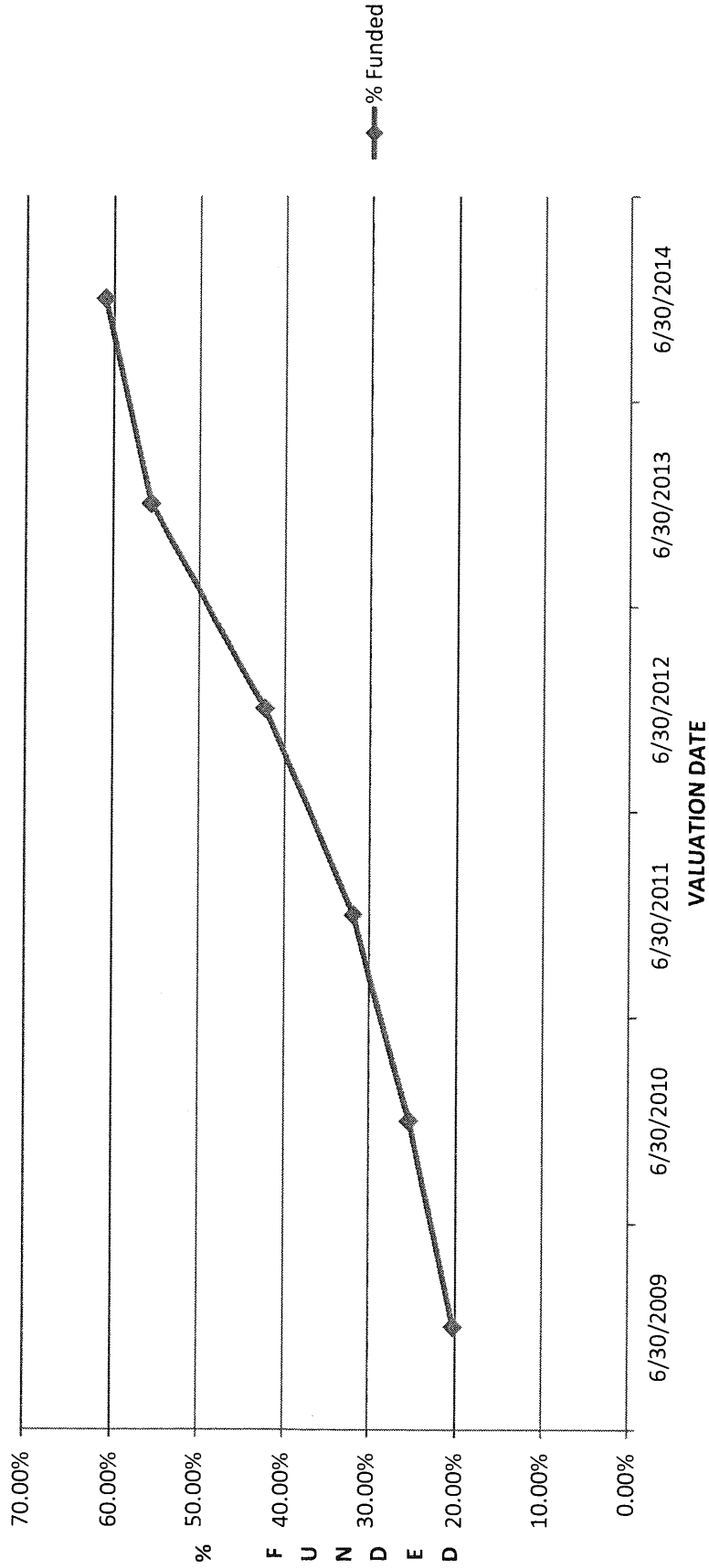
Per Director Mallett's request, this shows the trend of extinguishing the liability. Per the graphs, below, both the CalPers and OPEB histories are shown.

