

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

AGENDAS FOR BOARD AND COMMITTEE MEETINGS

December 6, 2007

9:00 a.m.

A regular meeting of the Board of Directors and regular meetings of the Standing Committees will be held on Thursday, December 6, 2007, commencing at 9:00 a.m. All meetings will be held 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 and Standing Committees regarding any matter on these agendas. Please complete a “Request to Address the Board” form (available at the entrance to the Board Room) and hand it to the Secretary before the item is considered by the Board. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under General Discussion and Public Comment.

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

Items placed under “consent calendar” and “consent calendar addenda” are considered routine and will be received, enacted, approved, or adopted by one motion unless a request for removal for discussion or explanation is received from a Director or from a member of the audience.

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

BART provides service/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address BART Board matters. A request must be made within one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

Kenneth A. Duron
District Secretary

Regular Meeting of the
BOARD OF DIRECTORS

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

1. CALL TO ORDER

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

2. CONSENT CALENDAR

- A. Approval of Minutes of the Meeting of November 8, 2007.* Board requested to authorize.
- B. Independent Auditor’s Report on Basic Financial Statements and Internal Control for the Fiscal Year Ended June 30, 2007.* For information.

- C. Grant of a Landscape Easement with a Covenant Not to Build at 7th Street and Broadway, Oakland.* Board requested to authorize.
- D. Award of Contract No. 15CY-203A, Procurement of Spot/Switch Ballast Tamping Machines.* Board requested to authorize.
- E. Award of Contract No. 17BJ-120, Lake Merritt Administration (LMA) Dismantling Project Elevator No. 83, Modification and Utilities Isolation.* Board requested to authorize.
- F. Agreement with Auriga Corporation for General Engineering Services to Support the Implementation of Regional Translink Smart Card Technology in BART's Automatic Fare Collection System (Agreement No. 6M8017).* Board requested to authorize.

RECESS TO STANDING COMMITTEES

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

ALL COMMITTEES ARE ADVISORY ONLY

ADMINISTRATION COMMITTEE

Immediately following the Board Meeting recess
Director Franklin, Chairperson

- A-1. Revision to the District's Domestic Partner Policy.* Board requested to authorize.
- A-2. Approval of 2008-2009 Muni Fast Pass Agreement.* Board requested to authorize.
- A-3. Proposed Revision to Board Rules – Board Rule 5-5.1 – Contractor/Subcontractor Contributions.* (Director Keller's request). Board requested to authorize.
- A-4. General Discussion and Public Comment.

ENGINEERING AND OPERATIONS COMMITTEE

Immediately following the Administration Committee Meeting
Director Fang, Chairperson

- B-1. Award of Contract No. 20LT-110, Procurement of Train Control Room Multiplex (MUX) and Speed Encoding System Equipment.* Board requested to authorize.
- B-2. East Contra Costa BART Extension (eBART).*
 - A. Project Update. For information.
 - B. Alignment Revision and Concurrence with Contra Costa Transportation Authority's Request for Regional Measure 2 Funds. Board requested to authorize.
- B-3. General Discussion and Public Comment.

PLANNING, PUBLIC AFFAIRS, ACCESS, AND LEGISLATION COMMITTEE
Immediately following the Engineering and Operations Committee Meeting
Director Radulovich, Chairperson

- C-1. Special Event Service Planning.* For information.
- C-2. General Discussion and Public Comment.

RECONVENE BOARD MEETING

3. CONSENT CALENDAR ADDENDA

Board requested to authorize as recommended from committee meetings above.

4. REPORTS OF STANDING COMMITTEES

A. ADMINISTRATION COMMITTEE

- A-1. Revision to the District's Domestic Partner Policy.* Board requested to authorize.
- A-2. Approval of 2008-2009 Muni Fast Pass Agreement.* Board requested to authorize.
- A-3. Proposed Revision to Board Rules – Board Rule 5-5.1 – Contractor/Subcontractor Contributions.* (Director Keller's request). Board requested to authorize.

B. ENGINEERING AND OPERATIONS COMMITTEE

- B-1. Award of Contract No. 20LT-110, Procurement of Train Control Room Multiplex (MUX) and Speed Encoding System Equipment.* Board requested to authorize.
- B-2. East Contra Costa BART Extension (eBART).*
 - A. Project Update. For information.
 - B. Alignment Revision and Concurrence with Contra Costa Transportation Authority's Request for Regional Measure 2 Funds. Board requested to authorize.

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

- C-1. Special Event Service Planning.* For information.

5. GENERAL MANAGER'S REPORT

NO REPORT.

6. BOARD MATTERS

- A. Report of the District Security Advocacy Ad Hoc Committee. For information.
- B. Report of the District Organizational Review Ad Hoc Committee. For information.
- C. Roll Call for Introductions.

7. GENERAL DISCUSSION AND PUBLIC COMMENT

* Attachment available



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i>		GENERAL MANAGER ACTION REQ'D: Approve and forward to the Board Meeting on December 6, 2007		
DATE: 11/29/2007		BOARD INITIATED ITEM: No		
Originator/Prepared by: Ed Pangilinan Dept: Finance x6929	General Counsel <i>[Signature]</i> 11-29-07 []	Controller/Treasurer <i>[Signature]</i> 11-29-07 []	District Secretary []	BARC <i>[Signature]</i> 11-29-07 []
Signature/Date:				
Status: Approved		Date Created: 11/16/2007		

TITLE:

INDEPENDENT AUDITOR'S REPORT ON BASIC FINANCIAL STATEMENTS AND INTERNAL CONTROL FOR THE FISCAL YEAR ENDED JUNE 30, 2007

NARRATIVE:

PURPOSE

To present the Independent Auditor's Reports on Basic Financial Statements and Internal Control for the Fiscal Year Ended June 30, 2007.

DISCUSSION

The San Francisco Bay Area Rapid Transit District Act provides that an annual audit be made of all books and accounts of the District by an independent certified public accountant (Public Utilities Code Section 28769).

The independent certified public accounting firm of Macias, Gini and O'Connell conducted the audit of the District's books and accounts for fiscal year 2007. The District's basic financial statements provide information about the District's Enterprise Fund and Fiduciary Fund. The Enterprise Fund includes all revenues, expenses, assets, liabilities and net assets related to the District's transit operations. The Fiduciary Fund shows all financial transactions of the Retiree Health Benefit Trust, which was created by the District to administer and account for assets held by the District which are restricted for the payment of retiree health premiums. Their audit concluded that the District's basic financial statements for the year ended June 30, 2007 present fairly, in all material respects, the financial position of the Enterprise Fund and the Retiree Health Benefit Trust Fund, and are in conformity with accounting principles generally accepted in the United States of America. As part of the examination, the auditors performed a review and evaluation of the District's internal accounting controls. The results of the evaluation are discussed in the Independent Auditor's Report on Internal Control.

FISCAL IMPACT

None.

ALTERNATIVE

None. The District is required by law to have its books and accounts audited every year by an independent certified public accountant.

