

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

**AGENDAS FOR BOARD AND COMMITTEE MEETINGS**

September 11, 2008

9:00 a.m.

A regular meeting of the Board of Directors and regular meetings of the Standing Committees will be held on Thursday, September 11, 2008, commencing at 9:00 a.m. All meetings will be held in the BART Board Room, Kaiser Center 20<sup>th</sup> Street Mall – Third Floor, 344 – 20<sup>th</sup> Street, Oakland, California.

Members of the public may address the Board of Directors and Standing Committees regarding any matter on these agendas. 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 General Discussion and Public Comment.

Any action requiring more than a majority vote for passage will be so noted.

Items placed under “consent calendar” and “consent calendar addenda” 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/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

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.

2. **CONSENT CALENDAR**

- A. Approval of Minutes of the Meeting of August 28, 2008.\* Board requested to authorize.

- B. Award of Contract No. 6M3097, Station Cleaning 2008, Various Stations.\* Board requested to authorize.
- C. Award of Contract No. 11AF-150, Demolition and Installation of Street-Level Elevator Enclosures at Civic Center, Embarcadero, Montgomery Street, and Powell Street Stations.\* Board requested to authorize.
- D. Award of Invitation for Bid No. 8839, Hi-Rail Swing Cranes.\* Board requested to authorize.

## **RECESS TO STANDING COMMITTEES**

Immediately following the Standing Committee Meetings, the Board Meeting will reconvene, at which time the Board may take action on any of the following committee agenda items.

## **ALL COMMITTEES ARE ADVISORY ONLY**

### ADMINISTRATION COMMITTEE

Immediately following the Board Meeting recess

Director Franklin, Chairperson

- A-1. BART/ MUNI Senior and Disabled Fast Pass Pilot Program.\* Board requested to authorize. (TWO-THIRDS VOTE REQUIRED.)
- A-2. General Discussion and Public Comment.

### ENGINEERING AND OPERATIONS COMMITTEE

Immediately following the Administration Committee Meeting

Director Fang, Chairperson

- B-1. Award of Invitation for Bid No. 8840, Quill, Bull and Pinion Gears.\* Board requested to authorize.
- B-2. General Discussion and Public Comment.

### PLANNING, PUBLIC AFFAIRS, ACCESS, AND LEGISLATION COMMITTEE

Immediately following the Engineering and Operations Committee Meeting

Director Ward Allen, Chairperson

- C-1. BART Demand Management Study.\* For information.
- C-2. General Discussion and Public Comment.

## **RECONVENE BOARD MEETING**

### 3. CONSENT CALENDAR ADDENDA

Board requested to authorize as recommended from committee meetings above.

4. REPORTS OF STANDING COMMITTEES

A. ADMINISTRATION COMMITTEE

- A-1. BART/MUNI Senior and Disabled Fast Pass Pilot Program.\* Board requested to authorize. (TWO-THIRDS VOTE REQUIRED.)

B. ENGINEERING AND OPERATIONS COMMITTEE

- B-1. Award of Invitation for Bid No. 8840, Quill, Bull and Pinion Gears.\* Board requested to authorize.

C. PLANNING, PUBLIC AFFAIRS, ACCESS, AND LEGISLATION COMMITTEE

- C-1. BART Demand Management Study.\* For information.

5. GENERAL MANAGER'S REPORT

- A. Review of the Draft Agenda for the Capitol Corridor Joint Powers Board Meeting of September 17, 2008.\* For information.

6. BOARD MATTERS

- A. Roll Call for Introductions.

7. GENERAL DISCUSSION AND PUBLIC COMMENT

8. CLOSED SESSION (Room 303, Board Conference Room)

- A. Conference with Real Property Negotiator.