CALPERS PENSION PLAN FUNDING PROGRESS Through June 30, 2013



Quarterly Report of the Controller-Treasurer
Ending 03/31/15

RETIREE HEALTH BENEFITS PLAN
Through June 30, 2014

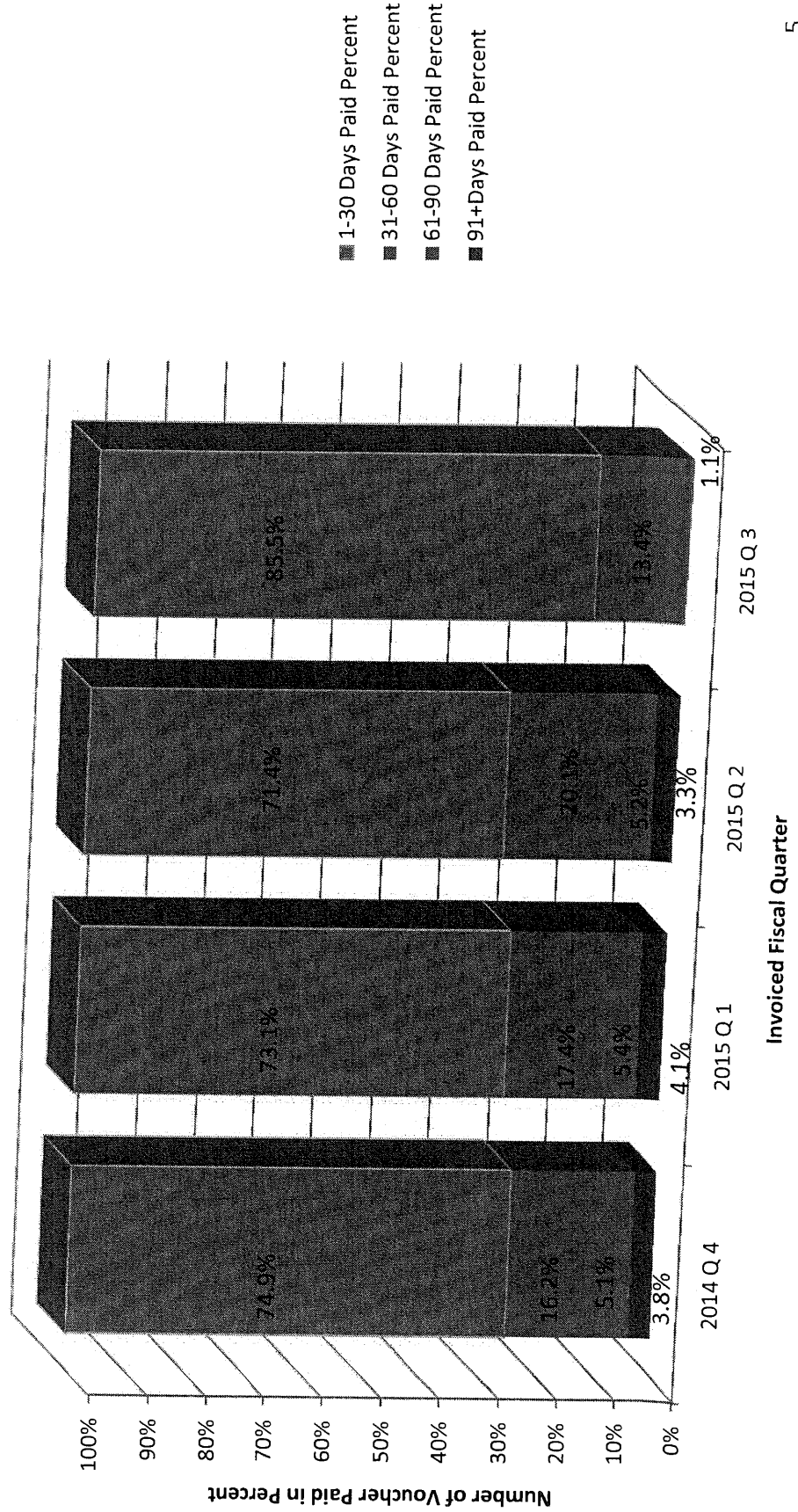


Quarterly Report of the Controller-Treasurer Ending 03/31/15

Accounts Payable

➤ We continue to keep our focus on getting our vendors paid as quickly as possible. During the most recent quarter, the District was able to process 85.5% of all invoices within 30 days. Of those that were not processed in 30 days, 13.4% were processed within 60 days, and 1.1% were processed within 90 days. The trend depicting the past year is shown here:

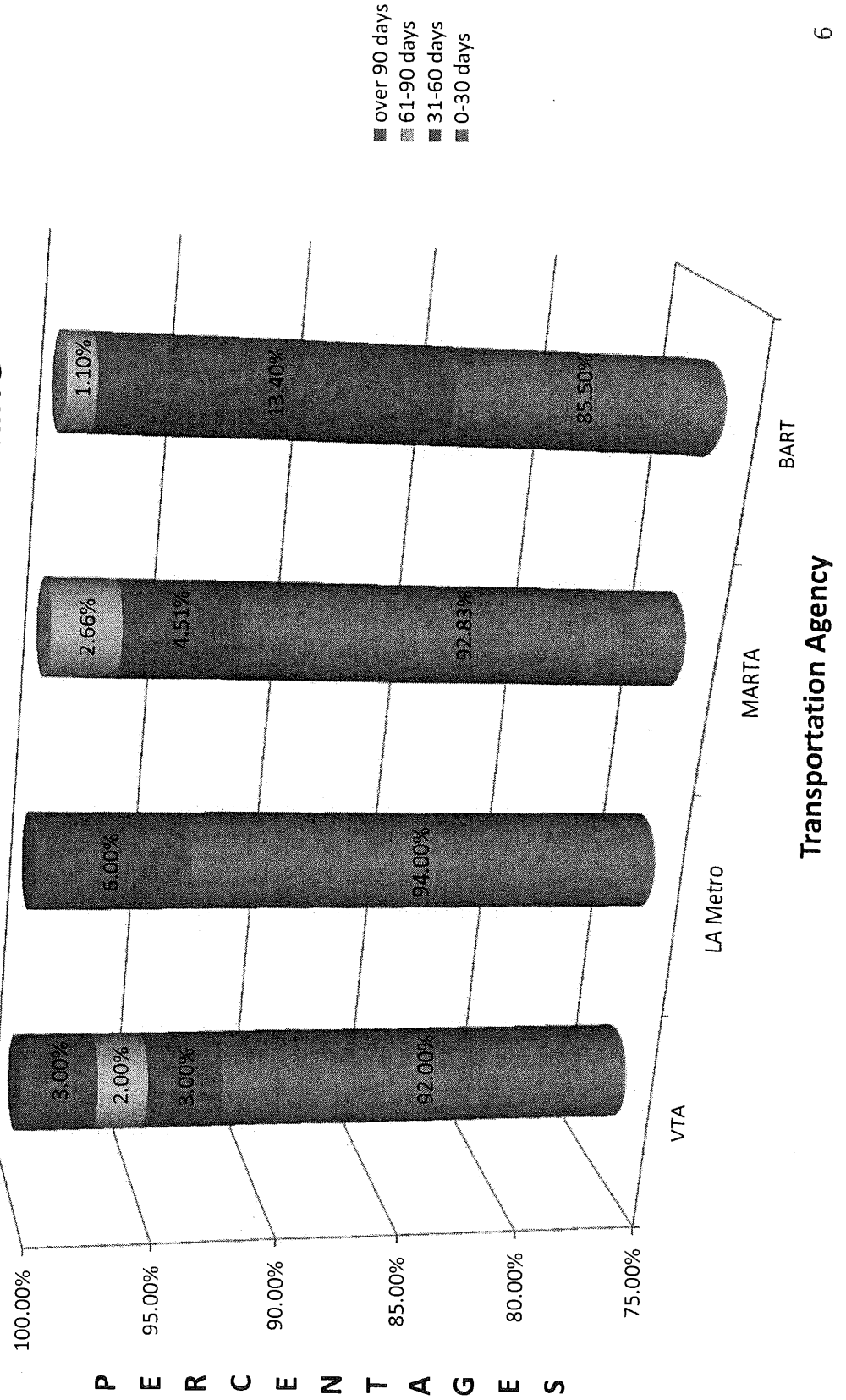
Quarterly Number of Voucher Payment Trend



Quarterly Report of the Controller-Treasurer Ending 03/31/15

The District's experience in paying its vendors is generally consistent with its peers. However, we will continue to try and expedite. About 97% of invoices received within the quarter are paid within 60 days.