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

Report to the Board of Directors

Results of the 2006/2007 Audit

3000 S Street, Suite 300
Sacramento, CA 95816

2175 N. California Boulevard, Suite 645
Walnut Creek, CA 94596

515 S. Figueroa Street, Suite 325
Los Angeles, CA 90071

402 West Broadway, Suite 400
San Diego, CA 92101

MACIAS GINI & O'CONNELL LLP
CERTIFIED PUBLIC ACCOUNTANTS & MANAGEMENT CONSULTANTS

To the Board of Directors of the San Francisco
Bay Area Rapid Transit District
Oakland, California

In planning and performing our audit of the basic financial statements of the San Francisco Bay Area Rapid Transit District (the District), as of and for the fiscal year ended June 30, 2007, we considered the District's internal control in order to determine our auditing procedures for the purpose of expressing an opinion on the basic financial statements and not to provide assurance on internal control.

During our audit we became aware of instances that we consider opportunities for strengthening internal controls and improving operating efficiency. The memorandum that accompanies this letter summarizes our comments and recommendations regarding these matters. This letter does not affect our report dated November 28, 2007, on the basic financial statements of the District.

We have already discussed our comments and recommendations with various District personnel, and we would be pleased to discuss them in further detail at your convenience, to perform any additional study of these matters, or to assist you in implementing these recommendations.

Additionally, we have included in this letter a report on communications with the Board of Directors as required by auditing standards generally accepted in the United States of America.

The accompanying required communications, comments and recommendations are intended solely for the information and use of the Board of Directors and the District's management and are not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

MACIAS GINI & O'CONNELL LLP

Macias Gini & O'Connell LLP

Certified Public Accountants
Walnut Creek, California

November 28, 2007

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

Report to the Board of Directors
Results of the 2006/2007 Audit

REQUIRED COMMUNICATIONS

Professional auditing standards require auditors to communicate with the audit committee, or its equivalent, on a number of subjects. The following information satisfies these requirements, and is solely for the use of the District's Board of Directors and the District's management.

I. *The Auditor's Responsibility Under U.S. Generally Accepted Auditing Standards and Government Auditing Standards*

As stated in our engagement letter dated May 7, 2007, our responsibility, as described by professional standards, is to plan and perform our audit to obtain reasonable, but not absolute, assurance that the financial statements are free from material misstatements and are fairly presented in accordance with accounting principles generally accepted in the United States of America. Because an audit is designed to provide reasonable, but not absolute assurance and because we did not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us.

In planning and performing our audit, we considered the District's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinions on the financial statements and not to provide assurance on the internal control over financial reporting.

As part of obtaining reasonable assurance about whether the District's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit.

II. **Significant Accounting Policies**

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application. The significant accounting policies used by the District are described in Note 1 to the District's basic financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year ended June 30, 2007. We noted no other transactions entered in by the District during the year that were both significant and unusual, and of which, under professional standards, we are required to inform you, or transactions for which there is a lack of authoritative guidance or consensus.

III. **Accounting Estimates**

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

Report to the Board of Directors
Results of the 2006/2007 Audit

- *Fair value of investments.* The District's investments are generally carried at fair value, which is defined as the amount that the District could reasonably expect to receive for an investment in a current sale between a willing buyer and a willing seller and is generally measured by quoted market prices.
- *Estimated allowance for losses on accounts receivable.* The allowance for losses on accounts receivable was based on management's estimate regarding the likelihood of collectibility.
- *Useful life estimates for capital assets.* The estimated useful lives of capital assets were based on management's estimate of the economic life of the assets.
- *Estimated claims liabilities.* Reserves for estimated claims liabilities were based on actuarial evaluations using historical loss, other data and attorney judgment about the ultimate outcome of claims.
- *Accrual of compensated absences.* The District is required to report and accrue for compensated absences as a liability, which is based on the amount incurred in the period.

During our audit, we evaluated the key factors and assumptions used to develop the accounting estimates described above in determining that they are reasonable in relation to the District's financial statements taken as a whole.

IV. Audit Adjustments

For the purposes of this letter, professional standards define an audit adjustment as a proposed correction of the financial statements that, in our judgment, may not have been detected except through our auditing procedures. An audit adjustment may or may not indicate matters that could have a significant effect on the District's financial reporting process (that is, cause future financial statements to be materially misstated). In our judgment, none of the adjustments we proposed, whether recorded or unrecorded by the District either individually or in the aggregate, indicate matters that could have a significant effect on the District's financial reporting process. In addition, the attached schedule, Summary of Uncorrected Misstatements on page 7, lists the uncorrected misstatements included in the financial statements. Management has determined that its effects are immaterial, both individually and in the aggregate, to the District's financial statements.

V. Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

VI. Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

Report to the Board of Directors
Results of the 2006/2007 Audit

VII. Issues Discussed Prior to Retention of Independent Auditor

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management prior to retention as the District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

VIII. Difficulties Encountered in Performing the Audit

We encountered no difficulties in dealing with management in performing our audit.

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

Report to the Board of Directors
Results of the 2006/2007 Audit

CURRENT YEAR RECOMMENDATION

Timely Capitalization of Completed Capital Projects

The District currently lacks formal policies and procedures governing timely capitalization of completed projects. We noted that a capital project completed in fiscal year 2003 was included in the current year additions.

We recommend the District devise concrete policies and procedures to ensure that the completion of capital projects are clearly communicated to all departments concerned upon completion to ensure that accounting records accurately reflect the actual capital asset activities.

Management response

Project staff, Capital Development and Contract, and the Accounting Department will work together to set up the necessary notification procedures of capital project completions among all three departments to ensure the timely capitalization of capital assets in the accounting records.

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

Report to the Board of Directors
Results of the 2006/2007 Audit

Status of Prior Year Findings

Finding	Summary	Status
#2006-1	Lack of Supervision over Payment Requests — We recommend the District revise the Management Procedure Number 30.00 (Policy) to prohibit the use of rubber signature stamps for approval of payment transactions. In addition, we recommend that the District remind its managers of the District's Policy regarding re-delegation.	Implemented. The Accounting Department sent an email to approving managers reminding them rubber stamp signatures cannot be used to approve payments. Additionally, Management Procedure Number 30.0 was amended prohibiting the use of rubber signature stamps for approval of payment transaction.

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

Report to the Board of Directors
Results of the 2006/2007 Audit

of Audit Difference	Statement of Net Assets		Changes in Net Assets			
	Assets	Liabilities	Net Assets	Operating Revenues	Operating Expenses	Other
Uncorrected misstatements						
To correct the amount recorded in depreciation for fixed asset addition	\$ 122,693	\$ -	\$ -	\$ -	\$ (4,995,120)	\$ -
To correct the classification of various accounts as components of long term debt	\$ 12,798,826	\$ 12,798,826	\$ -	\$ -	\$ -	\$ -
To reclass the credit balances in accounts receivables account to liabilities	\$ 220,944	\$ 220,944	\$ -	\$ -	\$ -	\$ -
To record sales tax receivable on accrual basis instead of cash basis	37,197,362	-	-	957,505	-	-
Total uncorrected misstatements	<u>\$ 50,339,825</u>	<u>\$ 13,019,770</u>	<u>\$ -</u>	<u>\$ 957,505</u>	<u>\$ (4,995,120)</u>	<u>\$ -</u>
Financial statement amounts	<u>\$ 5,803,407,000</u>	<u>\$ 1,418,773,000</u>	<u>\$ 4,384,634,000</u>	<u>\$ 307,370,000</u>	<u>\$ 625,938,000</u>	<u>\$ 312,342,000</u>
Impact as a percentage of financial statement amounts	<u>0.87%</u>	<u>0.92%</u>	<u>0.00%</u>	<u>0.31%</u>	<u>-0.80%</u>	<u>0.00%</u>



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the Board		
DATE: <i>[Signature]</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Les Freligh Dept: Real Estate <i>[Signature]</i> Signature/Date: 11/19/07	General Counsel <i>[Signature]</i> 11-27-07 []	Controller/Treasurer <i>[Signature]</i> 11/27/07 []	District Secretary []	BARC <i>[Signature]</i> 11-26-07 []
Status: Routed		Date Created: 11/16/2007		

TITLE:

Grant of a Landscape Easement with a Covenant Not to Build at 7th Street and Broadway, Oakland

NARRATIVE:

PURPOSE: To request that the Board grant a landscape easement with a covenant not to build on BART property located at 7th Street and Broadway in Oakland, to BayRock Residential, LLC.