Property:	Property located at South Hayward Station
District Negotiators:	Carter Mau, Executive Manager, Planning & Budget; and Jeffrey P. Ordway, Manager, Property Development
Negotiating Parties:	Wittek Development, LLC; Montana Property Group; and San Francisco Bay Area Rapid Transit District
Under Negotiation:	Price and Terms
Government Code Section:	54956.8

9. OPEN SESSION

- A. Exclusive Negotiating Agreement with Wittek Development, LLC, and Montana Property Group for Development at the South Hayward Station. Board requested to authorize.

## EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Walter DelBue</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the Board		
DATE: 9/3/08		BOARD INITIATED ITEM: No		
Originator/Prepared by: Ersten Y Imaoka Dept: M & E <i>Ersten Imaoka</i>	General Counsel <i>Andrew R...</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[Signature]</i>	BARC <i>[Signature]</i>
Signature/Date: 9/2/08	[ ]	9/3/08 [ ]	[ ]	9/3/08 [ ]
Status: <b>Approved</b>		Date Created: 08/11/2008		

TITLE:

**Award Contract No. 6M3097, Station Cleaning 2008, Various Locations**

## NARRATIVE:

**PURPOSE:** To authorize the General Manager to award Contract No. 6M3097, Station Cleaning 2008, Various Locations, to Clean Innovation Corp of Santa Clara.

**DISCUSSION:** This Contract includes the performance of all operations necessary to detail clean the Coliseum, Balboa Park, Glen Park, El Cerrito del Norte and Colma Stations; with the West Oakland, MacArthur and Concord Stations being Additive Item Nos. 1, 2 and 3, respectively. The cleaning services will improve the overall appearance of each Station's entrance, concourse and platform areas. These stations were selected based on identified needs as determined by a committee of Line Managers.

Advance Notice to Bidders was mailed on June 27, 2008 to 21 prospective bidders. Contract Books were mailed to 18 plan rooms and Minority Assistance Organizations. The Contract was advertised on July 3, 2008. A Pre-Bid meeting was conducted on July 27, 2008, with 17 prospective bidders attending the meeting. The following four bids were received on August 5, 2008:

<u>Bidder</u>	<u>Base Bid</u>	<u>Base Bid + Add 1</u>	<u>Base Bid + Add 1 &amp; 2</u>	<u>Base Bid + Add 1, 2 &amp; 3</u>
Clean Innovation Corp. (Santa Clara)	\$196,884.00	\$230,040.00	\$263,196.00	\$296,352.00
Rodel Cleaning Specialists (South S.F.)	\$224,463.00	\$269,306.00	\$302,200.00	\$329,791.00
Quality Air Services (Hayward)	\$237,193.80	\$288,674.05	\$340,362.55	\$397,173.20
Giampolini & Co (San Francisco)	\$268,310.00	\$315,090.00	\$373,340.00	\$420,120.00
<b>ENGINEER'S ESTIMATE</b>	\$313,000.00	\$371,000.00	\$426,000.00	\$491,000.00

District staff has determined that the bid submitted by Clean Innovation Corp is responsive to the solicitation, and that the bidder's business experience and financial capabilities indicate the bidder is responsible. Staff has also determined that the bid of \$296,352, representing the Base Bid plus Additive Item Nos. 1, 2 and 3, which is approximately 39% below the Engineer's Estimate, is reasonable.

BART staff has determined that there will be no significant effect on the environment by the cleaning operations at the various BART stations, and that this action is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Existing Facilities.

**FISCAL IMPACT:** Funding for this \$296,352 contract is included in Maintenance and Engineering's FY 09 Operating Budget for cleaning services.

There is \$500,000 available for commitment from this fund source for this project. This action will commit \$296,352, leaving an uncommitted balance of \$203,648.

**ALTERNATIVES:** The alternative is to reject all bids, which will result in deferral of station cleaning.

**RECOMMENDATION:** Adoption of the following motion:

**MOTION:** The General Manager is authorized to award Contract No. 6M3097, Station Cleaning 2008, Various Locations, to Clean Innovation Corp for the bid price of \$296,352, which represents the Base Bid plus Additive Item Nos. 1, 2 and 3, pursuant to notification to be issued by the General Manager, and subject to the District's protest procedures.



## EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marisa Delgado</i>		GENERAL MANAGER ACTION REQ'D: Approve and forward to the Board		
DATE: c 9/3/08		BOARD INITIATED ITEM: No		
Originator/Prepared by: Isaac Lim Dept: M&E Ext. 6150 <i>Isaac Lim</i> Signature/Date: 08/29/08	General Counsel <i>Andrew Rosen</i> 9/2/08 [ ]	Controller/Treasurer <i>[Signature]</i> 9/2/08 [ ]	District Secretary [ ]	BART <i>Paul Green</i> 9/3/08 [ ]

TITLE:

### Award Contract No. 11AF-150, Demolition and Installation of Street-Level Elevator Enclosures at Civic Center, Embarcadero, Montgomery Street and Powell Street Stations

#### NARRATIVE:

**PURPOSE:** To obtain Board authorization for the General Manager to award Contract No. 11AF-150, Demolition and Installation of Street-Level Elevator Enclosures at Civic Center, Embarcadero, Montgomery Street and Powell Street Stations to Kudsk Construction, Inc. of Berkeley, CA.

#### DISCUSSION:

The work of this Contract includes furnishing all labor, equipment, materials and other services to demolish and install the street-level elevator enclosures at the four San Francisco downtown stations. The fabrication of the elevator enclosures and modification of elevator cabs are being performed by two other contractors under separate contracts.

The Advance Notice to Bidders was mailed on July 10, 2008 to 143 prospective bidders. The Contract was advertised on July 10, 2008 and Contract books were mailed to 18 plan rooms. A Pre-Bid Conference and site inspection tour was conducted on July 22, 2008. Three prospective bidders attended the Pre-Bid Meeting. Six firms purchased copies of the Bid Documents. Three bids were submitted on August 5, 2008 as follows:

<u>Bidder</u>	<u>Location</u>	<u>Total Bid</u>
Kudsk Construction, Inc.	Berkeley, CA	\$284,000.00
Nari Construction, Inc.	Livermore, CA	\$371,000.00
Taber Construction, Inc.	Martinez, CA	\$583,000.00

#### ENGINEER'S ESTIMATE

**\$432,000.00**

After review by District Staff, the bid submitted by Kudsk Construction, Inc., has been deemed to be responsive. Furthermore, a review of this bidder's license, business experience, and financial capabilities has resulted in a determination that the bidder is responsible. Staff has also determined that its bid of \$284,000, which is approximately 34.3% below the Engineer's Estimate, is fair and reasonable.

BART Staff has determined that there will be no significant effect on the environment due to the

elevator work at these four BART facilities, and that such work is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Existing Facilities.

**FISCAL IMPACT:**

Funding of \$284,000 for Contract No. 11AF-150 is included in the total project budget for FMS# 11AF - San Francisco Elevator Headhouse Study. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation.

<b><u>1999 Sales Tax Revenue Bond Fund</u></b>	<b>51H</b>	<b><u>\$284,000.00</u></b>
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As of 06/30/08, \$460,000 is available for commitment from this fund source for this project and BART to date has committed \$0. There are no other pending commitments in BART's financial management system. This action will commit \$284,000, leaving an uncommitted balance of \$176,000 in this fund source.

There is no fiscal impact on available un-programmed District Reserves.

**ALTERNATIVE:** The alternative is to reject all bids, which will compromise the District's ability to provide reliable elevator service at the four locations. Related work is also being performed under two other previously executed contracts and rejecting all bids will cause delays to these other contracts.

**RECOMMENDATION:** Adoption of the following motion:

**MOTION:** The General Manager is authorized to award Contract No. 11AF-150, Demolition and Installation of Street-Level Elevator Enclosures at Civic Center, Embarcadero, Montgomery Street and Powell Street Stations to Kudsk Construction, Inc. for the bid price of \$284,000, pursuant to notification to be issued by the General Manager and subject to the District's protest procedures.



## EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Michael O Brown</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the Board	
DATE: c 9/15/08		BOARD INITIATED ITEM: No	
Originator/Prepared by: Michael O Brown Dept: Maintenance & Engineering	General Counsel <i>Michael O Brown</i> 9/11/08	Controller/Treasurer <i>Paul Givens</i> 9/11/08	District Secretary BART <i>Paul Givens</i> 9/13/08
Signature/Date: <i>Michael O Brown</i> 08/15/08			
TITLE:			

### IFB No. 8839, For the Procurement of Hi-Rail Swing Cranes

#### NARRATIVE:

#### PURPOSE:

To request Board authorization for the General Manager to award Invitation for Bid (IFB) No. 8839 to Swing Master Corp., in the amount of \$540,792.00 (includes all taxes) for the purpose of acquiring two (2) Hi-Rail Swing Cranes.

#### DISCUSSION:

Hi-Rail Swing Cranes are a specialized type of crane designed specifically for a variety of track maintenance and construction tasks. Their unique design allows rail, ties and other track parts to be handled, without interference, to adjacent tracks or the third rail. These two cranes are being procured to support the Rail Renewal Project and Tie Replacement Projects without impacting normal maintenance activities. BART currently has three of these Hi-Rail Swing Cranes. While these cranes are equipped with hi-rail gear that allows them to operate on the track or on roads, the vehicle suspension is not designed for long distance road travel. It can take up to two shifts to make an on-rail move of one of these Hi-Rail Swing Cranes from one end of the railroad to the other, so the valuable limited on-track time is otherwise wasted. The benefit of this hi-rail gear is that it allows usage of BART's numerous road/rail access points without traveling long distances to the limited locations available for on-rail storage. With these two additional Hi-Rail Swing Cranes we will be able to have a Hi-Rail Swing Crane for each major line, plus one for yard work, eliminating the need to travel long distances.

A notice requesting bids was published on May 7, 2008 and bid requests were mailed to five (5) prospective bidders. Bids were opened on July 8, 2008 and two (2) bids were received.

<u>Name of Firm</u>	<u>Unit price</u>	<u>The Total for 2 units including 8.75% Sales Tax</u>
Swingmaster Corp Franklin Park, IL	\$248,640.00	\$540,792.00
Pettibone Baraga, MI	\$349,898.39	\$761,029.00



Independent cost estimate by BART staff : \$650,000

After review by District staff, the Bid submitted by Swingmaster has been determined to be responsive to the solicitation and the Bidder's business experience, and financial capabilities indicate that the Bidder is responsible. Staff has also concluded that Swingmaster Bid price of \$497,280.00 (\$248,640, per machine) is fair and reasonable. Two factors weighed heavily on staff in making the determination. First, this IFB included numerous additional specialized attachments, not included in previous procurements. And, there have been notable cost increases in market prices of industrial engines, hydraulic components, steel and shipping. There is an additional economic benefit to the District from this Bid, in that since the Hi-Rail Swing Cranes being offered by Swingmaster are fully compatible updated versions to two of BART's existing Hi-Rail Swing Cranes; long term training, maintenance and operational costs will be reduced.

**FISCAL IMPACT:**

Funding for the \$540,792 contract is included in the total project budget for the FMS #15TD – Wayside Equipment. The Office of the Controller-Treasurer certifies that funds are currently available to meet this obligation.

F/G 47X - FTA CA-05-0211 FY06

\$540,792

As of the month ending May 25, 2008, \$3,534,722 is available for commitment from this fund source and BART has committed \$208,819 to date. There are pending commitments of \$2,675,903 in BART's financial management system. This action will commit an additional \$540,792 leaving an uncommitted balance of \$109,208 in this fund source.

There is no fiscal impact on available unprogrammed District Reserves.

