

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

BOARD MEETING AGENDA

November 16, 2017

9:00 a.m.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, November 16, 2017, 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.

2. PUBLIC HEARING

- A. BART to Antioch Extension Fares.*
- B. BART to Antioch Extension Parking Fees.*

3. CONSENT CALENDAR

- A. Approval of Minutes of the Meetings of October 26 (Regular) and November 7 (Special), 2017.* Board requested to authorize.
- B. Award of Contract No. 08PA-130, West Dublin/Pleasanton Station Site Improvement Plan.* Board requested to authorize.
- C. Award of Contract No. 15QH-220, Site Improvements at Daly City Station.* Board requested to authorize.
- D. Award of Invitation for Bid No. 9037A, Shoe, Paddle, Current Collector.* Board requested to authorize.
- E. Award of Invitation for Bid No. 9039, Polymer Concrete Cable Trough.* Board requested to authorize.
- F. Award of Invitation for Bid No. 9040, Cushion, Cover Seat Back and Bottom.* Board requested to authorize.

4. PUBLIC COMMENT – 15 Minutes

(An opportunity for members of the public to address the Board of Directors on matters under their jurisdiction and not on the agenda. An additional period for Public Comment is provided at the end of the Meeting.)

5. FINANCE, BOND OVERSIGHT AND ADMINISTRATION ITEMS

Director Josefowitz, Chairperson

- A. BART to Antioch Extension Fares. For information.
- B. BART to Antioch Extension Parking Fees. For information.
- C. Regional Clipper® Card Fare Payment System Update.* For information.

6. OPERATIONS, SAFETY AND WORKFORCE ITEMS

Director Keller, Chairperson

- A. Award of Contract No. 09EK-130A, Oakland Emergency Generator System.* Board requested to authorize.
- B. Change Orders to Contract No. 01RQ-110, Construction of Hayward Maintenance Complex Project Sandoval Way Access Road, with Clark Construction.
 - i. Acoustical Barrier at Component Repair Shop (C.O. No. 100.1).*
 - ii. Sandoval Way Repairs and Construction Work (C.O. No. 152.1).*Board requested to authorize.
- C. Change Order to Contract No. 09AU-130, BART Earthquake Safety Program Oakland Shops Spur Tracks, with Shimmick Construction Company, Inc., for Time Impacts (C.O. No. 6).* Board requested to authorize.
- D. BART Extension to Silicon Valley, Phase II – Tunneling Options.* For information.
- E. Escalator and Canopy Program Update.* For information.
- F. Quarterly Performance Report, First Quarter Fiscal Year 2018 - Service Performance Review.* For information.

7. PLANNING AND LEGISLATION ITEMS

Director Raburn, Chairperson

- A. Negotiation and Execution of an Extension of Agreement No. 6M6083, Management Services to Operate BART's Bike Facilities, with BikeHub.* Board requested to authorize.
- B. Warm Springs/South Fremont Station West Access Bridge and Plaza Project.* Board requested to authorize.

8. GENERAL MANAGER'S REPORT

- A. Report of Activities, including Updates of Operational, Administrative, and Roll Call for Introductions Items.

9. 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.)

10. **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.)

11. **CLOSED SESSION** (Room 303, Board Conference Room)

A. **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**

Significant exposure to litigation pursuant to subdivision (b) of Government Code Section 54956.9: one potential case.

B. **CONFERENCE WITH LABOR NEGOTIATORS:**

Designated representatives: Grace Crunican, General Manager; Michael Jones, Assistant General Manager, Employee Relations; and Martin Gran, Chief Employee Relations Officer

Employee Organizations: (1) Amalgamated Transit Union, Local 1555;
(2) American Federation of State, County and Municipal Employees, Local 3993;
(3) BART Police Officers Association;
(4) BART Police Managers Association;
(5) Service Employees International Union, Local 1021; and
(6) Service Employees International Union, Local 1021, BART Professional Chapter
(7) Unrepresented employees (Positions: all)

Government Code Section: 54957.6

C. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

Titles: General Manager, General Counsel, Controller/Treasurer, District Secretary, and Independent Police Auditor

Gov't. Code Section: 54957

12. **OPEN SESSION**

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: November 9, 2017

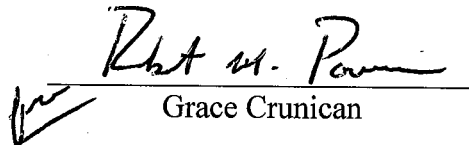
FROM: General Manager

RE: **Proposed Fares and Parking Fees for the BART to Antioch Extension**

The public hearing for proposed fares and parking fees for the BART to Antioch Extension will be held at the November 16, 2017, Board Meeting. These items will also be on the Finance, Bond Oversight and Administration Committee's agenda for Board discussion at that meeting. The proposed fares are an extension of BART's existing distance-based fare structure, with no new surcharges, and all discount programs applied. The proposed parking fees are based upon existing parking fee policies.

Enclosed are the presentations that staff will make as part of the public hearing as well as draft EDDs and draft resolutions for the Extension's proposed fares and parking fees. These documents are in draft form as they may need to be revised based on public comment received.

If you have any questions about the proposed fares or parking fees, please contact Pamela Herhold, Acting Assistant General Manager, Administration and Budget, at (510) 464-6168.


Grace Crunican

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		GENERAL MANAGER ACTION REQ'D:		
DATE: 10/24/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Charlotte Barham Dept: Budget Signature/Date:	General Counsel []	Controller/Treasurer []	District Secretary []	BARC []
Status: Routed		Date Created: 10/24/2017		

Draft BART to Antioch Extension Fares

D R A F T

Note: This EDD and attached resolution are in draft form as they may be revised based on public comment received over the next weeks.

PURPOSE:

To adopt fares to be charged for trips to and from the BART to Antioch Extension stations of Pittsburg Center Station and Antioch Station.

DISCUSSION:

BART to Antioch is a 9.1 mile rail extension located in Contra Costa County that will run between Pittsburg/Bay Point Station and Hillcrest Road in Antioch. There are two stations: Pittsburg Center, which is located approximately 2.9 miles from the existing Pittsburg/Bay Point Station, and Antioch Station, which is approximately 9.1 miles from the Pittsburg/Bay Point Station. Ticket vending machines at those stations will only sell the regional Clipper smart card, though riders may also enter and exit these stations using paper mag-stripe tickets.

BART proposes to apply its existing distance-based fare structure to calculate fares for the new service. Because the BART to Antioch Stations are stations located in Contra Costa County, the East Bay Suburban Zone fare (equal to the 2018 minimum fare of \$2.00 when

using Clipper) and applied to certain other East Bay station fares is proposed. This fare would be charged for trips between six and 13 miles from BART to Antioch, e.g., for the 9.1 mile trip between Pittsburg/Bay Point Station and Antioch Station, the Clipper fare would be \$2.00. No new surcharges are proposed for fares to, or from, the new BART to Antioch Stations, and all discount programs will be applied to these fares as part of the extension of BART's distance-based fare structure.

The table below shows 2018 BART to Antioch sample fares using the adult Clipper card; a fare paid for with a paper mag-stripe ticket would be an additional 50 cents. The attached resolution includes complete fare tables for adult Clipper and mag-stripe tickets, as well as discounted Clipper fare tables for seniors and people with disabilities, and youth age 5 through 18. When using discounted mag-stripe tickets, seniors and people with disabilities will pay an additional 19 cents per trip (50 cents discounted by 62.5%), and youth riders will pay an additional 25 cents per trip (50 cents discounted by 50%).

	Embarcadero	12th St/Oakland	San Leandro
Pittsburg/Bay Point	\$6.70	\$4.90	\$5.55
Pittsburg Center	\$6.85	\$5.05	\$5.70
Antioch	\$7.50	\$5.70	\$6.35

The "BART to Antioch Extension Title VI Equity Analysis and Public Participation Report" was approved by the BART Board on October 26, 2017. As BART's distance-based fare structure is unchanged, BART staff has determined that the proposed fares will have no adverse effect on BART to Antioch riders. Since there is no adverse effect on riders, the analysis found that the proposed BART to Antioch fares would not result in a disparate impact on minority riders or a disproportionate burden on low-income riders.

A public hearing on the proposed BART to Antioch fares was held on November 16, 2017. _____ members of the public spoke at the public hearing, *(will insert what was said at the hearing)*.

FISCAL IMPACT:

In Fiscal Year 2019, the first full year of service, net fare revenue from BART to Antioch trips is estimated to be approximately \$7 to \$8 million; fare revenue is projected to grow in succeeding years as additional new riders begin to use the service.

ALTERNATIVES:

BART to Antioch fares could be calculated using a different method from application of the existing distance-based fare structure. Application of an alternative method would not be consistent with fares charged for trips taken in the rest of the system and would result in a fare change.

RECOMMENDATION:

Adoption of the following motion.

MOTION:

Adopt the attached resolution, "In the Matter of Adopting Fare Rates and Charges for the BART to Antioch Extension." Two-thirds vote required.

D R A F T

Note: This resolution is in draft form as it may be revised based on public comment received over the next weeks.

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

In the Matter of Adopting
Fare Rates and Charges for
the BART to Antioch Extension

Resolution No. _____

WHEREAS, pursuant to Public Utilities Code Section 29038, it is the duty and responsibility of the Board of Directors of the San Francisco Bay Area Rapid Transit District ("District") to fix the rates and charges for rapid transit service to be furnished by the District; and

WHEREAS, the BART to Antioch Extension (BART to Antioch) is located in Contra Costa County and has two stations: Pittsburg Center, which is located approximately 2.9 miles from the existing Pittsburg/Bay Point Station and Antioch Station, which is approximately 6.2 miles from Pittsburg Center Station; and

WHEREAS, recommended fare rates and charges for BART service to and from Pittsburg Center Station and Antioch Station have been calculated by applying BART's existing distance-based fare structure and are consistent with fares charged for trips taken in the rest of the system; and

WHEREAS, the recommended fare rates and charges for BART to Antioch service are set forth in the attached Exhibit A entitled "Fare Rates and Charges for the BART to Antioch Extension;" and

WHEREAS, the "BART to Antioch Extension Title VI Equity Analysis and Public Participation Report," approved by the BART Board on October 26, 2017, found the proposed fares would not result in a disparate impact on minority riders or a disproportionate burden on low-income riders; and

WHEREAS, a public hearing was held on November 16, 2017 at a regularly scheduled meeting of the Board to consider fare rates and changes for the BART to Antioch Extension; and

NOW, THEREFORE, the Board hereby finds that:

- (1) After careful study of staff recommendations, public comment, and due deliberations, the Board determines, as required by Public Utilities Code Section 29038, that the

rates and charges for service are reasonable; and that insofar as practicable, these rates and charges are calculated to result in revenue which will:

- (a) Pay for the operating expenses of the District;
 - (b) Provide repairs, maintenance and depreciation of works owned and operated by the District;
 - (c) Provide for purchases, lease, or acquisition of rolling stock, including provisions for the interest, sinking funds, reserve funds, or other funds required for the payment of any obligations incurred by the District for the acquisition of rolling stock; and
 - (d) After making any current allocation of funds for the foregoing purposes and by the terms of any indebtedness incurred under Public Utilities Code Articles 6 (commencing with Section 29240) and 7, (commencing with Section 29250) of Chapter 8, provide funds for any purpose the Board deems necessary and desirable to carry out the purposes of Part 2 of Division 10 of the Public Utilities Code.
- (2) Fare rates and charges for the Project were discussed in the Project Environmental Impact Report (EIR/EIS).
- (3) The rates and charges set forth in Exhibit A are for the purposes of:
- (a) Meeting operating expenses such as employee wage rates and fringe benefits;
 - (b) Purchasing or leasing supplies, equipment or materials;
 - (c) Meeting financial reserve needs and requirements; and
 - (d) Obtaining funds for capital projects, necessary to maintain service within existing service areas.

The rates and charges for service set forth in Exhibit A are statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080(b)(8) and CEQA Guidelines, 14 Cal. Code Regs. § 15273 and that Notices of Exemption will be filed in the affected counties.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Francisco Bay Area Rapid Transit District that:

- (1) The rates and charges for BART service set forth in Exhibit A are hereby adopted.
- (2) The General Manager is authorized to implement the fare rates and charges as set forth in Exhibit A for the new BART to Antioch Extension.

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**EXHIBIT A—FARE RATES AND CHARGES FOR THE BART TO ANTIOCH
EXTENSION**

The fare rates and charges for BART service to or from the BART to Antioch Extension stations of Pittsburg Center and Antioch shall be as shown in Attachments 1, 2, 3, and 4 and shall be effective upon commencement of operation of the BART to Antioch Extension.

The fares as shown in Attachment 1 will be paid by adult riders using the regional Clipper smart card. The fares as shown in Attachment 2 are Attachment 1 fares increased by 50 cents per trip and will be paid by adult riders using paper magnetic-stripe tickets. The fares as shown in Attachment 3 are Attachment 1 fares discounted by 62.5% rounded down to the nearest nickel and are charged for riders who are seniors or people with disabilities using the appropriate Clipper discount card. The fares as shown in Attachment 4 are Attachment 1 fares discounted by 50% rounded down to the nearest nickel and are charged for youth age 5 through 18 years using the Youth Clipper Card.