DISCUSSION: In order to proceed with their 8 Orchids Development at 7th Street and Broadway in Oakland, BayRock Residential, LLC (the Developer), has been required by the City of Oakland to beautify the corner parcel owned by BART (Parcel #O-K021) and to acquire a covenant not to build within the proposed easement area shown on the Exhibit A, attached to the proposed Resolution. Parcel #O-K021 was acquired by BART to allow for construction of the vent building and sump access. Staff has determined that the cost of improvements to BART property and continued maintenance of those improvements and the exterior surface of the vent building to be adequate compensation for the covenant not to build. The proposed landscape easement area is approximately 870 square feet and has a nominal fair market value of \$2,000.00, which the developer will pay to BART. Improvements will include new street sidewalks and landscaping. The Developer will also be responsible for cleaning, painting, and maintaining the exterior surface of the BART vent building. Excluded from this easement is the 5' x 5' hatch within the landscape easement perimeter as shown on Exhibit A, which will be raised to the grade of the new landscaping to allow continued access by BART to the existing sump area. The covenant not to build will not create any problems for BART because BART requires emergency and maintenance access to its tunnel, and new construction would affect this access. Also, construction of any other structure would be extremely difficult given the current use and the size of this parcel.

FISCAL IMPACT: BART will incur no costs in granting this easement. An easement application fee of \$910.00 has been received and deposited to the General Fund, Account #407-040 (Special Fees and Permits). In addition, the landscaping improvements will be constructed under a separate permit to be issued by BART, which will require additional fees for reimbursement of staff time and will be deposited into the BART General Fund, Account #407-035 (Construction Plan Review/Permits). The \$2,000.00 payment for the landscape easement will be deposited to BART General Fund 030.

ALTERNATIVE: Not grant the requested easement. This would be inconsistent with beautification of the area required by the City of Oakland and cause BART to have continued maintenance responsibilities and liability for the easement area.

RECOMMENDATIONS: Adoption of the following motion.

MOTION:

Adoption of the attached Resolution.

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

In the matter of authorizing a landscape easement with a covenant not to build to BayRock Residential, LLC at 7th and Broadway in Oakland
APN# 001-0197-001/BART Parcel #O-K021/

Resolution No. _____

RESOLVED by the Board of Directors of the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT that said Board determines that the grant of a landscape easement with a covenant not to build affecting said easement substantially as shown on the attached Exhibit "A" is in the best interest of the District, and hereby authorizes the execution of an easement grant deed, with a covenant not build, by the President or Vice President of the Board and the District Secretary or Assistant Secretary on behalf of the District, in consideration for BayRock Residential, LLC's improvements to District property, and the associated maintenance of those improvements and the exterior of the vent building, plus a payment of \$2,000.00 to the District.

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SECRETARY'S CERTIFICATE

I, KENNETH A. DURON, District Secretary, of the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, do hereby certify that the foregoing is a true copy of the original resolution adopted by the Board of Directors of the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT at its meeting regularly called and held on _____ 200_, a majority of the members of said Board being present and voting therefor.

Dated this ____ day of _____, 200_.

Kenneth A. Duron, District Secretary
San Francisco Bay Area Rapid Transit District

EXHIBIT "A"

7th STREET

12TH STREET BART STATION
(5 BLOCKS)

DESIGNATED
BART
PARKING SPACE

BROADWAY

BART
VENTILATION
BUILDING

NEW SIGN "NO
PARKING
EXCEPT BART
VEHICLES"