**ALTERNATIVE:**

Two alternatives have been identified:

1. Cancel this IFB and readvertise. Staff estimates that readvertising would take an additional three to six months and would not increase the number of bidders since the two bidders are the only manufacturers of the product. Also, inflationary increases may increase the price by ten to fifteen percent.
2. Continue rail and tie replacement efforts with only the existing Hi-Rail Swing Cranes. This alternative will increase Capital and Operating costs due to inefficiencies in availability and use of equipment.

**RECOMMENDATION:**

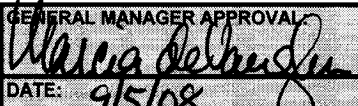

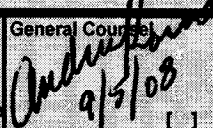
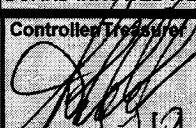
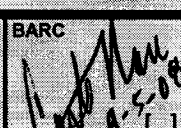
On the basis of analysis by staff and certification by the Controller-Treasurer that the funds are available, it is recommended that the Board adopt the following motion:

**MOTION:**

The General Manager is authorized to award IFB No. 8839 for the Procurement of Hi-Rail Swing Cranes to Swingmaster Corp., Franklin Park, IL, in the amount of \$540,792, including applicable taxes, pursuant to notification to be issued by the General Manager, subject to compliance with the District's Protest Procedure and FTA's requirements related to Protest Procedure.



## EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL 		GENERAL MANAGER ACTION REQ'D:		
DATE: 9/5/08		BOARD INITIATED ITEM: No		
Originator/Prepared by: Charlotte Barham Dept: Planning & Budget		General Counsel	Controller/Treasurer	District Secretary
Signature/Date:  9/5/08		 9/5/08	 9/5/08	 9-5-08
Status: Routed		Date Created: 08/26/2008		

TITLE:

### Senior and Disabled Fast Pass Pilot Program

#### NARRATIVE:

#### PURPOSE

To authorize the General Manager to execute an agreement with the San Francisco Municipal Transportation Agency (SFMTA) for a Senior and Disabled Fast Pass® Pilot Program.

#### DISCUSSION

Since 1983, BART and Muni (now a part of SFMTA) have had an agreement whereby riders can use their monthly full-price Muni Fast Pass® tickets to take unlimited trips on BART within San Francisco. SFMTA sets the price of the Muni Fast Pass® and reimburses BART per trip.

In order to take discounted Muni and BART trips within San Francisco, seniors and people with disabilities must currently use two tickets: a Muni Senior Fast Pass® or Disabled Fast Pass® costing \$10 (a 78% discount to the regular Fast Pass price) and a BART green ticket (for seniors) or red ticket (for people with disabilities and children ages five to twelve) costing \$9 and having a value of \$24 (a 62.5% discount). Advocates for seniors and people with disabilities in San Francisco have wanted a Senior and Disabled Fast Pass® that would function like a regular price Fast Pass® and would be good for unlimited rides on both Muni and BART within San Francisco. The SFMTA Board has also expressed support for such a pass, as have some BART Board members and the BART Accessibility Task Force.

BART and SFMTA staffs have worked cooperatively to develop a Senior and Disabled Fast Pass® Pilot Program. On August 19, 2008, the SFMTA Board unanimously gave its Executive Director authority to enter into an agreement with BART for a pilot program, as described below. The Office of the General Counsel will approve the Senior and Disabled Transit Fare (Senior and Disabled Fast Pass®) Pilot Program Agreement as to form.

#### Senior & Disabled Fast Pass® Pilot Program

BART and SFMTA have worked together to develop the Senior and Disabled Fast Pass® Pilot Program, agreeing that a pilot program is the best interim solution, with the pass on TransLink® as a potential long-term solution. The pilot program will be an opportunity to collect data on demand and usage of the passes, get rider feedback, and measure revenue impacts for both agencies.

The parameters of the pilot program are as follows.