ATTACHMENT 1. BART FARE TABLE with BART to Antioch Extension Stations; CLIPPER fares effective January 1, 2018

ATTACHMENT 1. BART FARE TABLE with CLIPPER Fares BART to Antioch Stations eff 01/01/18

Exit	RM Richmond	EN EC de Norte	EP EC Plaza	NB North Berkeley	BK Dwrtn Berkeley	AS Ashby	MA MacArthur	19th St/Oakland	12th St/Oakland	LM Lake Merritt	FV Fruitvale	CL Coliseum	SL San Leandro	BF Bay Fair	HY Hayward	SH South Hayward	UC Union City	FM Fremont	CN Concord	PH Pleasant Hill	WC Walnut Creek	LF Lafayette	OR Orinda	RR Rockridge	WO West Oakland	EM Embarcadero	MT Montgomery	PL Powell	CC Civic Center	16th St/Mission	24th St/Mission	GP Glen Park	BP Balboa Park	DC Daily City	CM Colma	CV Castro Valley	DIP Dublin/Pleasantn	NC North Concord	PB Pittsburg/BayPt	SS South SF	SB San Bruno	SFO Airport	MB Millbrae	WD West Dublin	OAK Airport	WS Warm Springs	PC Pittsburg Center	AN Antioch		
RM	5.90	2.00	2.00	2.00	2.00	2.00	2.75	2.95	2.95	2.95	3.30	3.50	3.80	4.05	4.30	4.60	5.10	5.45	4.75	4.35	4.20	3.85	3.45	2.80	3.10	4.80	4.80	4.80	4.80	4.85	4.90	5.05	5.15	5.25	5.25	4.30	5.45	5.00	5.50	5.45	5.70	10.45	6.05	5.30	9.65	5.90	5.65	6.30		
EN	2.00	5.90	2.00	2.00	2.00	2.00	2.40	2.60	2.60	2.60	3.05	3.25	3.60	3.80	4.10	4.40	4.90	5.25	4.55	4.15	4.00	3.65	3.25	2.45	2.80	4.55	4.55	4.55	4.65	4.70	4.85	4.90	5.05	5.00	4.10	5.25	4.75	5.30	5.20	5.50	10.20	5.80	5.05	9.45	5.70	5.45	6.10			
EP	2.00	2.00	5.90	2.00	2.00	2.00	2.10	2.35	2.35	2.35	2.80	3.10	3.40	3.65	3.95	4.25	4.75	5.10	4.40	4.00	3.85	3.45	3.00	2.15	2.50	4.40	4.40	4.40	4.40	4.50	4.55	4.70	4.75	4.90	4.85	3.95	4.95	4.85	5.05	5.15	5.05	5.30	5.30	10.05	5.65	4.90	9.25	5.55	5.30	5.95
NB	2.00	2.00	2.00	5.90	2.00	2.00	2.00	2.00	2.00	2.00	2.45	2.80	3.20	3.45	3.75	4.05	4.55	4.90	4.20	3.80	3.65	3.30	2.65	2.00	2.20	4.20	4.20	4.20	4.20	4.30	4.35	4.50	4.55	4.70	4.65	3.75	4.85	4.40	4.95	4.85	5.10	9.85	5.45	4.70	8.95	5.35	5.10	5.75		
BK	2.00	2.00	2.00	2.00	5.90	2.00	2.00	2.00	2.00	2.00	2.35	2.65	3.15	3.40	3.70	4.00	4.50	4.85	4.15	3.75	3.60	3.20	2.55	2.00	2.05	4.10	4.10	4.10	4.10	4.25	4.30	4.45	4.50	4.65	4.60	3.70	4.85	4.35	4.90	4.80	5.05	9.80	5.40	4.65	8.80	5.30	5.05	5.70		
AS	2.00	2.00	2.00	2.00	2.00	5.90	2.00	2.00	2.00	2.00	2.20	2.50	3.00	3.30	3.60	3.90	4.40	4.75	4.10	3.70	3.55	3.00	2.40	2.00	2.00	3.95	3.95	3.95	3.95	4.15	4.20	4.35	4.40	4.55	4.50	3.60	4.75	4.30	4.85	4.70	4.95	9.70	5.30	4.55	8.65	5.20	5.00	5.65		
MA	2.75	2.40	2.10	2.00	2.00	2.00	5.90	2.00	2.00	2.00	2.00	2.30	2.75	3.15	3.50	3.80	4.30	4.60	4.10	3.70	3.55	2.95	2.00	2.00	2.00	3.75	3.75	3.75	3.75	3.90	4.00	4.20	4.30	4.40	4.40	3.45	4.60	4.30	4.85	4.60	4.85	9.60	5.20	4.45	8.45	5.05	5.00	5.65		
19th	2.95	2.60	2.35	2.00	2.00	2.00	2.00	5.90	2.00	2.00	2.00	2.00	2.55	2.95	3.40	3.70	4.20	4.55	4.15	3.75	3.60	3.10	2.50	2.00	2.00	3.50	3.50	3.50	3.50	3.70	3.80	4.05	4.20	4.30	4.30	3.40	4.50	4.35	4.90	4.50	4.75	9.50	5.10	4.35	8.15	5.00	5.05	5.70		
12th	2.95	2.60	2.35	2.00	2.00	2.00	2.00	2.00	5.90	2.00	2.00	2.00	2.55	2.95	3.40	3.70	4.20	4.55	4.15	3.75	3.60	3.10	2.50	2.00	2.00	3.50	3.50	3.50	3.50	3.70	3.80	4.05	4.20	4.30	4.30	3.40	4.50	4.35	4.90	4.50	4.75	9.50	5.10	4.35	8.15	5.00	5.05	5.70		
LM	2.95	2.60	2.35	2.00	2.00	2.00	2.00	2.00	2.00	5.90	2.00	2.00	2.55	2.95	3.40	3.70	4.20	4.55	4.15	3.75	3.60	3.10	2.50	2.00	2.00	3.50	3.50	3.50	3.50	3.70	3.80	4.05	4.20	4.30	4.30	3.40	4.50	4.35	4.90	4.50	4.75	9.50	5.10	4.35	8.15	5.00	5.05	5.70		
FV	3.30	3.05	2.80	2.45	2.35	2.20	2.00	2.00	2.00	2.00	5.90	2.00	2.00	2.45	2.95	3.40	3.90	4.25	4.30	3.90	3.75	3.35	2.80	2.00	2.00	3.95	3.95	3.95	3.95	4.15	4.25	4.40	4.45	4.60	4.60	2.95	4.25	4.50	5.05	4.75	5.05	9.75	5.35	4.05	8.15	4.70	5.20	5.85		
CL	3.50	3.25	3.10	2.80	2.65	2.50	2.30	2.00	2.00	2.00	2.00	5.90	2.00	2.00	2.60	3.10	3.70	4.05	4.50	4.10	3.95	3.55	3.15	2.35	2.20	4.30	4.30	4.30	4.30	4.40	4.45	4.60	4.65	4.80	4.80	2.60	4.05	4.70	5.25	4.95	5.25	9.95	5.55	3.90	6.15	4.50	5.40	6.05		
SL	3.80	3.60	3.40	3.20	3.15	3.00	2.75	2.55	2.55	2.55	2.00	2.00	5.90	2.00	2.00	2.60	3.35	3.75	4.80	4.40	4.20	3.85	3.45	2.80	2.70	4.65	4.65	4.65	4.65	4.70	4.75	4.90	5.00	5.10	5.05	2.00	3.75	5.00	5.55	5.25	5.55	10.25	5.85	3.60	8.15	4.20	5.70	6.35		
BF	4.05	3.80	3.65	3.45	3.40	3.30	3.15	2.95	2.95	2.95	2.45	2.00	2.00	5.90	2.00	2.00	2.00	2.00	5.05	4.60	4.45	4.10	3.70	3.15	3.10	4.85	4.85	4.85	4.85	4.95	5.00	5.15	5.20	5.35	5.30	2.00	2.00	5.25	5.75	5.50	5.75	10.50	6.10	2.00	8.15	3.95	5.95	6.60		
HY	4.30	4.10	3.95	3.75	3.70	3.60	3.50	3.40	3.40	3.40	2.95	2.60	2.00	2.00	5.90	2.00	2.00	2.00	5.30	4.90	4.75	4.40	4.00	3.50	3.45	5.15	5.15	5.15	5.15	5.25	5.30	5.40	5.50	5.65	5.60	2.00	3.80	5.50	6.05	5.80	6.05	10.80	6.40	3.65	8.80	3.70	6.20	6.85		
SH	4.60	4.40	4.25	4.05	4.00	3.90	3.80	3.70	3.70	3.70	3.40	3.10	2.60	2.00	2.00	5.90	2.00	2.00	5.65	5.20	5.05	4.70	4.30	3.80	3.80	5.45	5.45	5.45	5.45	5.50	5.60	5.75	5.80	5.95	5.90	2.70	4.10	5.85	6.35	6.10	6.35	11.10	6.70	3.95	9.25	2.00	6.50	7.15		
UC	5.10	4.90	4.75	4.55	4.50	4.40	4.30	4.20	4.20	4.20	3.90	3.70	3.35	2.00	2.00	2.00	5.90	2.00	6.15	5.70	5.55	5.20	4.80	4.30	4.30	5.95	5.95	5.95	5.95	6.05	6.10	6.25	6.30	6.45	6.40	3.40	4.60	6.35	6.85	6.60	6.85	11.60	7.20	4.45	9.90	2.00	7.05	7.65		
FM	5.45	5.25	5.10	4.90	4.85	4.75	4.60	4.55	4.55	4.55	4.25	4.05	3.75	2.00	2.00	2.00	5.90	6.50	6.05	5.90	5.55	5.15	4.60	4.65	6.30	6.30	6.30	6.30	6.35	6.45	6.60	6.65	6.80	6.75	3.80	4.95	6.70	7.20	6.95	7.20	11.95	7.55	4.80	10.25	2.00	7.35	8.00			
CN	4.75	4.55	4.40	4.20	4.15	4.10	4.10	4.15	4.15	4.15	4.30	4.50	4.80	5.05	5.30	5.65	6.15	6.50	5.90	2.00	2.00	2.00	2.00	4.00	4.30	5.95	5.95	5.95	5.95	6.05	6.10	6.25	6.30	6.45	6.40	5.35	6.45	2.00	2.00	6.60	6.90	11.60	7.20	6.30	10.65	6.90	2.00	3.65		
PH	4.35	4.15	4.00	3.80	3.75	3.70	3.70	3.75	3.75	3.75	3.90	4.10	4.40	4.60	4.90	5.20	5.70	6.05	2.00	5.90	2.00	2.00	2.00	3.55	3.90	5.55	5.55	5.55	5.55	5.60	5.70	5.85	5.90	6.05	6.00	4.90	6.05	2.00	2.00	6.20	6.45	11.20	6.80	5.85	10.25	6.50	3.40	4.05		
WC	4.20	4.00	3.85	3.65	3.60	3.55	3.55	3.60	3.60	3.60	3.75	3.95	4.20	4.45	4.75	5.05	5.55	5.90	2.00	2.00	2.00	2.00	3.30	3.70	5.40	5.40	5.40	5.40	5.45	5.50	5.65	5.75	5.85	5.85	4.75	5.90	2.00	2.00	6.05	6.30	11.05	6.65	5.70	10.10	6.35	3.55	4.20			
LF	3.85	3.65	3.45	3.30	3.20	3.00	2.95	3.10	3.10	3.10	3.35	3.55	3.85	4.10	4.40	4.70	5.20	5.55	2.00	2.00	2.00	2.00	2.75	3.35	5.05	5.05	5.05	5.05	5.10	5.15	5.30	5.40	5.50	5.50	4.40	5.50	3.10	3.75	5.65	5.95	10.65	6.25	5.35	9.70	6.00	3.95	4.60			
OR	3.45	3.25	3.00	2.65	2.55	2.40	2.00	2.50	2.50	2.50	2.80	3.15	3.45	3.70	4.00	4.30	4.80	5.15	2.00	2.00	2.00	2.00	5.90	2.00	2.70	4.65	4.65	4.65	4.65	4.70	4.75	4.90	5.00	5.10	5.10	4.00	5.15	3.60	4.15	5.30	5.55	10.30	5.90	4.95	9.35	5.60	4.30	4.95		
RR	2.80	2.45	2.15	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.35	2.80	3.15	3.50	3.80	4.30	4.60	4.00	3.55	3.30	2.75	2.00	5.90	2.00	3.95	3.95	3.95	3.95	4.15	4.20	4.35	4.45	4.55	4.55	3.45	4.60	4.20	4.70	4.70	5.00	9.70	5.30	4.45	8.50	5.05	4.90	5.55		
WO	3.10	2.80	2.50	2.20	2.05	2.00	2.00	2.00	2.00	2.00	2.00	2.20	2.70	3.10	3.45	3.80	4.30	4.65	4.30	3.90	3.70	3.35	2.70	2.00	5.90	3.25	3.25	3.25	3.25	3.55	3.60	3.90	4.05	4.25	4.20	3.50	4.60	4.50	5.00	4.40	4.65	9.40	5.00	4.45	8.40	5.05	5.20	5.85		
EM	4.80	4.55	4.40	4.20	4.10	3.95	3.75	3.50	3.50	3.50	3.95	4.30	4.65	4.85	5.15	5.45	5.95	6.30	5.95	5.55	5.40	5.05	4.65	3.95	3.25	5.90	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	3.35	3.70	5.15	6.30	6.15	6.70	4.00	4.40	9.15	4.75	6.10	10.45	6.75	6.85	7.50	
MT	4.80	4.55	4.40	4.20	4.10	3.95	3.75	3.50	3.50	3.50	3.95	4.30	4.65	4.85	5.15	5.45	5.95	6.30	5.95	5.55	5.40	5.																												