BART
PROPERTY
LINE

5.67'
UTILITY
ACCESS
WALKWAY

BART
VAULT

LEGEND

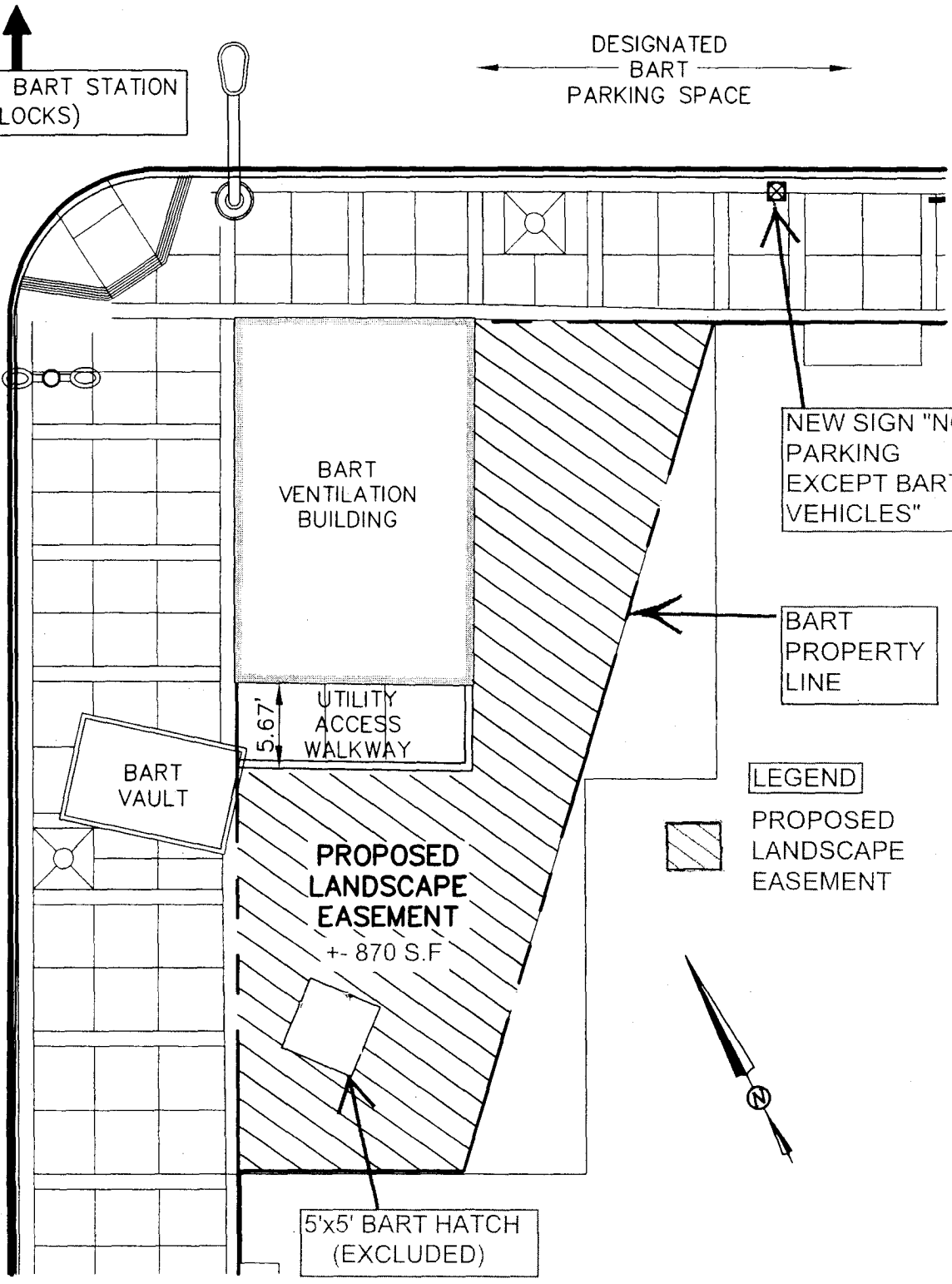
PROPOSED
LANDSCAPE
EASEMENT

PROPOSED
LANDSCAPE
EASEMENT
+- 870 S.F.

5'x5' BART HATCH
(EXCLUDED)

PROPOSED LANDSCAPE EASEMENT

SCALE: 1" = 10'





EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i>		GENERAL MANAGER ACTION REQ'D: Approve and forward to the E & O Committee		
DATE: c <i>11/27/2007</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Michael O Brown Dept: M & E <i>[Signature]</i>	General Counsel <i>[Signature]</i> 11-27-07	Controller/Treasurer <i>[Signature]</i>	District Secretary	BARC <i>[Signature]</i> 11/27/07
Signature/Date: <i>[Signature]</i> 11/27/07	[]	[]	[]	[]

TITLE:

CONTRACT NO. 15CY-203A - PROCUREMENT OF SPOT/SWITCH BALLAST TAMPING MACHINES

NARRATIVE:

PURPOSE:

To request Board authorization for the General Manager to award Contract No. 15CY-203A to Modern Track Machinery, Inc., Elgin, IL, in the amount of \$1,099,796 plus applicable taxes, for the procurement of two (2) Spot/Switch Ballast Tamping Machines.

DISCUSSION:

Spot/Switch Ballast Tamping Machines are used for smoothing ballasted track. These machines are capable of lifting dips in the track, then packing the ballast into the voids under the cross-ties created by the lift.

Currently the District's Maintenance & Engineering Department only has one of these machines, which is used throughout the system. Because of the increase in the capital project workload, competition for use of this single machine has increased to the point that capital project work has been delayed. The primary use of the existing machine is to repair track irregularities before they deteriorate to the extent that they result in delays to revenue service. These additional machines are required to support capital projects such as rail, tie and turnout replacements.

The contract was originally advertised in October 2006 and no responsive bids were received, even though staff had made prior outreach to the industry. After re-contacting potential suppliers, changes were made to the tamping head requirements and the track lifting system was deleted in the Technical Specifications, based upon supplier comments. Advance Notice to Bidders for this contract was mailed on May 25, 2007 to 4 prospective bidders. The Contract advertisement was published on June 1, 2007. A total of four firms purchased copies of the Contract Documents. A pre-Bid meeting was held on June 19, 2007 and was attended by one prospective bidder. The following bids were opened and publicly announced on July 3, 2007:

BIDDER	Bid Amount	Total Including 8.75% Taxes
1. Modern Track Machinery, Inc.	\$1,099,796	\$1,196,028
2. Plasser America Corporation	\$1,126,136	\$1,224,673

Engineer's Estimate: \$400,000 total.

The current machine was obtained in 1998 for \$182,241, including all applicable taxes. The Bid Amount is significantly higher than the Engineer's estimate. The Engineer's Estimate was based on other similar procurements, such as the previous spot tamper and rail heater and a vendor price quote received in April 2005. Due to mergers in the industry, there is now only one (1) domestic company, Harsco Track Technologies, that manufactures these machines. Harsco Track Technologies did not submit a bid. The lack of competition increased the cost over the expected amount. The lowest bid received was from Modern Track Machinery. While this company is based in the United States, they are a wholly owned sales division of Geismar of France, where the equipment is manufactured. Based upon Staff analysis, re-bidding this contract would not reduce the cost.

Bids were evaluated and staff determined that the apparent low bid submitted by Modern Track Machinery, Inc., is responsive to the solicitation requirements. A review of the business experience and financial capabilities resulted in a determination that Modern Track Machinery, Inc., is a responsible entity.

FISCAL IMPACT:

Funding of \$1,196,028 to award this contract is included in the total project budget for FMS No. 15TD-Wayside Equipment and No. 15CY-Rail Replacement. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation. The total cost of \$1,196,028 will be funded as follows:

CA-05-0211 – FY06 Capital Improvement	47X	\$600,491
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As of month ending 10/28/07, \$3,534,722 is available for commitment from this fund for project 15TD, and \$208,819 has been committed by BART to date. There are pending commitments of \$2,725,412 in BART's financial management system. This action will commit an additional \$600,491, leaving an uncommitted balance of \$0.00 in this fund source.

CA-90-Y421 – FY06 Capital Improvement	52Y	\$299,867
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As of month ending 10/28/07, \$4,607,429 is available for commitment from this fund source for project 15TD, and there has been no commitment against this fund source. There are pending commitments of \$4,305,413 in BART's financial management system. This action will commit an additional \$299,867 leaving an uncommitted balance of \$2,149 in this fund source.

CA-90-Y270 – FY04 Capital Improvement	52W	\$295,670
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As of month ending 10/28/07, \$3,500,000 is available for commitment from this fund source for project 15CY, and \$3,141,966 has been committed by BART to date. There are pending commitments of \$39,628 in BART's financial management system. This action will commit an additional \$295,670, leaving an uncommitted balance of \$22,736 in this fund source.

ALTERNATIVE:

The alternatives are to continue operations with the present single Spot/Switch Ballast Tamping Machine, resulting in delays to capital project work, or to reject all bids and readvertise.