Cost. SFMTA sets the cost of the Senior and Disabled Fast Pass® ticket, which is currently \$10.

Reimbursement Rate. SFMTA will pay BART \$0.535 per Senior and Disabled Fast Pass® trip during the pilot program. This is a 64% discount to the regular intra-San Francisco fare of \$1.50, as compared to the 62.5% discount (\$0.56 per trip) BART gives senior and disabled riders with green and red discounted tickets. The Senior and Disabled Fast Pass® would be a new ticket type for BART rather than a pass because of the per trip payment. Under the pilot program, SFMTA would pay the District 2.5 cents less per trip for this ticket type compared to riders who pay their fares with a red or green ticket.

Program Size. Two thousand Senior and Disabled Fast Passes® will be made available each month. Currently, SFMTA sells about 28,000 Senior Fast Passes® and about 7,000 Disabled Fast Pass® stickers each month. The two agencies decided to offer 2,000 passes per month to facilitate distribution and verification. The size of the pilot program may increase up to 5,000 passes per month if both Boards agree to the increase, based on a positive evaluation of the 2,000 pass pilot program, as described below.

Eligibility. Senior citizens aged 65 years or older and people with disabilities are eligible to participate in the pilot program.

Participant Selection and Distribution. SFMTA will conduct a pre-registration drive for prospective pilot program participants via 3-1-1 (the phone number that connects San Francisco residents with San Francisco city government service representatives), U.S. mail, Internet, and in-person registration. Each registrant will be assigned a number and selected for participation at random using a random number generator. Registration will be continuous and random drawings will be conducted every six months during the pilot period to vary participation in the program. Selected participants will receive a book of coupons good for six months of passes.

Pilot program passes will be sold only at venues run by SFMTA such as the SFMTA Customer Service Center at One South Van Ness Avenue and the Montgomery Street Station. At the point-of-sale, selected participants must provide the SFMTA-issued monthly coupon and approved government identification to verify senior or disabled status. This will make it far less likely that an ineligible person will be fraudulently using the pass. In addition, Muni personnel and BART station agents will be educated about the program so they can perform visual eligibility inspections, just as station agents do now with red and green tickets.

Program Duration and Evaluation. During the pilot program, SFMTA will continue to sell Senior Fast Passes® and Disabled Fast Passes® to the public for use on Muni, only. BART will also continue to sell its red and green tickets for use on BART.

The pilot program will take up to twelve months to implement, and it will last up to 18 months after implementation is complete. The initial pilot program with 2,000 passes will last six

months, at which time BART and SFMTA will jointly evaluate it. During the evaluation period, the passes will continue to be sold. Program evaluation will include analysis of data on usage, sales, and rider response, the results of which will be reported to both Boards. If the evaluation indicates the program is a success, the Boards could authorize that the program be expanded to sell up to 5,000 Senior and Disabled Fast Passes® per month for the remainder of the pilot program.

After the pilot program is concluded, if BART and SFMTA decide to go forward with a permanent Senior and Disabled Fast Pass® program, staff will come back to the Board for a public hearing and vote.

Technology. BART and SFMTA staffs have extensively investigated ticketing options. A magnetic stripe pass option was selected because it will take the least time to implement and will have the least cost. By comparison, TransLink would take three or more years to implement based on TransLink®'s current programming priorities; the EZ Rider smart card, which would eventually be replaced by TransLink®, would cost the most and would take at least two years to implement.

As a long-term solution for a Senior and Disabled Fast Pass® program, BART and SFMTA staffs recommend TransLink® because both agencies will have the TransLink® infrastructure, a common eligibility verification process, and a shared pass sales system.

### **FISCAL IMPACT**

Under the terms of the proposed agreement, SFMTA will reimburse BART \$0.535 per Senior and Disabled Fast Pass® trip on BART. Range estimates assume that two-thirds of current intra-San Francisco red and green ticket trips (about 1.3 million trips over 18 months) will change to the Senior and Disabled Fast Pass®. For an 18-month pilot program, estimated net fare revenue ranges from \$51,000 to \$174,000 depending on the number of trips taken per pass. In annual terms, net fare revenue ranges from \$34,000 to \$116,000.