ATTACHMENT 2. BART FARE TABLE with BART to Antioch Extension Stations; PAPER TICKET 50 Cent Surcharge fares effective January 1, 2018

ATTACHMENT 2. BART FARE TABLE with Paper Ticket Fares BART to Antioch Stations eff 01/01/18

Entry →

Exit	RM Richmond	EN EC del Norte	EP EC Plaza	NB North Berkeley	BK Dwrnth Berkeley	AS Ashby	MA MacArthur	19th St/Oakland	12th St/Oakland	LM Lake Merritt	FV Fruitvale	CL Coliseum	SL San Leandro	BF Bay Fair	HY Hayward	SH South Hayward	UC Union City	FM Fremont	CN Concord	PH Pleasant Hill	WC Walnut Creek	LF Lafayette	OR Orinda	RR Rockridge	WO West Oakland	EM Embarcadero	MT Montgomery	PL Powell	CC Civic Center	16th St/Mission	24th St/Mission	GP Glen Park	BP Balboa Park	DC Daly City	CM Colma	CV Castro Valley	D/P Dublin/Pleasanton	NC North Concord	PB Pittsburg/BayPt	SS South SF	SB San Bruno	SFO Airport	MB Millbrae	WD West Dublin	OAK Airport	WS Warm Springs	PC Pittsburg Center	AN Antioch	
RM	6.40	2.50	2.50	2.50	2.50	2.50	3.25	3.45	3.45	3.45	3.80	4.00	4.30	4.55	4.80	5.10	5.60	5.95	5.25	4.85	4.70	4.35	3.95	3.30	3.60	5.30	5.30	5.30	5.30	5.35	5.40	5.55	5.65	5.75	5.75	4.80	5.95	5.50	6.00	5.95	6.20	10.95	6.55	5.80	10.15	6.40	6.15	6.80	
EN	2.50	6.40	2.50	2.50	2.50	2.50	2.90	3.10	3.10	3.10	3.55	3.75	4.10	4.30	4.60	4.90	5.40	5.75	5.05	4.65	4.50	4.15	3.75	2.95	3.30	5.05	5.05	5.05	5.05	5.15	5.20	5.35	5.40	5.55	5.50	5.25	5.80	5.70	6.00	10.70	6.30	5.55	9.95	6.20	5.95	6.60			
EP	2.50	2.50	6.40	2.50	2.50	2.50	2.60	2.85	2.85	2.85	3.30	3.60	3.90	4.15	4.45	4.75	5.25	5.60	4.90	4.50	4.35	3.95	3.50	2.65	3.00	4.90	4.90	4.90	4.90	5.00	5.05	5.20	5.25	5.40	5.35	4.45	5.55	5.10	5.65	5.55	5.80	10.55	6.15	5.40	9.75	6.05	5.80	6.45	
NB	2.50	2.50	2.50	6.40	2.50	2.50	2.50	2.50	2.50	2.50	2.95	3.30	3.70	3.95	4.25	4.55	5.05	5.40	4.70	4.30	4.15	3.80	3.15	2.50	2.70	4.70	4.70	4.70	4.80	4.85	5.00	5.05	5.20	5.15	5.10	4.25	5.35	4.90	5.45	5.35	5.60	10.35	5.95	5.20	9.45	5.85	5.60	6.25	
BK	2.50	2.50	2.50	2.50	6.40	2.50	2.50	2.50	2.50	2.50	2.85	3.15	3.65	3.90	4.20	4.50	5.00	5.35	4.65	4.25	4.10	3.70	3.05	2.50	2.55	4.60	4.60	4.60	4.60	4.75	4.80	4.95	5.00	5.15	5.10	4.20	5.35	4.85	5.40	5.30	5.55	10.30	5.90	5.15	9.30	5.80	5.55	6.20	
AS	2.50	2.50	2.50	2.50	2.50	6.40	2.50	2.50	2.50	2.50	2.70	3.00	3.50	3.80	4.10	4.40	4.90	5.25	4.60	4.20	4.05	3.50	2.90	2.50	2.50	4.45	4.45	4.45	4.45	4.65	4.70	4.85	4.90	5.05	5.00	4.10	5.25	4.80	5.35	5.20	5.45	10.20	5.80	5.05	9.15	5.70	5.50	6.15	
MA	3.25	2.90	2.60	2.50	2.50	2.50	6.40	2.50	2.50	2.50	2.50	2.80	3.25	3.65	4.00	4.30	4.80	5.10	4.60	4.20	4.05	3.45	2.50	2.50	2.50	4.25	4.25	4.25	4.25	4.40	4.50	4.70	4.80	4.90	3.95	5.10	4.80	5.35	5.10	5.35	10.10	5.70	4.95	8.95	5.55	5.50	6.15		
19th	3.45	3.10	2.85	2.50	2.50	2.50	2.50	6.40	2.50	2.50	2.50	2.50	3.05	3.45	3.90	4.20	4.70	5.05	4.65	4.25	4.10	3.60	3.00	2.50	2.50	4.00	4.00	4.00	4.00	4.20	4.30	4.55	4.70	4.80	4.80	3.90	5.00	4.85	5.40	5.00	5.25	10.00	5.60	4.85	8.65	5.50	5.55	6.20	
12th	3.45	3.10	2.85	2.50	2.50	2.50	2.50	2.50	6.40	2.50	2.50	2.50	3.05	3.45	3.90	4.20	4.70	5.05	4.65	4.25	4.10	3.60	3.00	2.50	2.50	4.00	4.00	4.00	4.00	4.20	4.30	4.55	4.70	4.80	4.80	3.90	5.00	4.85	5.40	5.00	5.25	10.00	5.60	4.85	8.65	5.50	5.55	6.20	
LM	3.45	3.10	2.85	2.50	2.50	2.50	2.50	2.50	2.50	6.40	2.50	2.50	3.05	3.45	3.90	4.20	4.70	5.05	4.65	4.25	4.10	3.60	3.00	2.50	2.50	4.00	4.00	4.00	4.00	4.20	4.30	4.55	4.70	4.80	4.80	3.90	5.00	4.85	5.40	5.00	5.25	10.00	5.60	4.85	8.65	5.50	5.55	6.20	
FV	3.80	3.55	3.30	2.95	2.85	2.70	2.50	2.50	2.50	2.50	6.40	2.50	2.50	2.95	3.45	3.90	4.40	4.75	4.80	4.40	4.25	3.85	3.30	2.50	2.50	4.45	4.45	4.45	4.45	4.65	4.75	4.90	4.95	5.10	5.10	3.45	4.75	5.00	5.55	5.25	5.55	10.25	5.85	4.55	8.65	5.20	5.70	6.35	
CL	4.00	3.75	3.60	3.30	3.15	3.00	2.80	2.50	2.50	2.50	2.50	6.40	2.50	2.50	3.10	3.60	4.20	4.55	5.00	4.60	4.45	4.05	3.65	2.85	2.70	4.80	4.80	4.80	4.80	4.90	4.95	5.10	5.15	5.30	5.30	3.10	4.55	5.20	5.75	5.45	5.75	10.45	6.05	4.40	6.65	5.00	5.90	6.55	
SL	4.30	4.10	3.90	3.70	3.65	3.50	3.25	3.05	3.05	3.05	2.50	2.50	6.40	2.50	2.50	3.10	3.85	4.25	5.30	4.90	4.70	4.35	3.95	3.30	3.20	5.15	5.15	5.15	5.15	5.20	5.25	5.40	5.50	5.60	5.55	2.50	4.25	5.50	6.05	5.75	6.05	10.75	6.35	4.10	8.65	4.70	6.20	6.85	
BF	4.55	4.30	4.15	3.95	3.90	3.80	3.65	3.45	3.45	3.45	2.95	2.50	2.50	6.40	2.50	2.50	2.50	2.50	5.55	5.10	4.95	4.60	4.20	3.65	3.60	5.35	5.35	5.35	5.35	5.45	5.50	5.65	5.70	5.85	5.80	2.50	2.50	5.75	6.25	6.00	6.25	11.00	6.60	2.50	8.65	4.45	6.45	7.10	
HY	4.80	4.60	4.45	4.25	4.20	4.10	4.00	3.90	3.90	3.90	3.45	3.10	2.50	2.50	6.40	2.50	2.50	2.50	5.80	5.40	5.25	4.90	4.50	4.00	3.95	5.65	5.65	5.65	5.65	5.75	5.80	5.90	6.00	6.15	6.10	2.50	4.30	6.00	6.55	6.30	6.55	11.30	6.90	4.15	9.30	4.20	6.70	7.35	
SH	5.10	4.90	4.75	4.55	4.50	4.40	4.30	4.20	4.20	4.20	3.90	3.60	3.10	2.50	2.50	6.40	2.50	2.50	6.15	5.70	5.55	5.20	4.80	4.30	4.30	5.95	5.95	5.95	5.95	6.00	6.10	6.25	6.30	6.45	6.40	3.20	4.60	6.35	6.85	6.60	6.85	11.60	7.20	4.45	9.75	2.50	7.00	7.65	
UC	5.60	5.40	5.25	5.05	5.00	4.90	4.80	4.70	4.70	4.70	4.40	4.20	3.85	2.50	2.50	2.50	6.40	2.50	6.65	6.20	6.05	5.70	5.30	4.80	4.80	6.45	6.45	6.45	6.45	6.55	6.60	6.75	6.80	6.95	6.90	3.90	5.10	6.85	7.35	7.10	7.35	12.10	7.70	4.95	10.40	2.50	7.55	8.15	
FM	5.95	5.75	5.60	5.40	5.35	5.25	5.10	5.05	5.05	5.05	4.75	4.55	4.25	2.50	2.50	2.50	2.50	6.40	7.00	6.55	6.40	6.05	5.65	5.10	5.15	6.80	6.80	6.80	6.80	6.85	6.95	7.10	7.15	7.30	7.25	4.30	5.45	7.20	7.70	7.45	7.70	12.45	8.05	5.30	10.75	2.50	7.85	8.50	
CN	5.25	5.05	4.90	4.70	4.65	4.60	4.60	4.65	4.65	4.65	4.80	5.00	5.30	5.55	5.80	6.15	6.65	7.00	6.40	2.50	2.50	2.50	2.50	4.50	4.80	6.45	6.45	6.45	6.45	6.55	6.60	6.75	6.80	6.95	6.90	5.85	6.95	2.50	2.50	7.10	7.40	12.10	7.70	6.80	11.15	7.40	2.50	4.15	
PH	4.85	4.65	4.50	4.30	4.25	4.20	4.20	4.25	4.25	4.25	4.40	4.60	4.90	5.10	5.40	5.70	6.20	6.55	2.50	6.40	2.50	2.50	2.50	4.05	4.40	6.05	6.05	6.05	6.05	6.10	6.20	6.35	6.40	6.55	6.50	5.40	6.55	2.50	2.50	6.70	6.95	11.70	7.30	6.35	10.75	7.00	3.90	4.55	
WC	4.70	4.50	4.35	4.15	4.10	4.05	4.05	4.10	4.10	4.10	4.25	4.45	4.70	4.95	5.25	5.55	6.05	6.40	2.50	2.50	6.40	2.50	2.50	3.80	4.20	5.90	5.90	5.90	5.90	5.95	6.00	6.15	6.25	6.35	6.35	5.25	6.40	2.50	2.50	6.55	6.80	11.55	7.15	6.20	10.60	6.85	4.05	4.70	
LF	4.35	4.15	3.95	3.80	3.70	3.50	3.45	3.60	3.60	3.60	3.85	4.05	4.35	4.60	4.90	5.20	5.70	6.05	2.50	2.50	2.50	6.40	2.50	3.25	3.85	5.55	5.55	5.55	5.55	5.60	5.65	5.80	5.90	6.00	6.00	4.90	6.00	3.60	4.25	6.15	6.45	11.15	6.75	5.85	10.20	6.50	4.45	5.10	
OR	3.95	3.75	3.50	3.15	3.05	2.90	2.50	3.00	3.00	3.00	3.30	3.65	3.95	4.20	4.50	4.80	5.30	5.65	2.50	2.50	2.50	2.50	6.40	2.50	3.20	5.15	5.15	5.15	5.15	5.20	5.25	5.40	5.50	5.60	5.60	4.50	5.65	4.10	4.65	5.80	6.05	10.80	6.40	5.45	9.85	6.10	4.80	5.45	
RR	3.30	2.95	2.65	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.85	3.30	3.65	4.00	4.30	4.80	5.10	4.50	4.05	3.80	3.25	2.50	6.40	2.50	4.45	4.45	4.45	4.45	4.65	4.70	4.85	4.95	5.05	5.05	3.95	5.10	4.70	5.20	5.20	5.50	10.20	5.80	4.95	9.00	5.55	5.40	6.05	
WO	3.60	3.30	3.00	2.70	2.55	2.50	2.50	2.50	2.50	2.50	2.50	2.70	3.20	3.60	3.95	4.30	4.80	5.15	4.80	4.40	4.20	3.85	3.20	2.50	6.40	3.75	3.75	3.75	3.75	4.05	4.10	4.40	4.55	4.75	4.70	4.00	5.10	5.00	5.50	4.90	5.15	9.90	5.50	4.95	8.90	5.55	5.70	6.35	
EM	5.30	5.05	4.90	4.70	4.60	4.45	4.25	4.00	4.00	4.00	4.45	4.80	5.15	5.35	5.65	5.95	6.45	6.80	6.45	6.05	5.90	5.55	5.15	4.45	3.75	6.40	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	3.85	4.20	5.65	6.80	6.65	7.20	4.50	4.90	9.65	5.25	6.60	10.95	7.25	7.35	8.00
MT	5.30	5.05	4.90	4.70	4.60	4.45	4.25	4.00	4.00	4.00	4.45	4.80	5.15	5.35	5.65	5.95	6.4																																



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		GENERAL MANAGER ACTION REQ'D: Yes		
DATE: 9/25/2017		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Robert Franklin Dept: Customer Access	General Counsel	Controller/Treasurer	District Secretary	BARC
Signature/Date:	[]	[]	[]	[]
Status: Routed		Date Created: 9/25/2017		

Parking Fees for the new Pittsburg Center and Antioch Stations - DRAFT

D R A F T

Note: This EDD and attached resolution are in draft form, as they may be revised based on public comment received up until the December 7, 2017 BART Board meeting.

PURPOSE

For the BART Board of Directors to set parking fees at the new Eastern Contra Costa BART ("eBART") extension stations at Pittsburg Center and Antioch (the "eBART Stations").

DISCUSSION

The new eBART Stations are scheduled to open in May 2018. The Pittsburg Center Station will have 262 parking stalls, located on Bliss Ave near the Railroad Avenue overcrossing at the existing Park-n-Ride lot. The Antioch Station will have 1,012 parking stalls. The District is proposing to charge parking fees at these parking facilities that are consistent with the parking fees charged at 31 of the 34 stations systemwide, including the stations adjacent to the eBART Stations.

The proposed eBART Station parking fees are as follows:

Daily Fee: \$3

Parking Fees for eBART stations

Monthly Reserved Permit: \$105

Single Day Reserved Permit: \$6

Airport/Long Term Reserved Permit: \$7

PERMIT and FEE areas will be designated within the parking areas at each eBART Station. Consistent with other BART stations with parking fees, parking fees will be required from 4:00 am to 3:00 pm, Monday through Friday. Once the parking fees are approved, future changes to parking fees at the eBART Stations will be governed by BART's parking policies previously established by the Board for BART stations on February 28, 2013.

BART is obligated to ensure that its actions comply with federal and state law prohibiting discrimination in its programs and activities. BART's Office of Civil Rights conducted a review of the proposed eBART station parking fees and has determined that the proposed fees will not adversely affect minority and/or low-income populations at these stations and therefore will not have a disproportionate impact on those populations..