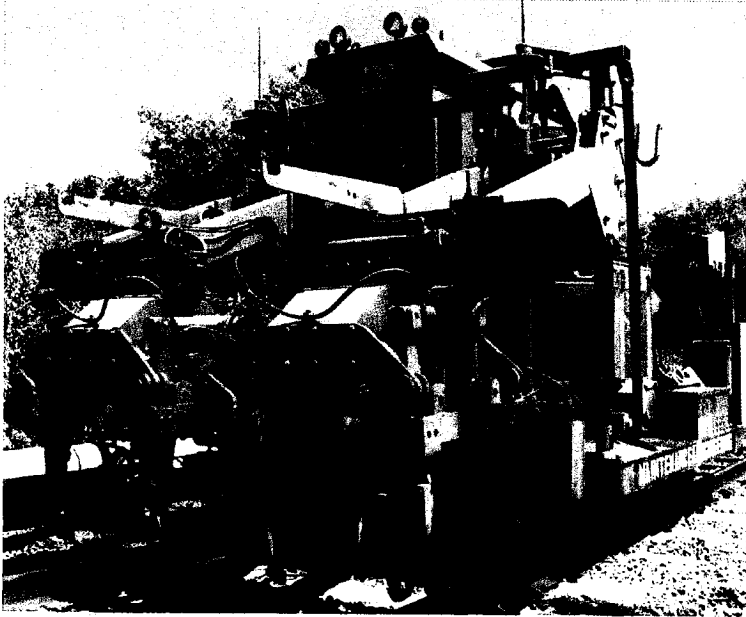
RECOMMENDATIONS:

On the basis of analysis by staff, it is recommended that the Board adopt the following motion:

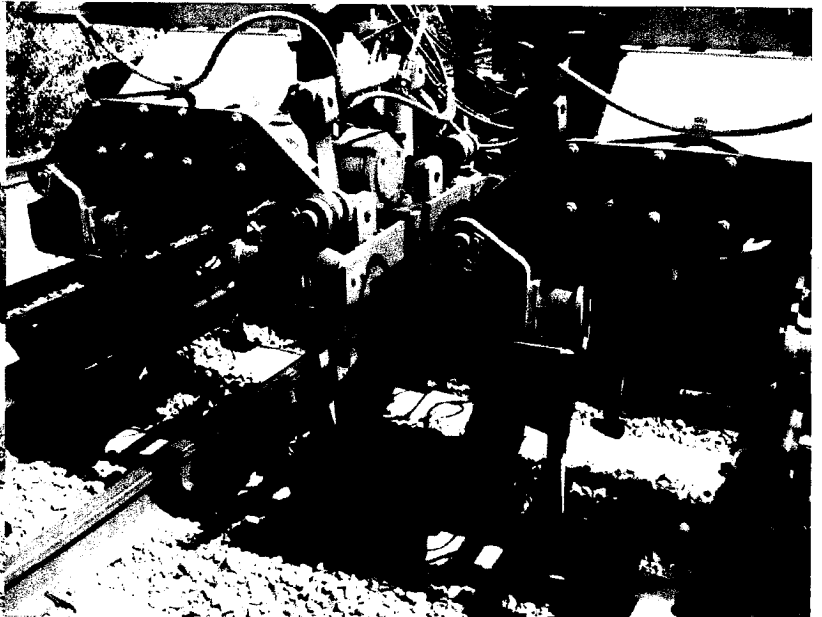
MOTION:

The General Manager is authorized to award Contract No. 15CY-203A to Modern Track Machinery, Inc., Elgin, IL, in the amount of \$1,099,796 plus applicable taxes, pursuant to notification to be issued by the General Manager, and subject to the District's protest procedures and FTA's requirements related to protests.

SPOT/SWITCH BALLAST TAMPING MACHINE

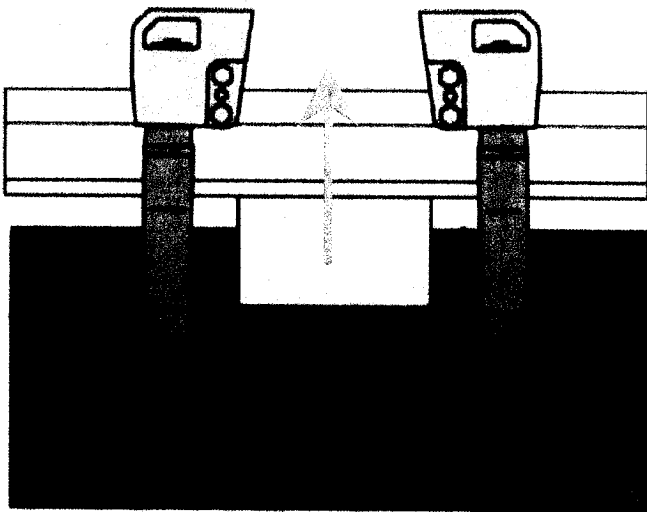


Spot Tamping Machine

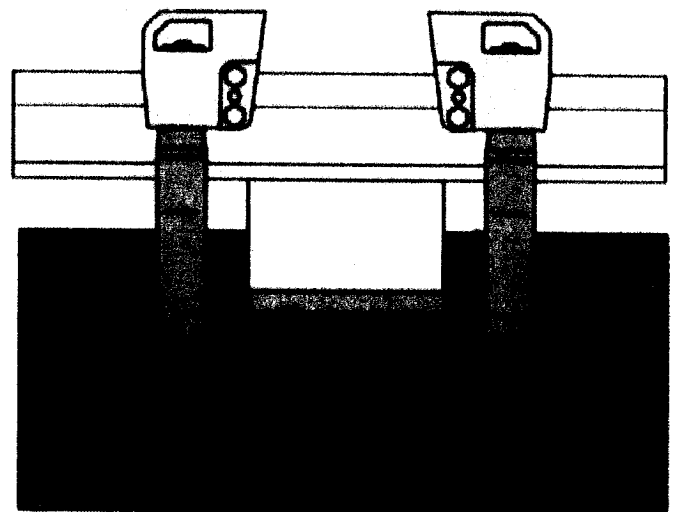


Close Up of Tie Tamping Devices

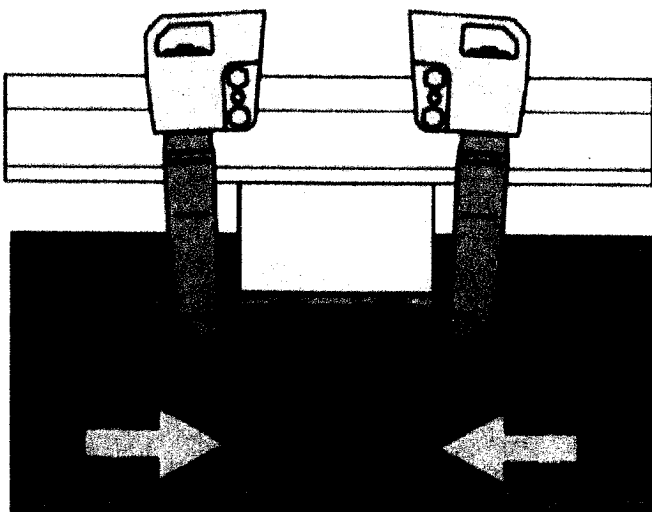
HOW THE MACHINE WORKS



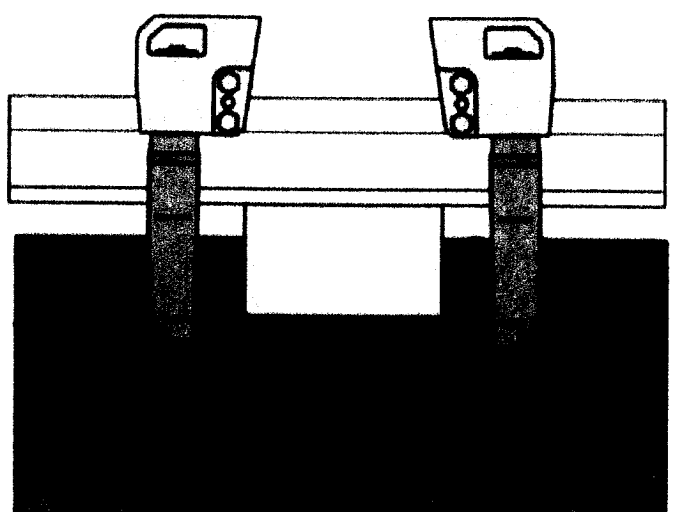
First the Track is Raised



This Creates a Void Under the Tie



The Vibrating Tamping Bit Squeezes the Ballast (Gravel) Into the Void



When Complete, the Track is Raised to its New Position, with Solid Support



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i>		GENERAL MANAGER ACTION REQ'D: Approve and forward to the Board		
DATE: c <i>11/29/2007</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Keith Fullington Dept: TSD <i>[Signature]</i>	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[Signature]</i>	BARC <i>[Signature]</i>
Signature/Date: <i>11/26/07</i>	<i>11/29/07</i>	<i>11/29/07</i>	<i>11/29/07</i>	<i>11/26/07</i>