ACCOUNTS PAYABLE AGING BENCHMARKING

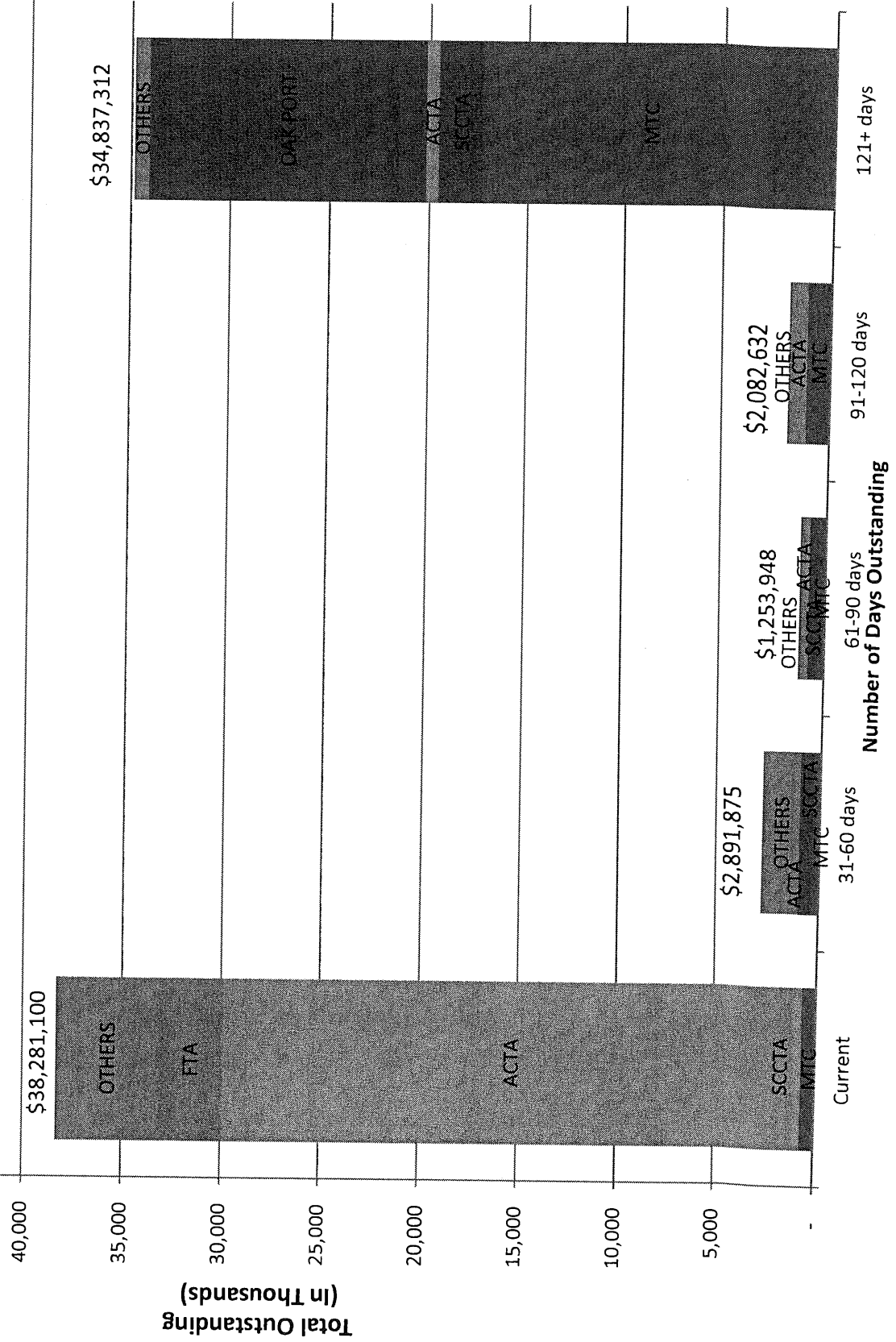


Quarterly Report of the Controller-Treasurer Ending 03/31/15

Accounts Receivable

➤ The time to receive reimbursement funding from our funding partners is shown in the chart below. The amount outstanding is \$79,346,867 as of March 31, 2015.