At the Board meeting on November 16, 2017, a public hearing will be held on the proposed parking fees.

FISCAL IMPACT

After the initial ramp up period until parking is fully utilized, parking fee revenues from the eBART stations are expected to generate about \$900,000 annually. For purposes of the Station Access Fund, which earmarks revenues to station access and station modernization and rehabilitation, the \$3 daily fee will be used as a baseline, above which additional revenue from future parking fee increases may be subject to contribution to the Fund.

ALTERNATIVES

Do not implement parking fees or implement a different parking fee schedule.

RECOMMENDATION

Adopt the following motion:

DRAFT MOTION

The Board hereby adopts the attached Resolution: "In the Matter of Adopting Parking Fees for the BART Pittsburg Center and Antioch Stations." (Two-thirds vote required.)

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

In the Matter of Adopting
Parking Fees for the
BART Pittsburg Center
and Antioch Stations

Resolution No. _____

WHEREAS, pursuant to Public Utilities Code Section 29038, it is the duty and responsibility of the Board of Directors of the San Francisco Bay Area Rapid Transit District ("District") to fix the rates and charges for rapid transit service to be furnished by the District; and

WHEREAS, the Eastern Contra Costa BART Extension Project ("Project") adds approximately 10-miles of new track from the existing Pittsburg/Bay Point Station east to the new Pittsburg Center and Antioch BART Stations, located in the Cities of Pittsburg and Antioch; and

WHEREAS, the parking fees established by this Resolution for the Pittsburg Center and Antioch Stations are consistent with fees charged at the adjacent Pittsburg/Bay Point and North Concord BART Stations and at the majority of BART stations in the rest of the system; and

WHEREAS, the recommended parking fees for the Pittsburg Center and Antioch Stations are set forth in the attached Exhibit A entitled "Parking Fees for the Pittsburg Center and Antioch Stations"; and

WHEREAS, to ensure compliance with federal Title VI requirements and state law prohibiting disparate impact in its programs and activities, District staff has conducted public participation and BART's Office of Civil Rights has performed an analysis to determine whether the proposed parking fees would have a disparate impact on minority riders or place a disproportionate burden on low-income riders; and

WHEREAS, a public hearing was held on November 16, 2017 at a regularly scheduled meeting of the Board to consider parking fees for the Pittsburg Center and Antioch Stations; and

WHEREAS, the District will use parking fee revenue to pay for operating expenses at the station and in the remainder of the BART system; and

NOW, THEREFORE, the Board hereby makes the following findings:

- (1) After careful study of staff recommendations, public comment, and due deliberations, the Board determines, as required by Public Utilities Code Section 29038, that the parking fees are reasonable; and that insofar as practicable, these parking fees are calculated to result in revenue which will:

- (a) Pay for the operating expenses of the District;
 - (b) Provide repairs, maintenance and depreciation of works owned and operated by the District;
 - (c) Provide for purchases, lease, or acquisition of rolling stock, including provisions for the interest, sinking funds, reserve funds, or other funds required for the payment of any obligations incurred by the District for the acquisition of rolling stock; and
 - (d) After making any current allocation of funds for the foregoing purposes and by the terms of any indebtedness incurred under Public Utilities Code Articles 6 (commencing with Section 29240) and 7, (commencing with Section 29250) of Chapter 8, provide funds for any purpose the Board deems necessary and desirable to carry out the purposes of Part 2 of Division 10 of the Public Utilities Code.
- (2) The parking fees set forth in Exhibit A are for the purposes of:
- (a) Meeting operating expenses such as employee wage rates and fringe benefits;
 - (b) Purchasing or leasing supplies, equipment or materials;
 - (c) Meeting financial reserve needs and requirements; and
 - (d) Obtaining funds for capital projects, necessary to maintain service within existing service areas.
- (3) The parking fees for the station are statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080 (b)(8) and CEQA Guidelines, 14 Cal.CodeRegs. Section 15273 and that Notices of Exemption will be filed in the affected counties.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Francisco Bay Area Rapid Transit District that:

- (1) The parking fees for the Pittsburg Center and Antioch Stations set forth in Exhibit A are hereby adopted.
- (2) The General Manager is authorized to implement the parking fees for the new Pittsburg Center and Antioch Stations as set forth in Exhibit A.
- (3) Following implementation of the parking fees for the new Pittsburg Center and Antioch Stations as set forth in Exhibit A, the parking fees for said Station shall thereafter be subject to the parking fee program adopted pursuant to Board Resolution Number 5207.

#

EXHIBIT A—PARKING FEES FOR THE NEW PITTSBURG CENTER AND ANTIOCH STATIONS

The parking fees at the Pittsburg Center and Antioch Stations shall be effective upon commencement of operation of the Pittsburg Center and Antioch Stations and are as follows:

Daily Fee Parking: \$3 per day

Permit Fee Parking:

Monthly Reserved Permit: \$105 per month

Single Day Reserved Permit: \$6 per day

Airport/Long-Term Permit: \$7 per day

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

Board of Directors
Minutes of the 1,800th Meeting
October 26, 2017

A regular meeting of the Board of Directors was held October 26, 2017, convening at 5:00 p.m. in the Board Room, 344 20th Street, Oakland, California. President Saltzman presided; Kenneth A. Duron, District Secretary.

Directors present: Directors Allen, Blalock, Dufty, Josefowitz, McPartland, Raburn, Simon, and Saltzman.

Absent: None. Director Keller entered the Meeting later.

President Saltzman called for Introduction of Special Guests. President Saltzman requested the video "Agent of Connection" of Station Agent William Cromartie be shown.

Consent Calendar items brought before the Board were:

1. Approval of Minutes of the Meeting of October 12, 2017.
2. District Base Pay Schedule.
3. Award of Contract No. 6M3378A, Procurement of Fasteners.
4. Easement Quitclaim and Grant of New Easement Pleasant Hill Transit Oriented Development at the Pleasant Hill/Contra Costa Centre BART Station.

Director Raburn made the following motions as a unit. Director McPartland seconded the motions, which carried by unanimous acclamation. Ayes – 8: Directors Allen, Blalock, Dufty, Josefowitz, McPartland, Raburn, Simon, and Saltzman. Noes - 0. Absent – 1: Director Keller.

1. That the Minutes of the Meeting of October 14, 2017, be approved.
2. That the base pay schedule in effect July 1, 2017, be approved.
3. That the General Manager be authorized to award Contract No. 6M3378A, Procurement of Fasteners, an estimated quantities contract, to Fastenal Company, for the Bid Price of \$385,024.72, including all applicable sales taxes, pursuant to notification to be issued by the General Manager, and subject to compliance with the District's protest procedures.
4. Adoption of Resolution No. 5360, In the Matter of Authorizing Acceptance of a Quitclaim Deed from the Contra Costa Water District, and the Execution of an Agreement and Easement Deed to the Contra

Costa Water District BART Parcels: O-C50W-E1 and O-C50-8950-06-E1
(Portions of APN 148-221-045-5).

President Saltzman called for Public Comment. The following individuals addressed the Board.

Clarence Fischer
Aleta Dupree
JP Massar
Sangeet Lal
Pamela Michaud
Brian Biancardi
Ernest Mahr
Cathy Kora
Matt Woll

Director Keller entered the Meeting.

President Saltzman announced that agenda items would be taken out of order.

Director Raburn, Chairperson of the Planning and Legislation Committee, brought the matter of Fruitvale Transit Village: Agreements for Phase II, before the Board. Ms. Abigail Thorne-Lyman, Manager of Planning, presented the item, including portions on Modify Construction Covenant, Developer Transit Benefit Fee Agreement and Unit Owner Transit Benefit Fee Agreement with City of Oakland for Fruitvale Transit Village Phase IIA (Casa Arabella); and New Easement Agreements with the City of Oakland, East Bay Asian Local Development Corporation and/or BRIDGE Housing to Create Limited Private Access Easement and/ or Emergency Vehicle Access Easement for Fruitvale Transit Village Phase IIA and a Reciprocal Vehicle Access Easement to Non-BART Property for Phase II.

The following individuals addressed the Board.

Noel Gallo
Chris Iglesias
Jerry Grace

The item was discussed.

Director Raburn made the following motions as a unit. Director McPartland seconded the motions, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes - 0.

1. That the General Manager or her designee be authorized to modify the existing recorded agreements between BART and the City of Oakland for Fruitvale Transit Village Phase IIA (Casa Arabella) in order to waive the Delayed Transfer Fee requirement and acknowledge that the other major terms of the agreements do not apply to this development, so long as the development includes 92 units of rental affordable housing for households earning less than 80% area median income, and 2 units of rental market rate housing.

2. That the General Manager or her designee be authorized to enter into agreements as needed with the City of Oakland, Fruitvale Transit Village II-A, L.P., East Bay Asian Local Development Corporation, Unity Council, and BRIDGE Housing to provide a limited private access easement to allow for garbage pickup and tenant loading; an emergency vehicle access easement for Fruitvale Transit Village Phase IIA (Casa Arabella), reserving rights to allow pedestrian and bicycle facilities to occupy the same area; a reciprocal easement allowing BART maintenance and other vehicles to access non-BART property adjacent to Fruitvale Transit Village Phase II; and a storm drain easement.

Director Raburn brought the matter of Lease to Richmond Business Hub, LLC, at Richmond BART Station Parking Structure before the Board. Mr. Paul Voix, Principal Property Development Officer, presented the item. Director Simon moved that the General Manager or her designee be authorized to execute a Lease with Richmond Business Hub, LLC, for ten years, with three additional five-year options, for approximately 9,000 square feet of commercial space on the 1500 block of Macdonald Avenue, located on the ground floor of the Richmond BART Station parking structure. President Saltzman seconded the motion.

The following individuals addressed the Board.

Bill Lindsay
Ernst Valery
Andrea Bailey
Jim Becker
Amanda Elliott
Janet Johnson

The motion carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes – 0.

Director Josefowitz, Chairperson of the Finance, Bond Oversight, and Administration Committee, brought the matter of BART to Antioch Title VI Service and Fare Equity Analysis and Participation Report before the Board. Ms. Jennella Sambour-Wallace, Manager of Special Projects, and Mr. Thomas Tumola, Program Manager, presented the item. The item was discussed.

The following individuals addressed the Board.

Clarence Fischer
Jerry Grace

Director Keller moved that the Board approve the BART to Antioch Title VI Equity Analysis and Public Participation Report. Director Blalock seconded the motion, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes – 0.

Director Josefowitz brought the matter of Maintenance and Reimbursement Agreement with the City of Hercules and the Western Contra Costa Transit Authority for the Hercules Transit Center before the Board. Mr. Bob Franklin, Department Manager, Customer Access, presented the

item. President Saltzman moved that the General Manager or her designee be authorized to execute a Maintenance and Reimbursement Agreement with the City of Hercules and the Western Contra Costa Transit Authority for the Hercules Transit Center. Directors Simon and Allen seconded the motion. The item was discussed. The motion carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes – 0.

Director Keller, Chairperson of the Operations, Safety, and Workforce Committee, brought the matter of Revised Proposed Ordinance to Require Persons inside the Paid Area of BART to Provide Proof of Payment before the Board. Mr. Paul Oversier, Assistant General Manager, Operations; Chief of Police Carlos Rojas; and Deputy Chief of Police Lance Haight presented the item. The item was discussed.

The following individuals addressed the Board.

Clarence Fischer
Aleta Dupree

Director Keller moved adoption of Ordinance No. 2017-2, An Ordinance of the San Francisco Bay Area Rapid Transit District to Require Persons inside the Paid Area of BART to Provide Proof of Payment. Director Blalock seconded the motion, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes – 0.

Director Keller brought the matter of Proposed Ordinance Prohibiting Fare Evasion by Minors before the Board. Deputy Chief Haight presented the item. The item was discussed. Director Keller moved adoption of Ordinance No. 2017-3, An Ordinance of the San Francisco Bay Area Rapid Transit District Prohibiting Fare Evasion by Minors. Director Blalock seconded the motion, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes – 0.

Director Keller brought the following items before the Board.

1. Change Order to Contract No. 09AU-130, BART Earthquake Safety Program Oakland Shops Spur Tracks, with Shimmick Construction Company, Inc., for Weld Shop Improvements (C.O. No. 1, Part 2)..
2. Change Orders to Contract No. 79HM-120, SFTS MB, with Manson Construction Company, Inc.
 - a. Engineering Costs (C.O. No. 74).
 - b. Impacts from Revised Bearing Pad Sizes (C.O. No. 93).

Director Raburn made the following motions as a unit. Director Simon seconded the motions, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes – 0.

1. That the General Manager or her designee be authorized to execute Change Order No. 1, Part 2, Weld Shop, to Contract No. 09AU-130, BART Earthquake Safety Program Oakland Shops Spur Track, with

Shimmick Construction Company, Inc., in an amount not to exceed \$186,000.00.

2. That the General Manager be authorized to execute Change Order No. 74, COWI Engineering Costs, in an amount not to exceed \$350,000.00, for Contract No. 79HM-120, SFTS MB, with Manson Construction Company, Inc.
3. That the General Manager be authorized to execute Change Order No. 93, Impacts from Revised Bearing Pad Sizes, in an amount not to exceed \$272,555.00, for Contract No. 79HM-120, SFTS MB, with Manson Construction Company, Inc.

Director Simon exited the Meeting.

Director Raburn brought the matter of Memorandum of Understanding with QIC Limited to Study Improved Connections to The Shops at Tanforan Mall at the San Bruno BART Station before the Board. Mr. Sean Brooks, Department Manager, Real Estate and Property Development, presented the item. President Saltzman moved that the General Manager or her designee be authorized to execute a Memorandum of Understanding with QIC Limited in connection with the San Bruno Station and The Shops at Tanforan to pursue a Feasibility Analysis and Assessment to determine the commercial viability of integrating the San Bruno Station with the proposed initial phase of Tanforan redevelopment. Director Dufty seconded the motion. The item was discussed. The motion carried by unanimous acclamation. Ayes – 8: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, and Saltzman. Noes – 0. Absent – 1: Director Simon.

Director Raburn brought the matter of State and Federal Legislative Update before the Board. Mr. Roddrick Lee, Department Manager, Government and Community Relations, and Ms. Amanda Cruz, Program Manager of Government Relations and Legislative Affairs, presented the item. The item was discussed.

Jerry Grace addressed the Board.