TITLE:

AWARD CONTRACT NO. 17BJ-120A FOR ELEVATOR NO. 83 MODIFICATIONS AND UTILITIES ISOLATION FOR THE LMA DISMANTLING PROJECT.

NARRATIVE:

PURPOSE:

To obtain Board authorization for the General Manager to award Contract No. 17BJ-120A - LMA Dismantling Project Elevator No. 83 Modifications and Utilities Isolation, to Kudsk Construction, Inc.

DISCUSSION:

The District has initiated an Earthquake Safety Program for the purpose of upgrading the original system that was built more than 30 years ago. The goal of this program is to develop prudent and cost-effective seismic retrofit solutions to ensure the safety of both BART patrons and employees during and after a major seismic event in the San Francisco Bay Area.

The Lake Merritt Administration Building ("LMA") in downtown Oakland was designed in the late 1960's. LMA is immediately adjacent to BART's Lake Merritt Station. The administration building does not meet current seismic codes. The building also contains hazardous materials, including asbestos used to fireproof the structural steel. These and other issues led to the decision to dismantle the building rather than to seismically retrofit the building to meet current standards.

The work to be performed under this Contract is the second step in preparing the LMA building for dismantling. Concourse and platform levels under the footprint of the building contain critical facilities that will remain in operation both during and after the dismantling. The heating and air conditioning equipment for the offices and equipment rooms in the two underground floors is located in the penthouse of the LMA building. In order to prepare the building for the dismantling process, these functions need to be relocated to street level.

The passenger-carrying elevators in the building are traction type elevators with the traction motors in the penthouse in the LMA building. They will be removed during the dismantling process and the elevators will be out of service. The hydraulic freight elevator that services

the lower floors at LMA will be modified to carry employees only between the two lower floors during the dismantling process.

On October 5, 2007 the Advance Notice to Bidders was mailed to 62 prospective Bidders, which included 14 Plan Rooms that represent Disadvantaged Business Enterprises. Contract Documents were sent to the 14 plan rooms. The Contract was advertised on October 5, 2007 in local publications. A total of 3 firms purchased copies of the Contract Documents. A pre-Bid meeting was held on October 15, 2007 with 2 prospective Bidders attending. Bids were publicly opened on October 30, 2007.

The following Bids were received:

Bidder	Location	Total
Kudsk Construction, Inc.	Berkeley, Ca.	\$1,410,600.00
Rubecon General Contracting Inc.	San Francisco, Ca.	\$1,636,801.00
Engineer's Estimate		\$1,638,835.00

The apparent low Bid price submitted by Kudsk Construction, Inc. is \$1,410,600 which is 14% lower than the Engineer's Estimate of \$1,638,835.

After review by District staff, the low Bid has been deemed to be responsive to the solicitation. Furthermore, staff's review of the low Bidder's business experience and financial capabilities has resulted in a determination that the Bidder is responsible and that the Bid of \$1,410,600 submitted by Kudsk Construction, Inc. is fair and reasonable.

Fiscal Impact:

Funding for the \$1,410,600 for Award of Contract No. 17BJ-120A is included in the total project budget for the FMS #17BJ, Lake Merritt Building Dismantling. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation.

F/G 01F Earthquake Safety General Obligation Bond - - \$1,210,600

As of the month ending October 28, 2007, \$12,103,000 is available for commitment from this fund source for this project and BART has committed \$3,604,501 to date. There are pending commitments of \$1,800,660 in BART's financial management system. This action will commit an additional \$1,210,600 leaving an uncommitted balance of \$5,487,239 in this fund source.

F/G 90W FEMA/OES-Lake Merritt Bldg - - - \$200,000

As of the month ending October 28, 2007, \$4,000,000 is available for commitment from this

fund source for this project and there has been no commitment against this fund. There are no pending commitments in BART's financial management system. This action will commit \$200,000 leaving an uncommitted balance of \$3,800,000 in this fund source.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES:

Reject all bids and not award the Contract. If the Contract is not awarded, Staff will have to issue a new Invitation to Bid and restart the contract bidding process. In that event, the schedule for dismantling the LMA building could be delayed.

RECOMMENDATION:

Adoption of the following motion.

MOTION:

The General Manager is authorized to award Contract No. 17BJ-120A for the LMA Dismantling Project Elevator No. 83 Modifications and Utilities Isolation to Kudsk Construction, Inc. for the Bid amount of \$1,410,600, pursuant to notification to be issued by the General Manager, and subject to the District's protest procedures and FEMA's requirements related to protests.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i>		GENERAL MANAGER ACTION REQ'D: Approve and forward to the December 6, 2007 E&O Committee Meeting		
DATE: c		BOARD INITIATED ITEM: No		
Originator/Prepared by: Chris Quinn Dept: Transit System Development <i>CM Quinn</i> 11/20/07	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[Signature]</i>	BARC <i>[Signature]</i> 11/26/07
Signature/Date:	[]	[]	[]	[]

TITLE:
AGREEMENT NO. 6M8017, GENERAL ENGINEERING SERVICES FOR THE BART TRANSLINK SMART CARD IMPLEMENTATION PROJECT

NARRATIVE:

PURPOSE: To obtain Board authorization for the General Manager to execute Agreement No. 6M8017 with Auriga Corporation to provide General Engineering Services for the BART TransLink Smart Card Implementation Project.

DISCUSSION: On September 18, 2007, the District issued a Request for Statements of Qualifications (RFSOQ) No. 6M8017. This Agreement will provide the District with on-call engineering services for support of regional TransLink smart card implementation in the District's Automatic Fare Collection (AFC) equipment including fare gates and ticket vending machines. The services to be furnished under this Agreement include TransLink equipment and system testing, field installation inspection, problem analysis and debugging support, technical evaluations and studies, and other engineering tasks associated with TransLink implementation in the BART system. The actual TransLink system design and integration are being performed by the District's AFC equipment supplier, Cubic Transportation Systems, and MTC's TransLink contractor, Motorola/ERG.

Advance notice for the RFSOQ was sent to 14 engineering consulting firms having expertise in the pertinent technical fields, and was advertised in a number of publications including DBE/MBE/WBE publications. A pre-proposal meeting was held on October 2, 2007. The RFSOQ was distributed to all potential proposers who expressed interest.