The estimated operating costs of \$37,500 associated with tracking and reporting trips during the 18-month pilot program, or \$25,000 per year, will be borne by the District. SFMTA has agreed to pay the capital costs estimated at \$199,000 necessary to modify BART fare gates to process the magnetic stripe passes.

### **ALTERNATIVES**

Do not authorize execution of the Senior and Disabled Fast Pass® Pilot Program Agreement.

Direct staff to bring different program parameters to SFMTA for consideration; however, staff believes that the parameters being proposed for the pilot program are the most reasonable for both agencies given their different financial structures and governing bodies.

**RECOMMENDATION**

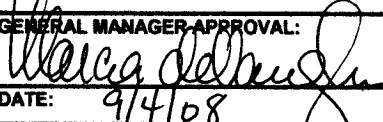
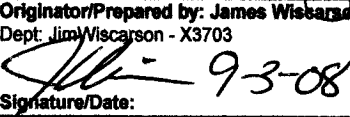
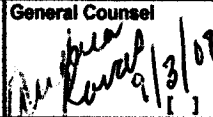

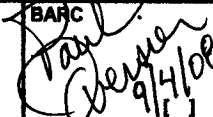
Adoption of the following motion.

**MOTION**

The General Manager is authorized to execute the Senior and Disabled Transit Fare (Senior and Disabled Fast Pass®) Pilot Program Agreement with the SFMTA. (Two-thirds vote required.)



## EXECUTIVE DECISION DOCUMENT

<b>GENERAL MANAGER APPROVAL:</b> 		<b>GENERAL MANAGER ACTION REQ'D:</b> Approve and Forward to the Board of Directors	
<b>DATE:</b> 9/4/08		<b>BOARD INITIATED ITEM:</b> No	
<b>Originator/Prepared by:</b> James Wiscarson Dept: Jim Wiscarson - X3703  <b>Signature/Date:</b> 9-3-08	<b>General Counsel</b>  9/3/08	<b>Controller/Treasurer</b>  9/4/08	<b>District Secretary</b> [ ] <b>BARC</b>  9/4/08
<b>Status:</b> Approved		<b>Date Created:</b> 07/23/2008	

TITLE:

### Invitation for Bid No. 8840 - Quill, Bull and Pinion Gears

#### NARRATIVE:

**Purpose:** To request Board authorization to award Invitation for Bid No. 8840 to Bombardier Transportation USA, Inc., Pittsburgh, PA in the amount \$1,792,793.34, including 8.75% sales tax, for the purchase of gear unit components.

**Discussion:** There are four gearboxes per car, on each axle. The gearbox is the main mechanical device that transfers power from the traction motor to the axle. The major components of the gear box are the Quill, Bull and Pinion Gears. Pictures of these items and a fully assembled gearbox are attached for reference.

This IFB represents a routine purchase of a two year quantity of these parts. A notice requesting bids was published on May 21, 2008 and additionally bid requests were sent to three (3) known prospective bidders; Bombardier, Penn Machine and Bay City Iron Works. Bids were open on June 17, 2008. Two bids were received; Bombardier and Penn Machine. Penn Machine did not bid on Quills because they are not tooled to produce them. Bombardier provided the only responsive bid.

See Appendix "A"

Lowest Responsive Bidder	Total Including 8.75% Sales Tax
Bombardier Transportation	\$1,792,793.00

Independent cost estimate by BART staff: \$2,000,000.00.

Staff has determined that the bidder, Bombardier Transportation, submitted a responsive bid, and that the bid pricing is fair and reasonable based on prior purchases.

**Fiscal Impact:** Funding will be provided from the General Fund, Materials and Supplies Inventory build-up account, (140-010).