President Saltzman called for the General Manager's Report.

General Manager Grace Crunican reported on steps she had taken and activities and meetings she had participated in, ridership, upcoming events, and outstanding Roll Call for Introductions items.

Mr. Oversier reported on the District's participation in the annual Great ShakeOut.

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

Director Josefowitz mentioned the plywood coverings at the Civic Center Station entrances.

Director McPartland requested the Police Department have a designated Public Information Officer. Director Keller seconded the request.

Director Raburn reported he had attended an Oakland African American Chamber of Commerce business event and an Asian American Architects and Engineers event.

Director Dufty reported he, Director Allen, Director Keller and staff members had attended a meeting with the Contra Costa County H3 Homeless services agency. Director Dufty noted he continued his weekly sweeping at the 16th Street/Mission Station. Director Dufty reported he had attended a planning association meeting for the San Francisco Richmond district. He requested a presentation on the LEAD SF program.

President Saltzman requested a presentation on the SCOOP parking program.

President Saltzman called for Public Comment. Jerry Grace addressed the Board.

The Meeting was adjourned at 9:15 p.m.

Kenneth A. Duron
District Secretary

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

Board of Directors
Minutes of the 1,801st Meeting
November 7, 2017

A special meeting of the Board of Directors was held November 7, 2017, convening at 9:05 a.m. in the Board Room, 344 20th Street, Oakland, California. President Saltzman presided; Kenneth A. Duron, District Secretary.

Directors present: Directors Allen, Dufty, Keller, Raburn, Simon, and Saltzman.

Absent: Director McPartland. Directors Blalock and Josefowitz entered the Meeting later.

President Saltzman called for Public Comment on Item 3 only. No comments were received.

President Saltzman announced that the Board would enter into closed session under Item 3-A (Conference with Labor Negotiators) of the special Meeting agenda, and that the Board would reconvene in open session upon conclusion of the closed session.

The Board Meeting recessed at 9:06 a.m.

The Board Meeting reconvened in closed session at 9:10 a.m.

Directors present: Directors Allen, Blalock, Dufty, Keller, Raburn, Simon, and Saltzman.

Absent: Director McPartland. Director Josefowitz entered the Meeting later.

Director Josefowitz entered the Meeting.

The Board Meeting recessed at 11:31 a.m.

The Board Meeting reconvened in closed session at 11:44 a.m.

Directors present: Directors Allen, Blalock, Dufty, Josefowitz, Keller, Raburn, Simon, and Saltzman.

Absent: Director McPartland.

The Board Meeting recessed at 12:42 p.m.

The Board Meeting reconvened in open session at 12:43 p.m.

Directors present: Director Saltzman.

Absent: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn,
and Simon

President Saltzman announced that the Board had concluded its closed session and that there were no announcements to be made.

The Meeting was adjourned at 12:43 p.m.

Kenneth A. Duron
District Secretary



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Rohit M. Raw</i> 8 NOV 2017		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the November 16, 2017 E&O Committee Meeting		
DATE: 10/26/2017		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Shrenik Shah Dept: Planning, Development and Construction	General Counsel <i>[Signature]</i> 11/3/17 []	Controller/Treasurer <i>[Signature]</i> 11/3/17 []	District Secretary []	BARC <i>[Signature]</i> 11/6/17 []
Signature/Date: <i>[Signature]</i> 11/03/17				

Award of Contract No. 08PA-130, West Dublin/Pleasanton Station Site Improvement Project

PURPOSE: To obtain the Board's authorization for the General Manager to award Contract No. 08PA-130, West Dublin/Pleasanton Station Site Improvement Project, to Alta Engineering Group, Inc. of San Francisco, CA for the Bid Price of \$314,130.

DISCUSSION:

This Contract is for the construction of improvements to the pedestrian access to the main entrance of West Dublin/Pleasanton Station. The scope of work includes the demolition of existing sidewalk, landscaping, fencing and existing roadside signage as well as the construction of a new sidewalk, new crosswalk, installation of thermoplastic pavement markings, new roadside signs, new lighted gateway sign, installation of additional bike lockers, installation of new irrigation controls and landscaping, and LED lighting.

On August 21, 2017 an Advance Notice to Bidders was sent to one-hundred five (105) prospective Bidders. The Contract was advertised on August 24, 2017 in local publications. The Contract Documents were made available to Bidders on August 28, 2017 in hard copy format and electronic format from the District's Procurement Portal. A total of thirty (30) firms downloaded the Contract Documents from the Procurement Portal. A pre-bid meeting and site visit occurred on September 14, 2017 with seven (7) prospective Bidders attending. Bids were publicly opened on October 17, 2017. The tabulations of Bids received, and the Engineer's Estimate, are as follows:

No	BIDDER	LOCATION	TOTAL BID (\$)
1	Alta Engineering Group, Inc.	San Francisco, CA	\$314,130
2	Sustainable Group	Moraga, CA	\$332,600
3	Sposeto Engineering General Contractor, Inc	Livermore, CA	\$377,000
4	Kerex Engineering Inc.	Pleasant Hill, CA	\$385,000
5	SG Engineering	San Francisco, CA	\$396,279
	Engineer's Estimate		\$290,000

After review by District staff, Alta Engineering Group, Inc.'s (Alta Engineering) Bid was deemed to be the lowest Bid that was responsive to the solicitation. Examination of Alta Engineering's license, business experience, and financial capabilities has resulted in a determination that the Bidder is responsible. Staff has also determined that the Bidder's Bid of \$314,130 is fair and reasonable.

Pursuant to the District's Disadvantaged Business Enterprise Program Small Business Elements, this Contract was advertised as a Micro Small Business Entity (MSBE) Set-Aside. All prospective Bidders who are interested in submitting a Bid on MSBE Set-Aside contracts must be certified first by the District's Office of Civil Rights as an MSBE. The lowest responsive Bidder, Alta Engineering Group, is a BART certified MSBE.

District staff has determined that this work is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Title 14, California Code of Regulations, Section 15301, Existing Facilities, because it consists of minor alterations of existing facilities involving no expansion of use.

FISCAL IMPACT:

Funding of \$314,130 for the award of Contract No. 08PA-130 is included in the total Project budget for FMS #08PA001 – TLC Improvements West Dublin. The Office of the Controller/Treasurer has certified that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project 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 sources listed below.

As of October 25, 2017, \$971,422 is available for this project from the following sources:

Fund Group	Amounts
Federal Fund Sources	\$860,000
BART Operating Allocation to Capital	\$111,422
Total	\$971,422

BART has expended \$274,531, committed \$34,916, and reserved \$0 to date for other actions. This action will commit \$314,130 leaving an available fund balance of \$347,846 in this project.

There is no fiscal impact on available unprogrammed District Reserves.

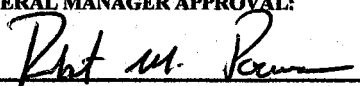
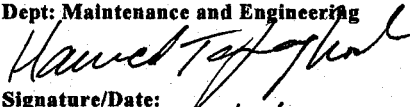
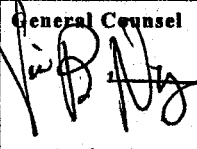
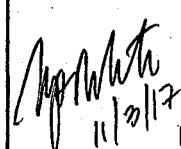

ALTERNATIVES: The Board may decline to authorize award to the Contract, in which case the site improvement to the station will not occur and the pedestrian access from the west side of the station will remain unchanged.

RECOMMENDATION: It is recommended that the Board adopt the following motion:

MOTION: The General Manager is authorized to award Contract No. 08PA-130, Construction of BART's West Dublin/Pleasanton Station Site Improvement Project to Alta Engineering Group, Inc. for the Bid Price of \$314,130.00 pursuant to notification to be issued by the General Manager, and subject to the District's protest procedures and Federal Transit Administration's (FTA) requirements related to protests.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  8 NOV 2017		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the November 16, 2017 Board Meeting		
DATE: 10/30/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Hamed Tafaghodi Dept: Maintenance and Engineering  Signature/Date: 11/3/17	General Counsel  11/3/17 []	Controller/Treasurer  11/2/17 []	District Secretary []	BARC  11/6/17 []

Award of Contract No. 15QH-220 Site Improvements at Daly City Station

PURPOSE: To obtain the Board's authorization for the General Manager to award Contract No. 15QH-220, Site Improvements at Daly City Station to Kerex Engineering Inc., of Pleasant Hill California.

DISCUSSION:

The work of this Contract consists of providing all labor, equipment, materials, and services required for repaving, restriping, refurbishing and improving access to the parking lots at the Daly City Station. The work includes ADA access improvements, reinforced concrete sidewalks, ramps, curbs and gutters, asphaltic concrete pavement, support and protection of utilities and miscellaneous and incidental work. The existing pavement has reached the end of its useful life.

On August 24, 2017, Advance Notice to Bidders was sent to fifty (50) Prospective Bidders, including four (4) Plan Rooms. On August 25, 2017 the Contract was advertised and the Contract Documents were posted on the District's Vendor Portal. Fourteen (14) Prospective Bidders and four (4) Plan Rooms down loaded the Contract Documents. A pre-bid meeting was held on September 6, 2017 with one (1) prospective Bidder in attendance. A total of five (5) Bids were received and publicly opened on October 10, 2017. All Bidders are Small Businesses, certified by California Department of General Services. Tabulation of the Bids, including the Engineer's Estimate, is as follows

No	BIDDER	LOCATION	TOTAL BID (\$)
1	Kerex Engineering, Inc.	Pleasant Hill, CA	240,000
2	Federal Solutions Group	San Ramon, CA	270,000
3	Golden Bay Construction	Hayward, CA	348,164
4	SG Engineering	San Francisco, CA	363,364
5	Sposeto Engineering General Contractor, Inc.	Livermore, CA	487,000
	Engineer's Estimate		360,000

After review by District staff, it was determined Kerex Engineering had the lowest responsive Bid. Examination of Kerex' license, business experience, and financial capabilities has resulted in a determination that the Bidder is also responsible. Finally, Staff has also determined that Kerex' Bid of \$240,000 is fair and reasonable.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 23% for Minority Business Enterprises ("MBEs") and 12% for Women Business Enterprises ("WBEs"). Kerex committed to 0% MBE and 100% WBE participation. The Bidder, Kerex, did not meet the MBE Availability Percentage; therefore, the Bidder was requested to provide the Office of Civil Rights with supporting documentation to determine if it discriminated on the basis of race, national origin, color, or ethnicity. Based on the review of the information submitted by Kerex Engineering, Inc., the Office of Civil Rights found no evidence of discrimination.

Pursuant to the District's Non-Federal Small Business Program, the Office of Civil Rights set a 5% Small Business Prime Preference for this Contract for Small Businesses certified by the California Department of General Services (DGS). All Bidders are certified Small Businesses by DGS; however, since Kerex Engineering, Inc. is the lowest responsive Bidder, and is eligible for the 5% Small Business Prime Preference, the application of the Prime Preference will not alter the award to Kerex Engineering Inc.

District staff has determined that this work is categorically exempt from the

provisions of the California Environmental Quality Act (CEQA) pursuant to Title 14, California Code of Regulations, Section 15301, Existing Facilities, because it consists of the repair and minor alterations of existing facilities involving no expansion of use.

FISCAL IMPACT:

Funding of \$240,000 for award of Contract #15QH-220 is included in total project budget for FMS # 15QH000 – Repair Sidewalks SWD. The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project 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 as listed.

As of October 16, 2017 \$20,086,845 is available for this project from the following sources:

Fund Group	Amounts
Various State & Local Grant Sources	3,686,407
BART Funds	16,400,438
Total	20,086,845

BART has expended \$11,828,204, committed \$3,803,514 and reserved \$3,190,000 to date for other action. This action will commit \$240,000 leaving an available fund balance of \$1,025,128 in this project.

There is no fiscal impact on available unprogrammed District Reserve.

ALTERNATIVE: The Board may elect to reject all Bids and authorize Staff to re-advertise the Contract. There is no assurance that new Bids would yield lower prices. Failure to proceed with the Contract would delay the repaving work.

RECOMMENDATION: It is recommended that the Board adopt the following motion:

MOTION: The General Manager is authorized to award Contract No. 15QH-220, Site Improvements at Daly City Station to Kerex Engineering Inc., for the Bid Price of \$240,000.00, 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>Robert M. Poon</i> 8 Nov 2017		GENERAL MANAGER ACTION REQ'D:		
DATE: 9/6/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Cristiano Torresi Dept: Rolling Stock and Shops <i>C. Torresi</i> Signature/Date: 11/3/17	General Counsel <i>[Signature]</i> 11/3/17 []	Controller/Treasurer <i>[Signature]</i> 11/3/17 []	District Secretary BART <i>[Signature]</i> 11/6/17 []	

AWARD OF INVITATION FOR BID NO. 9037A, CURRENT COLLECTOR

Purpose: To obtain Board authorization to award Invitation For Bid (IFB) No. 9037A to Trans Tech (Piedmont, South Carolina) in the amount of \$278,216.25 (includes all taxes) for the purchase of 13,000 Current Collector Shoes.

Discussion: The BART fleet of 669 revenue cars is powered by a high-voltage third rail that runs alongside the running rail. Power is transferred from the third rail to the car through the collector shoe assemblies. Each car has four collector shoes with two shoes each mounted on both the left and right side of each truck. As the car moves down the rails, the collector shoes wear against the third rail. This constant wear results in frequent replacement of this part. This is a routine purchase to replenish stock of this part.

IFB No. 9037A is a three (3) year estimated quantity contract. Pursuant to the terms of the District's standard estimated quantity contract, during the term of the Contract the District is required to purchase from the supplier a minimum amount of 50% of the Contract Bid price. Upon Board approval of this Contract, the General Manager will also have the authority to purchase up to 150% of the Contract Bid price, subject to availability of funding.

A notice requesting bids was published on October 4, 2017. The solicitation was posted on the vendor portal. Bids were opened on October 17, 2017 and one(1) bid was received.

AWARD OF INVITATION FOR BID NO. 9037A, CURRENT COLLECTOR

<u>Bidder</u>	<u>Unit Price</u>	<u>QTY</u>	<u>Total Including 9.75% Sales Tax</u>
Trans Tech of S.C., Inc.	\$19.50	13,000	\$278,216.25

Piedmont, SC 29673

Independent cost estimate by BART staff: \$463,900.00

Staff has determined that the bidder Trans Tech submitted a responsive bid, and that the bid pricing is fair and reasonable.