On October 12, 2007, submittals were received from the following firms:

Firm:	Location:
Acumen Building Enterprise, Inc.	Oakland, CA
Auriga Corporation	Milpitas, CA
DSP Business Solutions	San Marcos, CA
Verifax Consulting, Inc.	Escondido, CA

The submittals were reviewed by a Selection Committee (Committee) consisting of staff from Transit System Development, Office of Civil Rights, and Contract Administration. Submittals

were first reviewed to determine if the proposals were considered to be responsive to the requirements of the RFSOQ. Subsequently, the submittals were evaluated and scored on the basis of the criteria included in the RFSOQ with respect to qualifications of the firm and key personnel. Of the submittals, three were short-listed for oral interviews: Acumen Building Enterprise, Inc; Auriga Corporation; and DSP Business Solutions. Subsequent to issuance of the invitations to interview, DSP Business Solutions formally withdrew from competition. Oral interviews of the remaining two firms were conducted on November 1, 2007.

Based on the aggregate score of qualifications and oral evaluations, the Committee determined that Auriga Corporation was the most qualified firm. After making this determination, negotiations were entered into with Auriga Corporation. Contract Administration, with support from Internal Audit and Transit System Development, evaluated and then discussed the rates and mark-ups (for a cost plus fixed fee Agreement) received from the Proposer. Staff determined that the recommended rate structure is fair and reasonable, and that Auriga Corporation is a responsible organization. Accordingly, the Committee recommends award of Agreement No. 6M8017 to Auriga Corporation of Milpitas, CA in an amount not to exceed \$450,000. The Agreement will expire on December 31, 2010.

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

FISCAL IMPACT:

TRANSLINK FARE GATE INTEGRATION PROGRAM 47BK -

Funding for the \$200,000 on-call commitment is included in the total project budget for the FMS# 47BK, Translink/Faregate Integration. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation.

<u>FY00-05 Capital Improvement Allocations</u>	<u>50W</u>	<u>\$200,000</u>
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As of 10/01/2007, \$366,318 is available for commitment from this fund source for this project, 47BK and \$129,078 has been committed by BART to date. There are no pending commitments in BART's financial management system. This action will commit an additional \$200,000, leaving an uncommitted balance of \$37,240.

There is no fiscal impact on available unprogrammed District Reserve.

TRANSLINK TVM INTEGRATION PROGRAM 47BL -

Funding for the \$250,000 on-call commitment is included in the total project budget for the FMS# 47BL, Translink -Vending. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation.

RM2 Regional Traffic Relief

61T

\$250,000

As of month ending 10/01/07, \$9,680,000 is available for commitment from this fund source for this project, and BART to date has committed \$5,444,659. There is \$345,068 pending commitment in BART's financial management system. This action will commit an additional \$250,000, leaving an uncommitted balance of \$3,640,273 in this fund source.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES: Reject all proposals and solicit new proposals, adversely impacting the TransLink implementation project schedule.

RECOMMENDATION: Adoption of the following motion:

MOTION: The General Manager is authorized to execute Agreement No. 6M8017 with Auriga Corporation in an amount not to exceed \$450,000.00, subject to the District's protest procedures and FTA's requirements related to protest procedures.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 		GENERAL MANAGER ACTION REQ'D: Yes		
DATE: c Nov. 29, 2009		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Peter Y Horikoshi Dept: Human Resources Signature/Date:	General Counsel 11-29-09	Controller/Treasurer 	District Secretary []	BARC 11-28-09 []

TITLE:

Resolution to Allow Employees to Establish Eligibility for Domestic Partners' Benefits with Proof of Registration in Another State or Country

NARRATIVE:

Purpose

To obtain Board authorization to accept as evidence of Domestic Partnership for the purpose of District benefits the registration of a same-sex marriage, civil union, domestic partnership or equivalent union in the program of another State or foreign country, provided the registration criteria and rights/responsibilities are substantially equivalent to or exceed those required for eligibility under the District's current Domestic Partner's registration program.

Discussion

The Board first adopted a policy with respect to Domestic Partners' benefits on August 6, 1992 by Board Resolution No. 4455. It provided for extension of the same District medical, dental, vision, bereavement and other benefits as are available to employee's spouses to the bona fide, adult, same gender Domestic Partners of any unmarried District employee. By Resolution 4757, adopted April 13, 2000, the Board expanded the definition of Domestic Partner under its policy to include bona fide opposite gender adult partners. This policy is incorporated in the District's collective bargaining agreements. Pursuant to its policy and the collective bargaining agreements, the District provides the contractual benefits that it extends to spouses and their children to eligible Domestic Partners ("Domestic Partners") and their children who meet the District's eligibility requirements and have enrolled as Domestic Partners with the District.

The District also extends these contractual benefits to those Domestic Partners who have registered their domestic partnership with the State of California under the Domestic Partners Rights and Responsibilities Act of 2003.

In recent years, there has been a great deal of legislative activity in the United States on the issue of same-sex marriage and other civil unions. In several foreign countries, same-sex couples may marry, and a number of states have enacted legislation that recognizes "civil unions" or "domestic partnerships."

Under the proposed resolution, the District will also accept as evidence of Domestic Partnership a valid registration of a same-sex marriage, civil union, domestic partnership or equivalent union from another State or foreign country, provided the registration criteria and

rights/responsibilities are substantially equivalent to or exceed those required for eligibility under the District's current Domestic Partner's registration program. Staff, in consultation with the Office of the General Counsel, will review such registrations to confirm equivalency. As with the existing program, state and federal law will govern the tax treatment, including withholding and reporting, of the benefits under the program and the eligibility of Domestic Partners for statutory benefits.

Should the Board adopt the proposed resolution, the policy would be implemented on the effective date provided in the resolution.

Fiscal Impact

There is no foreseeable fiscal impact should the Board adopt the proposed resolution as stated, since eligible couples otherwise register under the District's existing program.

Alternatives

1. Accept documentation from other states but not from foreign countries.
2. Not accept documentation from other states or foreign countries and continue to accept only State of California documentation and the District's Affidavit for Enrollment for Domestic Partners.

Recommendation

To adopt the attached resolution.

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

In the matter of Benefits
For Domestic Partners

Resolution No.

WHEREAS, The Board of Directors of the San Francisco Bay Area Rapid Transit District (the "Board") by Resolution 4455 adopted August 6, 1992 established a policy to extend the same District medical, dental, vision, bereavement, and other benefits as are afforded to the spouses of married District employees to the bona fide, adult, same gender, Domestic Partner of any unmarried District employee and retiree, and authorized the extension of those benefits; and

WHEREAS, The Board, By Resolution 4757 adopted April 13, 2000 authorized the expansion of the definition of Domestic Partners who were to be eligible for such benefits to include bona fide opposite gender adult partners; and

WHEREAS, Employees registered with the State of California under the Domestic Partners Rights and Responsibilities Act of 2003 who inform the District of such registration, and employees who complete an Affidavit for Enrollment of Domestic Partners under the District's Domestic Partnership eligibility criteria, are afforded the rights of Domestic Partners with the District; and

WHEREAS, The District recognizes that a number of States and foreign countries have enacted legislation recognizing and providing for the registration of same-sex marriages, civil unions, and Domestic Partnerships; and

WHEREAS, The District desires to continue to be a leader in the provision of benefits to its employees, retirees and survivors, as well as to avoid unduly burdening access to benefits for Domestic Partners;

NOW BE IT RESOLVED, That it shall be the policy of the Board to accept as evidence of Domestic Partnership the valid registration of a same-sex marriage, civil union, Domestic Partnership, or equivalent union in the program of another state or foreign country where the registration criteria are substantially equivalent to or exceed the District's Domestic Partnership eligibility criteria, and to extend to such Domestic Partners the same contractual benefits as are currently provided to registrants under District enrollment criteria. This policy shall be effective immediately upon adoption by the Board.