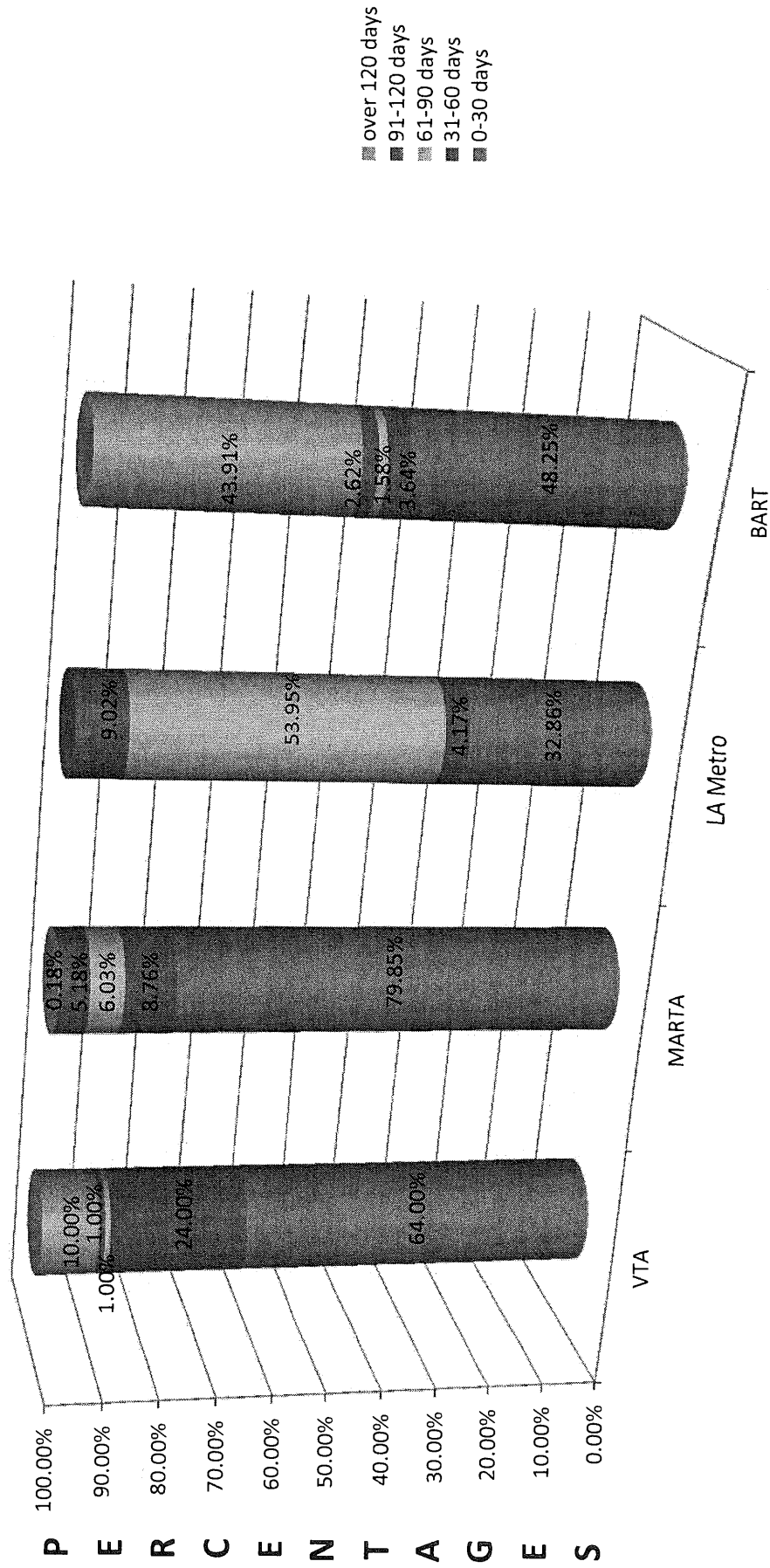
Preliminary Amount of Billed A/R Grants Outstanding