The District's Non-Discrimination Program for Subcontracting is not applicable to Invitations for Bid. Accordingly, the Office of Civil Rights did not set Minority Business Enterprise (MBE) and Women Business Enterprise (WBE) Availability Percentages for this IFB.

Fiscal Impact: Funding for Fiscal Year FY 18 will come from Rolling Stock and Shops (RS&S) Non-Inventory Material Usage Account (#680-030) as materials are procured. Funding for FY 18 is included in the operating budget of department 0803622. Funding for out years, FY 19 and FY 20, will be requested as part of each year's operating budget cycle and is subject to BOARD approval. The proposed award of this Contract will not result in any operating costs above the current year's adopted budget. Total funding for this Contract in the amount not to exceed 150% of \$278,216.25, is based on the following totals by year:

FY 18: \$92,738.75

FY 19: \$92,738.75

FY 20: \$92,738.75

Three Year Total: \$278,216.25

Alternatives: Current collector shoes are essential components of the transit vehicle and must be replaced when they wear out. An alternative to awarding this IFB would be to reject all bids and readvertise the contract. Staff does not believe that re-advertising the Contract will result in lower prices or increased competition.

Recommendation: It is recommended that the Board adopt the following motion.

Motion: The General Manager is authorized to award IFB No. 9037A for Current Collector Shoes to Trans Tech for an amount of \$278,216.25 including tax, pursuant to notification to be issued by the General Manager.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Phil M. Row</i> 8 Nov 2017		GENERAL MANAGER ACTION REQ'D:		
DATE: 10/2/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Gordon Wong Dept: Maintenance and Engineering <i>Gordon Wong</i> Signature/Date: Oct 31, 2017	General Counsel <i>[Signature]</i> 11/1/17 []	Controller/Treasurer <i>[Signature]</i> 11/1/17 []	District Secretary []	BARC <i>Paul Chavira</i> 11/6/17 []
Status: Approved		Date Created: 10/2/2017		

IFB No. 9039 OKS to ANA Polymer Concrete Cable Trough

PURPOSE:

To request Board Authorization to Award Invitation For Bid No. 9039 for purchase of Polymer Concrete Cable Trough to Armourcast Products Company, Inc., North Hollywood, CA in the amount of \$767,745.15 including all taxes.

DISCUSSION: The BART traction power electrical transmission system between substation ALM (Lake Merritt) to ANA (19th Avenue, Oakland) was originally installed over 40 years ago and urgently needs to be replaced because of aging and heavy usage. The Traction Power Engineering Department has developed a replacement design with District employees performing the installation. This IFB is for the purchase of 6,000 linear feet of Polymer Concrete Cable Trough to facilitate the 34.5kV Cable replacement. This procurement supports the District's goal of achieving a "State of Good Repair" and will ensure continued reliable service.

This is a two (2) year estimated quantity contract. Pursuant to the terms of the District's standard estimated quantity contract, during the term of the contract, the District is required to purchase a minimum amount of 50 percent of the contract bid price from the supplier. Upon Board approval of this contract, the General Manager will also have

the authority to purchase up to 150 percent of the contract bid price, subject to availability of funding.

A notice requesting bids was published on 09-05-17, bid requests were emailed to three (3) prospective bidders and posted on the Procurement Vendor Portal. Bids were opened on 09-26-17 and one (1) bid was received.

Bidder	Bid Total Including a 9.75% Sales Tax
Armourcast Products Company, Inc.	\$767,745.15

An independent cost estimate by BART staff is \$790,200 (Including 9.75% Sales Tax).

Pursuant to the District's Non-Federal Small Business Program, the Office of Civil Rights conducted an analysis and determined that there are no Small Businesses certified by the California Department of General Services available for bidding this Contract. Therefore, no Small Business Prime Preference was set for this Contract.

The District's Non-Discrimination Program for Subcontracting is not applicable to Invitations for Bid. Accordingly, the Office of Civil Rights did not set Minority Business Enterprise (MBE) and Women Business Enterprise (WBE) Availability Percentages for this Invitation for Bid.

FISCAL IMPACT:

Funding of \$767,745.15 for Bid No 9039 is included in total project budget for FMS Measure RR Project No. 15EJRR1 – 34.5 KV AC Cable Replacement. The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project 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 as listed.

As of October 4, 2017, \$288,364,368.00 is available for this project from the following

sources:

802A	2017 Measure RR GOB	BART	288,364,368.00
Total			288,364,368.00

BART has expended \$1,770,260.00 committed \$1,999,675.00 and reserves \$2,701,880.00 to date for other action. This action will commit \$767,745.15 leaving an available fund balance of \$281,124,808.00 in this project.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVE:

The alternative to awarding this Contract would be to reject the Bid and re-advertise the Contract. Staff does not believe that re-advertising the Contract will result in lower prices or increased competition. In addition, if this medium voltage section is not replaced, there is a high likelihood of power failures resulting in delays or loss of revenue service. In this event, a bus bridge would need to be implemented to provide alternative transportation to the public.

RECOMMENDATION:

It is recommended that the Board adopt the following Motion.

MOTION

The General Manager is authorized to award IFB No. 9039 for Polymer Concrete Cable Trough to Armourcast Product Company, Inc for an amount of \$767,745.15 pursuant to notification to be issued by the General Manager.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>8 NOV 2017</i> <i>Rbt M. Pava</i>		GENERAL MANAGER ACTION REQ'D:		
DATE: 10/20/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Cristiano Torresi Dept: Rolling Stock and Shops <i>CT Torresi</i> Signature/Date: <i>11/3/17</i>	General Counsel <i>[Signature]</i> <i>11/3/17</i> []	Controller/Treasurer <i>[Signature]</i> <i>11/3/17</i> []	District Secretary	BARC <i>[Signature]</i> <i>11/6/17</i> []

AWARD OF INVITATION FOR BID NO. 9040 CUSHION, COVER SEAT AND BOTTOM

PURPOSE: To obtain Board authorization to award Invitation For Bid (IFB) No. 9040 to Sedia Inc., Glendale, Wisconsin in the amount of \$214,627.10 (includes all taxes) for the purchase of Cushion, Cover Seat and Bottom.

DISCUSSION: BART intends to modify up to 360 B cars with a new seat configurations which are intended to add space and eliminate "choke points" in the middle of the cars which impede passenger flow. Part of the new seat configuration also includes improvements for seniors and people with disabilities. The improvements address concerns raised by seniors and people with disabilities regarding customers not yielding senior/disabled seating to those who need them most. Similar to the Fleet of the Future, BART will install an alternate color for senior/disabled seats to help remind riders to yield those seats. This procurement will provide the alternate colored seat cushion and bottom for the senior and disabled seating.

This is a two (2) year estimated quantity contract. Pursuant to the terms of the District's standard estimated quantity contract, during the term of the Contract the District is required to purchase from the supplier a minimum amount of 50% of the contract bid price. Upon Board approval of this contract, the General Manager will also have the authority to purchase up to 150% of the contract bid price subject to availability of funding.

A notice requesting bids was published on September 18, 2017. On the same day, the solicitation was uploaded onto the BART Vendor Portal. Correspondence was sent to three (3) prospective bidders inviting them to view the solicitation on the Vendor Portal. Bids were opened on October 10, 2017 and one (1) bid was received.

Bidder		
Sedia, Inc. 6040 North Flint Road Glendale, Wisconsin		
Item QTY	Unit Price	Total including 9.75% Sales Tax
4,000	\$26.69	\$117,169.10
2,000	\$22.20	\$48,729.00
2,000	\$22.20	\$48,729.00
	Grand Total	\$214,627.10

Independent cost estimate by BART staff: \$240,790.00

Staff has determined that the bidder Sedia Inc. submitted a responsive bid, and that the bid pricing is fair and reasonable.

FISCAL IMPACT: Funding of \$214,627.10 for IFB No. 9040 will come from project budget 43KF000 Train Seat Modification Project. The following table depicts funding assigned to the referenced project, and is included in its totality to track funding history against spending authority. Funds needed to meet this request will be expended from the sources listed. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation. As of October 20, 2017, 1,152,995 is available for this project from the following fund sources:

<u>Fund</u>	<u>Description</u>	<u>Amount</u>
8530	FY16 Operating Capital Allocation	\$ 1,152,995
	Total	\$ 1,152,995

BART has expended \$339,319 and committed \$375,378 to date. This action will commit an additional \$214,627.10 leaving an uncommitted balance of \$223,672 in this project. There is no fiscal impact on available unprogrammed District Reserves.

BART applied for an FTA grant for the Train Seat Modification Project; however, the grant has not yet been awarded. In the interim, BART's Operating to Capital funds will be used to meet this obligation.

AWARD OF INVITATION FOR BID NO. 9040

ALTERNATIVES: Staff does not believe that re-advertising the Contract will result in lower prices or increased competition.

RECOMMENDATION: It is recommended the Board adopt the attached Motion.

MOTION: The General Manager is authorized to award Invitation For Bid (IFB) No. 9040 for the purchase of Cushion, Cover Seat and Bottom to Sedia Inc. for an amount of \$214,627.10 pursuant to notification to be issued by the General Manager.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

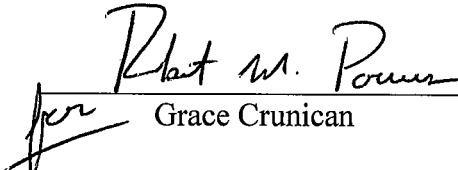
DATE: November 8, 2017

FROM: General Manager

RE: **Clipper Update**

Enclosed is the Clipper Update which will be presented at the November 16, 2017 Board Meeting.

If you have any questions about Clipper, please contact Pamela Herhold, Acting Assistant General Manager, Administration and Budget, at (510) 464-6168.


per _____
Grace Crunican

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>8 Nov 2017</i> <i>T. M. P...</i>		GENERAL MANAGER ACTION REQ'D: Approve & Forward to the Board		
DATE: 10/16/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Javed Khan Dept: Maintenance and Engineering <i>Javed Khan</i> Signature/Date: <i>11/6/2017</i>	General Counsel <i>[Signature]</i> <i>11/6/17</i> []	Controller/Treasurer <i>[Signature]</i> <i>11/6/17</i> []	District Secretary []	BARC <i>[Signature]</i> <i>11/6/17</i> []

Award of Contract 09EK-130A, Oakland Emergency Generator (OEG) System

PURPOSE:

To obtain Board authorization for the General Manager to award Contract Number 09EK-130A to furnish all labor, equipment, and materials required for the Oakland Emergency Generator System installation.

DISCUSSION:

This Contract is to provide a turnkey Emergency Generator system including all electrical and mechanical Distribution equipment and civil/structural facilities associated with the 2500kW generator and new 2500kVA utility (PG&E) transformers.

The Emergency Generator system will provide power to the Transbay Tube (TBT) in the event utility power is not available from power sources located at the San Francisco Transition Structure (SFTS) and/or the Oakland Transition Structure (OTS). The system will be capable of providing power for all life safety and critical loads including ventilation fans, fire pumps, drain pumps, and lighting loads during an emergency situation when existing utility power sources are not available due to emergency scenarios, including seismic events.

The Scope of Work includes, but is not be limited to design, engineering, materials and labor, manufacturing, construction, integration, testing, commissioning and training as required for a complete and fully functional system including:

- Emergency Generator rated at 2500kW, plus associated fuel tanks & load bank
- Utility transformers (2) at OTS rated at 2500kVA, plus associated underground

- infrastructure including pull-boxes and 12kV Switch boxes
- Switchgear House (SGH) at OTS rated at 5kV
- Raised equipment pad and underground duct banks
- Electrical and Systems interconnections between the SGH, load bank, and OTS and SFTS MV & LV equipment
- Replacement Low Voltage (LV) and Medium Voltage (MV) Switchgear at OTS and SFTS
- UPS and battery backup system
- New Fiber-optic cable in the Upper gallery
- Monitoring and Control System (MACS) with SCADA interface to OCC
- Integration of all subsystems, end-to-end testing, commissioning, and training
- Access control system and CCTV system
- Relocation of existing underground sanitary sewer line

When this Contract is completed, the Emergency Generator and associated Distribution system will be fully operational to serve its intended purpose.

The Contract was advertised on May 10, 2017. Advance notices were sent to 90 prospective bidders on May 8, 2017. Two sets of pre-bid and site tour meetings were conducted; the first on July 28, 2017 and the second on September 5, 2017. To further encourage Small Business and DBE participation, the third-party NDA submittal date was extended which allowed additional firms to submit documentation for Security Sensitive Information (SSI) clearance. A total of 82 contracting firms were SSI cleared to pick up contract books, of which 12 were DBE firms. OCR conducted a Matchmaking Session on September 14, 2017 to help introduce DBE firms to potential prime contractors.

On October 10, 2017, the District received a total of 4 bids.

Bids Received		
1	DMZ Builders – Concord, CA	22,320,000
2	Clark Construction – San Francisco, CA	25,678,938
3	Shimmick Construction Company – no location shown	25,916,768
4	Stronghold Engineering, Inc. – Riverside, CA	37,397,000
5	Engineer's Estimate	\$21,007,734

District staff reviewed all bids and found the apparent lowest bidder, DMZ Builders, to be responsive to the solicitation. Further review of the bidder's business experience and financial capabilities has resulted in a determination that the bidder is responsible. The staff also determined that the bid price is fair and reasonable as compared with the engineer's cost estimate of \$21,007,734.

This Contract was advertised pursuant to the District's Disadvantaged Business Enterprise ("DBE") Program requirements. The Office of Civil Rights reviewed the scope of work for this Contract and determined that there were DBE subcontracting opportunities; therefore, a DBE participation goal of 14% was set for this Contract. The low bidder, DMZ Builders, committed to subcontracting 16% to DBEs. The Office of Civil Rights has determined that DMZ Builders has met the DBE participation goal set for this Contract.

District staff has determined this work to be categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Title 14, California Code of Regulations, Section 15301; Existing Facilities, because it consists of minor alterations of existing facilities involving no expansion of use, and Section 15304; Minor Alterations to Land, because there will be soil improvements for better foundation support for the project structures.