**Alternatives:** An alternative to awarding the bid would be to reject all bids and readvertise the

contract.

**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 Board authorizes the General Manager to award IFB No. 8840 for bull gears to Bombardier Transportation USA, Inc, for the price of \$1,792,793.00, including all applicable sales tax, pursuant to notification to be issued by the General Manager and subject to compliance with the District's Protest Procedures.



## Appendix A – IFB # 8840

Bidder	Description	Qty	Unit Price	Total Price incl.tax
<b><i>Bombardier</i></b>	Quill, bull gear	480	\$899.60	
	Pinion gear	576	\$924.60	
	Bull gear	240	\$2,850.07	
				<b>\$1,792,793.00</b>
<b><i>Penn Machine</i></b>	Quill, bull gear		<b>NO BID</b>	
	Pinion gear	576	\$927.00	
	Bull gear	240	\$2,080.00	
				<b>\$1,123.553.00</b>
<b><i>Bay City Iron Works</i></b>				<b>NO BID</b>

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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## MEMORANDUM

TO: Board of Directors                      DATE: September 5, 2008

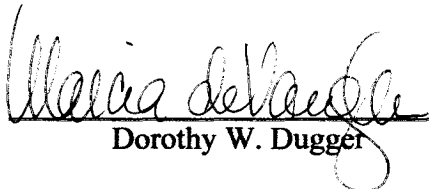
FROM: General Manager

SUBJECT: **BART Demand Management Study**

The September 11<sup>th</sup> PPAAL Committee agenda will feature an informational presentation on the BART Demand Management Study. This study is being funded by a Caltrans grant. While BART continues to make improvements to accommodate ridership growth, staff is evaluating methods to manage ridership demand to optimize use of the BART system, consistent with the Board adopted Financial Stability Policy.

Kenya Wheeler of BART Planning staff and Jeffrey Tumlin, Principal with Nelson | Nygaard Associates, will present an overview of the study and describe the strategies under consideration. They will also provide a brief overview of demand management lessons from other transportation sectors that could be applied to BART to enhance the productivity of the system.

Please feel free to contact Carter Mau at (510) 464-6194 if you have questions.

  
Dorothy W. Dugger

cc: Board Appointed Officers  
Deputy General Manager  
Executive Staff



# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEETING OF THE CAPITOL CORRIDOR JOINT POWERS BOARD

Wednesday September 17, 2008

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

### AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Minutes of June 18, 2008 Meeting *Action*
- V. Consent Calendar *No Items*
- VI. Action and Discussion Items (Executive Director)
  - 1. CCJPA FY 09 Budget *Action*
  - 2. CCJPA/Amtrak FY 09 Fixed Price Operating Agreement *Action*
  - 3. CCJPA FY 09 Marketing Plan *Action*
  - 4. Automated Ticketing Validation Project: Revised Budget *Action*
  - 5. Legislative Matters *Action*
  - 6. Managing Director's Report (Status of Service Performance) *Info*
  - 7. Work Completed
    - a. June 2008 UPRR Tie Renewal Project: Benicia-Fairfield *Info*
    - b. "Fix I-5" Downtown Sacramento Construction/Capitol Corridor Mitigation Services *Info*
    - c. Marketing Activities (June – August 2008) *Info*
  - 8. Work in Progress
    - a. Prop 1B FY 08 Transit Security Improvement Projects *Info*
    - b. Prop 1B Intercity Rail Project Allocations: Bahia Crossover, Emeryville Track Upgrades *Info*
    - c. FRA FY 08 Intercity Rail Application – San Jose-Newark Track Improvement Project *Info*
    - d. Yolo Causeway West Crossover Project Design/Engineering and Access Agreement *Info*
    - e. Upcoming Marketing Activities *Info*
- VII. Board Member Reports
- VIII. Public Comment
- IX. Adjournment. Next Meeting Date: 10:00 a.m., November 19, 2008 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.