Quarterly Report of the Controller-Treasurer Ending 03/31/15

Experience by other transportation agencies shows that reimbursements from funding agencies are not always received within 30 days.

ACCOUNTS RECEIVABLE AGING BENCHMARKING



Transportation Agency

Quarterly Report of the Controller-Treasurer

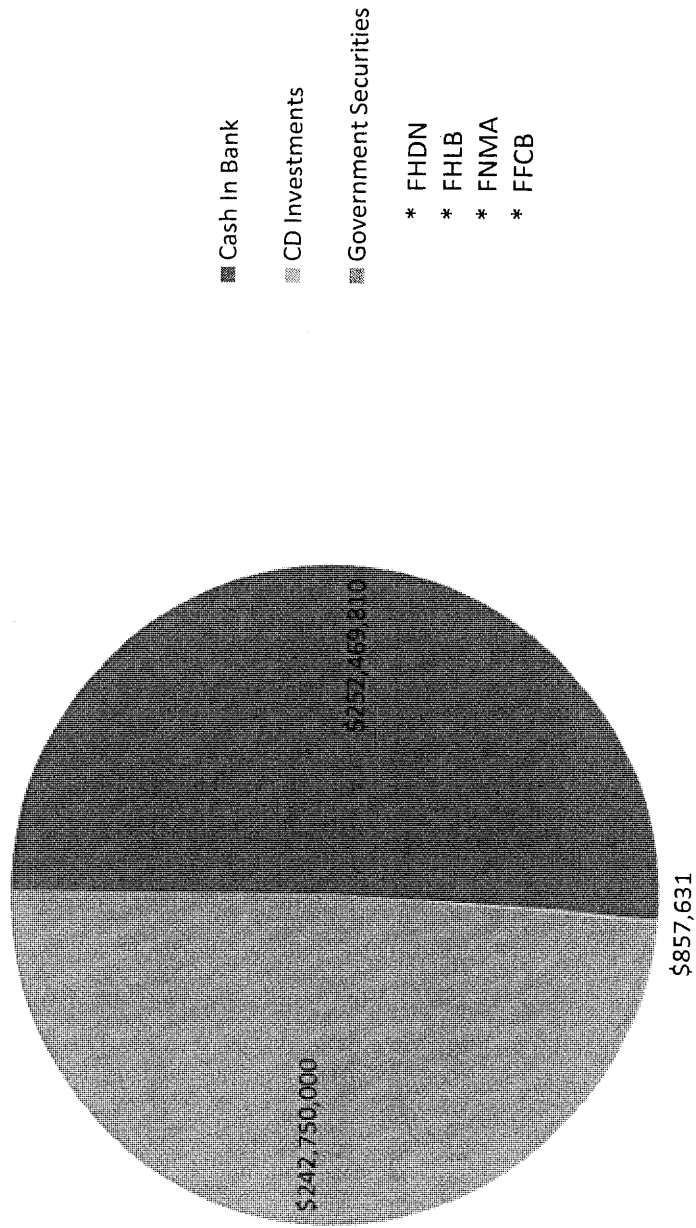
Ending 03/31/15

3. DISTRICT FINANCES

The District continues to actively search for investments which meets the Investment Policy and generates a yield higher than zero. There is not much available. As will be reflected in the next Quarterly Report, we have found some investments yielding an incremental increase.