FISCAL IMPACT:

Funding of \$22,320,000 for award of Contract 09EK-130A is included in total project budget for FMS# 09EK300 – Oakland Emergency Generator System. The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project 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 as listed.

As of October 24, 2017, \$30,521,828 is available for this project from the following sources:

Various State & Local Grants	1,700,000
Federal	2,879,505
BART RR Bonds	22,000,000
BART Operating Allocation Capital	3,942,323
TOTAL	30,521,828

BART has expended \$5,147,534, committed \$430,810 and reserved \$0.00 to date for other action. This action will commit \$22,320,000 leaving an available fund balance of \$2,623,484 in this project.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES:

Reject all bids and re-advertise the Contract.

This will postpone the installation of Emergency Generator and associated Distribution system. Cost will be incurred to re-advertise the Contract, plus there will be increased costs and risks to maintain existing 40 years old (*end of life*) equipment to power life safety and critical loads. Furthermore, testing and commissioning of the TBT Seismic Retro-fit project will be delayed if the utility transformers and Emergency Generator are not ready by January 2020. This will adversely impact Contract 09AU-120 project through changes orders and Liquidated Damages, as that contract language states the upgraded PG&E power (*transformers*) and/or the Emergency Generator will be available for pump testing by July 7, 2020.

RECOMMENDATION:

Adopt the following Motion.

MOTION:

Authorize the General Manager to award Contract number 09EK-130A for the Oakland Emergency Generator System to DMZ Builders for the total bid price of \$22,320,000 pursuant to the notification to be issued by the General Manager and subject to compliance with the District's protest procedures and FTA's requirements related to protest procedures.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>8 dec 2017</i> <i>Robert M. Rasmussen</i>		GENERAL MANAGER ACTION REQ'D: Approve and forward to Board of Directors		
DATE: 10/23/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Kevin Sanderson Dept: Planning, Development & Construction'	General Counsel	Controller/Treasurer	District Secretary	BARS
Signature/Date: <i>[Signature]</i> FOR <i>11/6/17</i>	<i>[Signature]</i> <i>11/6/17</i> []	<i>[Signature]</i> <i>11/6/17</i> []	[]	<i>[Signature]</i> <i>11/6/17</i> []

Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities, Change Order No. 100.1, Acoustical Barrier Wall at CRS

PURPOSE:

To authorize the General Manager to execute Change Order No. 100.1 for Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities with Clark Construction, for the addition of an acoustical barrier at the Component Repair Shop, in an amount not to exceed \$518,000.00.

DISCUSSION:

The Board of Directors authorized the award of Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities, to Clark Construction on July 23, 2015, in the amount of \$98,390,000. The Contract will construct the new Component Repair Shop and add additional vehicle lifts and associated utilities and trackwork at the existing Hayward Shop.

After award of the Contract, it was determined that within the new Component Repair Shop, an acoustical barrier should be installed at the truck bay to minimize loud noises carrying over into the adjacent shop areas. Because this additional work is not described in the Contract Documents, a change to the Contract is required. The estimated value of this Change Order is an amount not-to-exceed \$518,000.00.

Pursuant to Board Rule 5-2.3, Change Orders involving expenditures greater than \$200,000 require Board approval. The Procurement Department will review this Change Order prior to execution for compliance with procurement guidelines.

The Office of the General Counsel will approve the Change Order as to form prior to execution.

FISCAL IMPACT:

Funding of \$518,000 for the award of Change Order No. 100.1 to Contract 01RQ-110 is included in the total budget for 01RQ003, Hayward Maintenance Complex (HMC). The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project 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 as listed.

As of October 27, 2017, \$122,844,705 is available for this project from the following sources:

Fund	Fund Description	Source	Amount
5602	High Speed Passenger Rail Bond	State	\$61,389,000
8526	FY14 Bart Operating Alloc to Capital	BART	\$2,477,367
8529	FY15 Bart Operating Alloc to Capital	BART	\$7,386,920
8530	FY16 Bart Operating Alloc to Capital	BART	\$1,881,418
656K	VTA	Local	\$49,710,000
Total			\$122,844,705

BART has expended \$89,289,331, committed \$18,867,936, and reserved \$3,660,967 to-date for other action. This action will commit \$518,000 leaving an available fund balance of \$10,508,471 in this project.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES:

The Board can elect not to authorize the execution of this Change Order. If this Change Order is not approved, the adjacent shop areas to the truck bay will be exposed to constant loud noises, potentially contributing to a loss of efficiency.

RECOMMENDATION:

Recommend that the Board approve the following motion:

MOTION:

The General Manager is authorized to execute Change Order No. 100.1, for acoustical barrier at Component Repair Shop, to Contract No. 01RQ-110, Hayward Maintenance

Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities, Change Order No. (cont.)

Complex Project Maintenance Facilities, with Clark Construction, for an amount not to exceed \$518,000.00.



EXECUTIVE DECISION DOCUMENT

ATTACHMENT #1

CONTRACT NO. 01RQ-110

CO No: 100.1

CHANGE ORDER SUMMARY

BACKGROUND

Name of Contractor: Clark Construction Group
Contract No./NTP: 01RQ-110 / October 21, 2015
Contract Description: Hayward Maintenance Complex Project – Maintenance Facilities

Percent Complete as of: 10/31/2017 - 75%

Dollars Percent Complete as of: 10/31/2017 - 81.9%

COST	% of Award	Cost	Contract Amount
Original Contract Award Amount			\$98,390,000.00
Change Orders:			
Other than Board Authorized C.O.s:	3.31%	\$3,256,709.00	
Board Authorized Change Orders:	2.24%	\$2,203,936.00	
This Change Order No. 100.1:	.52%	\$ 518,000.00	
Subtotal of all Change Order	6.07%	\$5,978,645.00	\$5,978,645.00
Revised Contract Amount:			\$104,368,645.00

SCHEDULE

Original Contract Duration: 860 Days
Time Extension to Date: 62 Days
Time Extension Due to Approved COs: 62 Days
Revised Contract Duration: 922 Days

SUMMARY REASON FOR THIS CHANGE ORDER

Acoustical Barrier Wall at CRS

The end user expressed concern about noise from the Truck Shop and Wheel & Axle Shop carrying over to the other adjacent areas in the CRS. Therefore, at the District's request, the Design Engineer developed noise mitigation provisions for the Truck Shop and Wheel & Axle Shop along Grid Line E, from E2 through E12 line. The acoustical barrier wall will be a full height metal framed wall with gypsum board, which includes a 4'-0" high wainscot wall, roll-up doors, and electrical provisions.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Robert M. Pearson</i> 8 NOV 2017		GENERAL MANAGER ACTION REQ'D: Approve and forward to Board of Directors		
DATE: 10/23/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Kevin Sanderson, General Counsel Dept: Planning, Development & Construction	<i>[Signature]</i> 11/6/17 []	Controller/Treasurer <i>[Signature]</i> 11/6/17 []	District Secretary <i>[Signature]</i> 11/6/17 []	BARC <i>[Signature]</i> 11/6/17 []

Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities, Change Order No. 152.1, Sandoval Way Repairs and Construction Work

PURPOSE:

To authorize the General Manager to execute Change Order No. 152.1 for Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities with Clark Construction, for Sandoval Way repairs and construction work, in an amount not to exceed \$358,000.00.

DISCUSSION:

The Board of Directors authorized the award of Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities in the amount of \$98,390,000, to Clark Construction on July 23, 2015. The Contract will construct the new Component Repair Shop and add additional vehicle lifts and associated utilities and trackwork at the existing Hayward Shop.

After award of the Contract, it was determined that the Sandoval Way pavement surface was deteriorating because of increased construction vehicle activity and a heavy rainfall season. Repair work along certain portions of the roadway and the re-building of another section of the roadway with a more durable design is recommended. Because this additional work is not described in the Contract Documents, a change to the Contract is required. The estimated value of this Change Order is an amount not-to-exceed \$358,000.00.

Pursuant to Board Rule 5-2.3, Change Orders involving expenditures greater than \$200,000 require Board approval. The Procurement Department will review this Change Order prior to execution for compliance with procurement guidelines.

The Office of the General Counsel will approve the Change Order as to form prior to execution.

FISCAL IMPACT:

Funding of \$358,000 for the award of Change Order No. 152.1 to Contract 01RQ-110 is included in the total budget for 01RQ003, Hayward Maintenance Complex (HMC). The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation. The following table depicts funding assigned to the referenced project 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 as listed.

As of October 27, 2017, \$122,844,705 is available for this project from the following sources:

Fund	Fund Description	Source	Amount
5602	High Speed Passenger Rail Bond	State	\$61,389,000
8526	FY14 Bart Operating Alloc to Capital	BART	\$2,477,367
8529	FY15 Bart Operating Alloc to Capital	BART	\$7,386,920
8530	FY16 Bart Operating Alloc to Capital	BART	\$1,881,418
656K	VTA	Local	\$49,710,000
Total			\$122,844,705

BART has expended \$89,289,331, committed \$18,867,936, and reserved \$4,178,967 to-date for other action. This action will commit \$358,000 leaving an available fund balance of \$10,150,471 in this project.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES:

The Board can elect not to authorize the execution of this Change Order. If this Change Order is not approved, Sandoval Way will experience an increased rate of deterioration, potentially contributing to hazardous driving conditions.

RECOMMENDATION:

Recommend that the Board approve the following motion:

MOTION:

The General Manager is authorized to execute Change Order No. 152.1, for Sandoval Way repairs and construction work, to Contract No. 01RQ-110, Hayward Maintenance Complex Project Maintenance Facilities, with Clark Construction, for an amount not to exceed \$358,000.00.



EXECUTIVE DECISION DOCUMENT

ATTACHMENT #1

CONTRACT NO. 01RQ-110

CO No: 152.1

CHANGE ORDER SUMMARY

BACKGROUND

Name of Contractor: Clark Construction Group
Contract No./NTP: 01RQ-110 / October 21, 2015
Contract Description: Hayward Maintenance Complex Project – Maintenance Facilities

Percent Complete as of: 10/31/2017 - 75%
Dollars Percent Complete as of: 10/31/2017 - 81.9%

COST	<u>% of Award</u>	<u>Cost</u>	<u>Contract Amount</u>
Original Contract Award Amount			\$98,390,000.00
Change Orders:			
Other than Board Authorized C.O.s:	3.31%	\$3,256,709.00	
Board Authorized Change Orders:	2.24%	\$2,203,936.00	
This Change Order No. 152.1:	.36%	\$ 358,000.00	
<hr/>			
Subtotal of all Change Order	5.91%	\$5,818,645.00	\$5,818,645.00
<u>Revised Contract Amount:</u>			\$104,208,645.00

SCHEDULE

Original Contract Duration: 860 Days
Time Extension to Date: 62 Days
Time Extension Due to Approved COs: 62 Days
Revised Contract Duration: 922 Days

SUMMARY REASON FOR THIS CHANGE ORDER

Sandoval Way Repairs and Construction Work

Upon review the current conditions of Sandoval Way, it was determined that the base contract scope would not be sufficient for the future demand of Sandoval Way.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Rht M. Poon</i> 8 NOV 2017		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the Board		
DATE: 9/15/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Anthony Hitchings Dept: PD&C-ESP	General Counsel	Controller/Treasurer	District Secretary	BART
Signature/Date: <i>[Signature]</i> 10/23/17	<i>[Signature]</i> 10/23/17 []	<i>[Signature]</i> 10/26/17 []	[]	<i>[Signature]</i> 11/6/17 []

Contract 09AU-130 BART Earthquake Safety Program Oakland Shops Spur Track, Change Order No. 6, Time Impacts

PURPOSE:

To obtain Board authorization for the General Manager or her designee to execute Change Order No. 6, Time Impacts, to Contract No. 09AU-130, BART Earthquake Safety Program Oakland Shops Spur Track in an amount not to exceed \$385,000.

DISCUSSION:

On September 22, 2016, the Board of Directors authorized staff to award Contract No. 09AU-130, BART Earthquake Safety Program Oakland Shops Spur Track ("Contract"), to Shimmick Construction Company, Inc. Staff issued the Notice to Proceed for the Contract on November 28, 2016.

This Change is necessary to compensate the Contractor for delays resulting from changes in the scope of the Contract relating to construction of a new weld shop pursuant to Change Order No. 1, and new bioretention work that is currently under negotiation pursuant to proposed Change Order No. 2. These District directed changes impacted the critical path of the Contract. This change is for time and costs incurred due to these delays.

On 09/20/2017 the Contractor submitted a Time Extension and Cost Proposal relating to impacts of all BART-caused delays to date. The Time Extension and Cost Proposal reflected a 72-calendar day extension of time on the Contract, with a cost impact not-to-

exceed \$385,000.

Pursuant to Board Rule 5-2.3, Change Orders involving expenditures greater than \$200,000 require Board approval. The Office of the General Counsel will approve this Change Order as to form prior to its execution. The Procurement Department will review this Change Order for compliance with procurement guidelines prior to execution.

FISCAL IMPACT:

Funding of \$385,000 for the award of Change Order No. 6 to Contract No. 09AU-130 is included in the total budget for 09AU000 – TBT Retrofit #1 (Underwater). 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 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 as listed.

As of October 3, 2017, \$373,536,500 is available for this project from the following sources:

Fund Number	Fund Description	Source	Fundal Amount
801F & 801J	ESP GO Bond	BART	\$299,509,627
801I	ESP GO Bond Interest Earnings	BART	\$20,000,000
850V & 850X	Capital Allocations	BART	\$26,873
802A	2017 Measure RR GO Bond	BART	\$54,000,000
			\$373,536,500

BART has expended \$47,024,934, committed \$299,045,496, and reserved \$26,155,000 to-date for other action. This action will commit \$385,000 leaving an available fund balance of \$926,070 in this project.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVE:

The Board can elect not to authorize the execution of this Change Order. If the Change Order is not executed, the Contractor may pursue a claim against the District for the cost of delays attributable to the District. Contractor's delay costs and potential litigation costs, thus potentially increasing the final cost to the District.