Cash and Investments

- Total Cash in Banks: \$252,469,810
- Total CD Investments: \$857,631
- Total Government Securities: \$242,750,000
- Return on Investments: .452% - Poor investment environment, but always looking.
- Pie chart showing the difference in cash, cd investments and government securities



Quarterly Report of the Controller-Treasurer

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Debt

- The District currently has two types of debt outstanding:
 1. Sales Tax Revenue Debt
 2. General Obligation Debt
- **Sales Tax Revenue Debt**
- Currently outstanding debt of \$698.8 million.
- Annual Debt Service \$56 million.
- Debt Services comes “off the top” of sales tax revenues remitted to the district by the State Board of Equalization.
- This directly impacts the operating budget.

General Obligation Bonds

- These were passed by a 2/3 majority of eligible voters.
- Currently outstanding debt of \$630.8 million.
- Issued \$740 of \$980 authorized.
- Debt paid by annual assessment of BART property tax holders and does not impact the operating budget.
- Most recent assessment as of this current year is \$7.50/\$100,000

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The Pros and Cons of the District Investment Policy

- The District has an Investment Policy which has been in place since 2003. It mirrors the California State Investment Code in many areas.
 - **First the Pros....**
 - The Policy is safe and not likely to ever result in a loss of principal
 - It embodies a strong mantra for being prudently invested
 - It reflects the fact that the District is not any kind of a speculative or gambling entity
 - It reflects the District's primary function of providing transportation services
 - **Now the Cons.....**
 - The investments are in the ultra safe government bonds which are in such high demand (for their safety) that there is virtually no yield
 - It is extremely limited in the investments allowed
 - Investment Banks develop investment products based upon the California State Government Code. Such products are not available to the District's investment portfolio.
- It would be my recommendation to maintain the existing policy and do a thorough, comprehensive analysis in order to determine whether any modifications would increase the yield potential without a corresponding increase in risk.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marce DelBorden</i>		GENERAL MANAGER ACTION REQ'D:		
DATE: c <i>6/3</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Allison Picard Dept: <i>all picard</i>	General Counsel <i>Andrey Savas 6/1/15</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[]</i>	BARG <i>[Signature] 6-2-15</i>
Signature/Date: <i>6/1/15</i>		<i>[]</i>	<i>[]</i>	<i>[]</i>

TITLE:

AUTHORIZATION TO ENGAGE AN EXECUTIVE SEARCH FIRM FOR RECRUITMENT OF CONTROLLER-TREASURER POSITION

NARRATIVE:

This is an Executive Management position which is appointed by, reports to and serves at the discretion of the Board of Directors. This position functions as the Chief Financial Officer for the District and is responsible for the management and oversight of finance, disbursement, investment, debt administration, cash collection and revenue services, controllership, payroll and risk management. Due to the critical role of this position in the District, staff requests Board authorization for the use of a recruitment firm to conduct this search effort.

On March 11, 1993, the Board adopted Resolution 4487 which requires Board approval prior to certain recruiting activities to employ a person who is not a current District employee for an annual salary of \$50,000 or more.

By adopting this motion, the Board will authorize staff to engage a recruitment search firm for this position. This will enhance the District's access to a strong candidate pool both from within and outside California for this critical position. Staff has conducted an informal request for proposals from at least three (3) search firms, and upon Board approval, will secure services of a firm in accordance with the District's policies and procedures.

Interested firms were required to provide a search plan summary document that outlines their search tasks, proposed fee structure and estimated time line to conduct this recruitment. Human Resources staff will manage the agreement with the recruitment firm and provide staff support to the Board of Directors who will make the final selection for this position. The Office of the General Counsel will approve the agreement as to form.

FISCAL IMPACT:

The estimated cost for search firm fees is approximately \$25,000-\$30,000 which will be absorbed in the FY16 operating budget of the Finance Department.

ALTERNATIVE:

Use Human Resources staff to conduct the recruitment.

RECOMMENDATION:

AUTHORIZATION TO ENGAGE AN EXECUTIVE SEARCH FIRM FOR RECRUITMENT OF CONTROLLER-TREASURER

Adopt the following motion:

MOTION:

That the General Manager or her designee is authorized, in conformance with established District procedures governing the procurement of professional services, to obtain executive search services to assist the Board in identifying qualified candidates within and outside of California for the position of Controller-Treasurer.