RECOMMENDATION:

That the Board approve the following motion:

MOTION:

The General Manager or her designee is authorized to execute Change Order No. 6, Time Impacts, to Contract No. 09AU-130, BART Earthquake Safety Program Oakland Shops Spur Track with Shimmick Construction Company Inc. in an amount not to exceed \$385,000.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

**EXECUTIVE DECISION DOCUMENT
ATTACHMENT No 1**

Date: 10/12/2017

CONTRACT No. 09AU-130

CO No. 06

CHANGE ORDER SUMMARY

BACKGROUND

Program:	Earthquake Safety Program
Name of Contractor	Shimmick Construction
Contract No. / NTP	09AU-130 / November 28, 2016
Contract Description:	OKS Spur Track
Percent Complete as of 10/12/17	76.46%

COST

	<u>% of Award</u>	<u>CO Totals</u>	<u>Contract Amount</u>
Original Contract Award Amount			\$ 7,903,190
Change Orders			
Board Authorized COs	0.00%	\$ -	
Other Than Board Authorized COs	4.60%	\$ 363,888	
This Change Order No. 001 Part 2	4.87%	\$ 385,000	
Subtotal of all Change Orders	9.48%	<u>\$ 748,888</u>	
<u>Revised Contract Amount</u>			<u>\$ 8,652,078</u>

SCHEDULE

Original Contract Duration	350	days
Time Extension to Date	0	days
Time Extension Due to Approved COs	0	days
Time Extension Due to this CO 06	77	days
Revised Contract Duration	427	days

MBE/WBE PARTICIPATION

	MBE	WBE
Original Subcontracted Value excluding Allowances	\$ 2,682,000	\$ 2,682,000
Current Participation excluding this Change Order	4.89%	10.12%
Projected Participation excluding this Change Order	4.89%	10.12%
This Change Order No. 06	0.00%	0.00%
Contract 09AU-130 Participation Commitment	4.81%	9.62%

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: November 9, 2017


FROM: General Manager

SUBJECT: BART Extension to Silicon Valley (SVX), Phase II – Update

At the November 16, 2017, Board Meeting, staff will provide the Board of Directors with an update on the tunneling methodology considerations for the BART Extension to Silicon Valley, Phase II. This update will include the information on the tunnel alignment, the assessment of single and double bore operational and construction impacts, and the peer review process that VTA and BART have established.

If you have any questions, please call Robert Powers, Deputy General Manager, at (510) 464-6126.



 Grace Crunican

Cc: Board Appointed Officers
Deputy General Manager
Executive Staff

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: October 13, 2017

FROM: General Manager

SUBJECT: Escalator and Canopy Program Update to Operations, Safety & Workforce Standing Committee

The attached presentation on the District's Escalator and Canopy Program was jointly prepared by Maintenance & Engineering and Planning, Development, & Construction staff. This update was requested by the Board of Directors during a staff presentation on the Staffing and Contracting Plan for the Safety, Reliability, and Traffic Relief (Measure RR) Program at the August 15, 2017 Standing Committee meeting of the Finance, Bond Oversight, and Administration Committee.

The presentation summarizes the District's escalator asset inventory, its ongoing strategic maintenance initiatives, the escalator replacement program, and the entrance canopy installation program.

If you have any questions about the attached information, please contact Robert Powers, Deputy General Manager at 510-464-6126.



Grace Crunican



Attachments

Cc: Board Appointed Officers
Deputy General Manager
Executive Staff



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>9 Nov 2017</i> <i>Rhett M. Power</i>		GENERAL MANAGER ACTION REQ'D:		
DATE: 10/31/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Steve Beroldo Dept: Customer Access <i>St. Bob</i> Signature/Date: <i>11-8-2017</i>	General Counsel <i>[Signature]</i> <i>11/8/17</i> []	Controller/Treasurer <i>[Signature]</i> <i>11/9/17</i> []	District Secretary []	BARC <i>[Signature]</i> <i>11.7.17</i> []
Status: Approved		Date Created: 10/31/2017		

Extension of Agreement 6M6063: Management Services to Operate BART's Bike Stations

PURPOSE:

To request Board authorization to negotiate and execute a two-year extension of Agreement 6M6063 to continue operations of BART's bike station facilities by BikeHub of Alameda, CA.

DISCUSSION:

BikeHub, a certified locally-owned DBE, has been operating BART's bike station parking program under contract 6M6063 since July 1, 2013. The scope of services includes bike parking operations at attended and self-park bike stations, security/theft response, marketing/informational programs, facility maintenance and operation of retail/bike repair services. BikeHub's (formerly Alameda Bike) current contract ends on July 31, 2018.

An extension of that contract is recommended to permit several currently evolving program components an opportunity to become finalized before initiating a new competitive bid process. Certain key components of the District's bike parking program are currently being modified and those modifications could significantly impact the future scope of services and how those services are delivered (e.g. under a single agreement or in multiple agreements).

Staff believes it is in the best interest of the District to extend the current agreement for two years to allow complete development of the modified program components. The program elements that are being developed are summarized as follows: (attachment A provides

additional detail on each):

- **Transition from BikeLink to Clipper**—will allow for implementation of products and services from multiple vendors (plus added convenience for users);
- **BART single sign-on and payment system**—this program will provide “back-end” support for full bike parking functionality of Clipper
- **Berkeley bike station relocation**—a new City owned facility will entail significant operational changes (and significant savings for BART on lease costs);
- **19th Street bike station redevelopment**—a proposed BART owned facility in the planning stages, will require numerous operational changes;
- **Part-time bike station staffing model**—this operating model needs a trial period to determine benefits and challenges (the Pleasant Hill facility is testing this model);
- **Bikeep high security smart racks**—just one new product of potentially several that could help diversify secure bike parking options to allow the District to implement the most cost-effective strategies;
- **Bike program capital plan**—implementation could more than double the number of bike stations altering the scale of operations; the BART stations for which new facilities are anticipated include:

Concord	<i>self-park</i>	100
Dublin/Pleasanton	<i>attended</i>	130
El Cerrito Del Norte	<i>self-park</i>	60
Fremont	<i>self-park</i>	145
Lafayette	<i>self-park</i>	60
Lake Merritt	<i>attended</i>	145
MacArthur	<i>self-park</i>	200
North Berkeley	<i>self-park</i>	150
Rockridge	<i>self-park</i>	150
San Leandro	<i>self-park</i>	150
West Oakland	<i>attended</i>	150

Incorporating these new opportunities going forward will give the District the ability to utilize a broader range of secure parking options and better tailor the products and services to fit each unique station environment. Changes to existing facilities, a potentially significant expansion of facilities and new operational models should evolve sufficiently over the next couple years to allow staff to define the contract services required to provide the best customer experience in the most cost-effective manner.

It may also be advantageous to the District, depending on how the new program elements develop, to bid the work on a longer 10-year timeframe; this may allow for more competitive bids as potential contractors will have more time to amortize upfront investment costs.

Prior to the contract execution, the Procurement Department will review the contract to confirm compliance with the District's procurement standards and the Office of the General Counsel will approve the Contract as to form.

FISCAL IMPACT:

The budget detailed here is for the operation of BART's eight bike stations and support for the Bikeep pilot program. The proposed budget is higher than the average annual cost of \$305,000 in the current agreement, resulting in increased service fees of \$135,462 in year one and \$154,668 in year two. The increase is driven primarily by wage inflation (including an increased minimum wage) and reflects:

- higher project management fees: first proposed increase in project management fees since BikeHub started working for BART in 2008 under a previous agreement
- higher staffing costs: although increased to reflect wage inflation hourly rates remain reasonable: Facility Manager = \$21/hour, Mechanic \$19/ hour and Valet \$16/ hour plus benefits.

In addition to upward pressure on wages, the proposed budget includes operation of an additional facility at Pleasant Hill and support for the Bikeep pilot program at three stations.

Funding for FY19 and FY20 will be included as part of each year's proposed operating budget. Total funding for the two-year extension in the amount not to exceed \$900,130 from the Customer Access operating budget is based on the following:

Project Management	\$108,000	\$111,240
Supervisory Services	\$59,729	\$61,521
Operational Staffing	\$397,238	\$409,155
Marketing	\$4,200	\$4,326
Facility Maintenance	\$10,200	\$10,506
Other Direct Costs	\$60,854	\$62,679
Subtotal	\$640,221	\$659,427
Price Reduction*	\$(199,759)	\$(199,759)

* Price reduction refers to profit from retail operations applied to lower net operating costs

Given some uncertainty in the development of the evolving program elements described above, it is recommended that the agreement also include an option for a third year at a rate not to exceed 4% above year two or \$480,000.

ALTERNATIVES:

The alternative is to not authorize the contract extension and to proceed with a best guess as to the District's requirements over the next 5-10 years and initiate a competitive procurement.

RECOMMENDATION:

It is recommended that the Board adopt the following motion.

MOTION:

The Board authorizes the General Manager to enter into direct negotiations with BikeHub to execute an agreement for a two-year extension in an amount not-to-exceed \$900,130 and a third optional year not to exceed \$480,000.

Attachment A

Currently Evolving Bike Parking Program Elements—October 2017

<p>1 Transition from BikeLink to Clipper</p>	<p>In late 2017, a pilot program was initiated to test feasibility of using Clipper for bike parking payment at eLockers and self-park bike stations in place of or in addition to BikeLink.</p>	<p>This impacts the scope of the operating agreement as it will allow for contractors other than BikeLink to operate parts of the bike parking program without requiring users to navigate multiple registration and payment systems. Results of the pilot will be available in early 2018.</p>
<p>2 BART single sign-on and payment system</p>	<p>BART is currently developing a centralized payment system that would allow patrons to go to a single point, accessed and controlled through bart.gov, where they could add value to a Clipper card for riding the trains, paying for vehicle parking, paying for bike parking, etc.</p>	<p>The implementation of this system is a key part of creating the full functionality of Clipper for bike parking. The centralized payment system allows BART to utilize products from multiple vendors seamlessly and could impact what program components are operated within this agreement.</p>
<p>3 Berkeley bike station relocation</p>	<p>Under construction right now is a new, expanded City-owned facility. It will likely be completed in April 2018. It will include a bike café as a strategy to lower operating costs and a significantly changed retail space.</p>	<p>The operating space, location and types of services will change in such a way that it will be almost impossible for a potential bidder to predict operating expenses/profit as part of a proposal. The new site needs a "break in" period to help define operating cost and profit parameters.</p>
<p>4 19th Street bike station redevelopment</p>	<p>BART's lease of the current 19th Street bike station ends in two years. A new facility at a BART owned parcel at 2029 Broadway is being planned.</p>	<p>This will be a signature project, likely the biggest bike station in the US and will incorporate other community uses. As this project is developed and defined over the next two years, the requirements for the operational agreement will also be defined.</p>

5	Part-time bike station staffing model	The new Pleasant Hill facility (set to open in December 2017) tests a new operating model with an attended bike retail/maintenance facility adjacent to a self-park bike station. This arrangement allows for many of the benefits of a full valet facility but with lower operating costs.	Like the changes being made a Berkeley, this new operating model needs a "break-in" period to determine potential operating costs and profits for bidders to understand long-term requirements of staffing and managing under this operational model.
6	Bikeep high security smart racks	A pilot program has just kicked off at 16 th Street Mission, Pleasant Hill and Hayward. This is our first Clipper compatible bike parking product. Several other new products will also be coming to market in the next two years.	Depending on the success of the pilot, these high security smart racks could modify plans for the Capital Plan build out and change BART's operating contract needs. Establishing the viability of the product and mapping its use across the District will impact this agreement.
7	Bike Program Capital Plan implementation	In the next few years, BART will likely add or finalize plans for ten additional secure bike parking facilities at: Concord, Dublin/Pleasanton, El Cerrito del Norte, Fremont, Lafayette, Lake Merritt, MacArthur, North Berkeley, Rockridge, San Leandro and West Oakland.	Once these projects are fully defined the operating agreement can be structured to accommodate them. As the number of facilities increases and the operating formats are defined it is quite possible this agreement will evolve into multiple agreements allowing individual contractors to bid on part or all the operation—allowing BART to take advantage of contractor specialties.

Prepared by: Steve Beroldo
 Manager Access Programs
 October 27, 2016



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Robert M. Poore</i> 3 Nov 2017		GENERAL MANAGER ACTION REQ'D:		
DATE: 10/27/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Joseph Basuino Dept: Systems Development	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary	BARC <i>[Signature]</i>
Signature/Date: <i>Joseph M. Basuino 11/2/17</i>	<i>11/2/17</i> []	<i>11/2/17</i> []	[]	<i>11.2.17</i> []
Status: Routed		Date Created: 10/27/2017		

Warm Springs/South Fremont Station West Side Access Bridge Project

PURPOSE: To request Board approval for entering into one or more Agreements with the City of Fremont, Union Pacific Railroad Company (“UPRC”), Santa Clara Valley Transportation Authority (“VTA”) and other parties that may be required in order to facilitate the Design, Funding, Construction, Ownership, Operation, and Maintenance of the Warm Springs/South Fremont Station West Access Bridge and Plaza Project (“Project”).

DISCUSSION: On November 19, 2015, an informational item was brought to the Board regarding the collaboration between the District and the City of Fremont (“City”) regarding this Project which intended to enhance pedestrian and bicycle access to and from the City’s recently adopted Innovation District on the westerly side of the Warm Springs/South Fremont BART Station (the “Station”). Because this access has always been contemplated, supports were installed as part of the Station to accommodate a west side access connection. However, due to the cost to construct the bridge over an active UPRC mainline, the District and the City did not initially pursue the Project.

On February 11, 2016 BART’s Board authorized the general manager, or her designee, to enter into an Agreement solely with the City in connection with the Design, Funding, Construction, Ownership, Operation, and Maintenance of the Project. The Agreement was executed between BART and the City of Fremont on September 8, 2016.

The City recently completed final design and is currently in the procurement phase of the Project. However, before the City can proceed with awarding the construction of the Project which involves work within UPRC right-of-way, it must enter into a Construction

and Maintenance Agreement with UPRC and BART.

FISCAL IMPACT: There is no financial impact to BART associated with this proposed Board action.

ALTERNATIVES: The Board may elect to not authorize execution of the Agreement(s). Without such Agreement(s), the City of Fremont will not be able to complete construction of the Project.

RECOMMENDATION: Adopt the following Motion:

MOTION: The General Manager or her designee is authorized to complete negotiations and execute Agreement(s) as necessary in connection with the Design, Funding, Construction, Ownership, Operation and Maintenance of the Warm Springs/South Fremont BART West Access Bridge and Plaza Project.