Adopted: _____



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i>		GENERAL MANAGER ACTION REQ'D:		
DATE: c 11/29/07		BOARD INITIATED ITEM: No		
Originator/Prepared by: Robert Umbreit Dept:	General Counsel	Controller/Treasurer	District Secretary	BARC
Signature/Date: <i>R Umbreit 11/29/07</i>	<i>MB 11/29/07</i>	<i>[Signature] 11/29/07</i>	[]	<i>[Signature] 11-29-07</i>

TITLE:

2008-2009 MUNI FAST PASS® AGREEMENT

NARRATIVE:

PURPOSE

To authorize the General Manager to execute the 2008-2009 Fast Pass® Agreement with the City and County of San Francisco, acting through its San Francisco Municipal Transportation Agency (SFMTA), to provide for Fast Pass® payments from SFMTA to BART for calendar years 2008 and 2009. The SFMTA makes monthly payments to the District to reimburse BART at a discounted rate for trips taken on BART within San Francisco by Muni Fast Pass® holders.

DISCUSSION

Since 1983, BART and Muni (now SFMTA) have had an arrangement by which riders with monthly Muni Fast Pass® Tickets may use their Fast Pass® Tickets to take unlimited trips on BART within San Francisco. The current monthly cost of a Fast Pass® Ticket is \$45. BART uses faregate information to track the number of trips Fast Pass® patrons make, and then bills SFMTA for each trip in accordance with the agreement.

Staff of the two agencies are in the process of finalizing an agreement to renew the Fast Pass® Agreement for the period January 1, 2008 through December 31, 2009. The SFMTA Board authorized its Executive Director to enter into the agreement as part of its budgetary process.

The terms and conditions of the new agreement are essentially the same as the current agreement except for an adjustment to the reimbursement rate. The current agreement has a reimbursement rate of \$0.97 per Fast Pass® trip. The 2008-2009 Fast Pass® Agreement's reimbursement rate is \$1.02, which reflects the 5.4% CPI-based fare increase that goes into effect systemwide on January 1, 2008. The \$1.02 reimbursement rate maintains the approximately 30% discount SFMTA receives to regular intra-San Francisco BART fares, which will be \$1.50 or \$1.55 as of January. BART staff believes the \$1.02 reimbursement rate through December 31, 2009 is acceptable because the next CPI-based fare increase will not take effect until January 2010.

Fast Pass® ridership over the last year has grown by 12%, reaching 11.6 million (M) trips for fiscal year 2007. For calendar year 2008, BART estimates ridership to grow at a rate of 6% to about 12.3M trips and in calendar year 2009 to grow by 3% for a total of about 12.7M

trips. The Office of the General Counsel will approve the 2008-2009 Fast Pass® Agreement as to form.

FISCAL IMPACT

Under the terms of the new agreement, SFMTA will reimburse BART at a discounted rate of \$1.02 for each trip taken on BART in San Francisco by Fast Pass® users. BART estimates that Fast Pass® patrons will take about 12.3M trips on BART in calendar year 2008 and 12.7M trips in calendar year 2009, generating an estimated \$12.5M and \$12.9M, respectively, per year.

ALTERNATIVE

Do not authorize execution of the 2008-2009 Fast Pass® Agreement. Failure to authorize execution of the 2008-2009 Fast Pass® Agreement would jeopardize the relationship between BART and SFMTA, and could affect BART's position in regional funding efforts.

RECOMMENDATION

Adoption of the following motion.

MOTION

The General Manager is authorized to execute the 2008-2009 Fast Pass® Agreement with the SFMTA to provide for Fast Pass® payments from SFMTA to BART for calendar years 2008 and 2009.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** November 30, 2007
FROM: Acting General Counsel
SUBJECT: Administration Committee Agenda Materials (Revision to Board Rule 5-5.1)

The matter of a possible revision to Board Rule 5-5.1 is scheduled for discussion and possible action at the December 6, 2007, Administration Committee meeting. In preparation for that discussion, I am providing the following advance information.

A. Brief History of the Current Rule:

Board Rule 5-5.1 (the "Rule") is a Board imposed restriction on the solicitation and receipt of campaign contributions from proposed contractors or their proposed first tier subcontractors or subsuppliers, when the value of the contract or subcontract exceeds \$100,000. This prohibition applies to unsuccessful bidders only from the time a bid is submitted until the contract is awarded to another firm. The prohibition extends for three months after award for the successful bidder¹. The Rule does not prohibit a Director from accepting a campaign contribution from contractors or prospective contractors at times other than those enumerated above.

B. Possible Revisions to the Existing BART Rule.

If the Board determines that a revision to the Rule is warranted, options that the Board may wish to consider include:

- 1) Modification of the Rule to place a monetary limit on the amount of money that could be contributed by a contractor or potential contractor. The Rule could be modified from an ultimate prohibition on the receipt of campaign contributions from contractors and potential contractors to a prohibition on receiving contributions in excess of a certain monetary amount, for example, \$1000, from this same group of people.
- 2) Modification of the Rule to shorten the time under which the prohibition is in place. Generally, the prohibition exists from the receipt of bids to the time of award for the unsuccessful bidders and three months following award for the successful bidder.

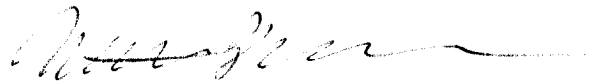
¹ For certain competitively negotiated contracts and design-build contracts the prohibition begins at receipt of an RFP, or submittal of a Qualification Statement, respectively and may terminate early if no Proposal is submitted or a Qualification Statement is deemed insufficient for prequalification.

The three month period could be shortened, or even eliminated, simply prohibiting campaign contributions for the period while bids are being evaluated.

- 3) Rescinding the Rule altogether. The Board operated without any such prohibition for quite some time prior to the Rule's adoption in 1996. If rescinded, the receipt of campaign contributions from contractors and potential contractors would be subject to the same legal guidelines applicable to other contributors.

The Board may also wish to consider a combination of alternatives "1" and "2."

Please telephone me with any questions or concerns. I can be reached at 464-6037,



Matt Burrows



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i> Gen. MGR		GENERAL MANAGER ACTION REQ'D: Approve and forward to the Board of Directors	
DATE: 11/27/2007		BOARD INITIATED ITEM: No	
Originator/Prepared by: Raul Millena Dept. Maintenance & Engineering, x-6552 <i>[Signature]</i> 11/14/07	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[Signature]</i> BARC 11/26/07
Status: Routed		Date Created: 11/06/2007	

TITLE:

Procurement of Train Control Room Multiplex (MUX) and Speed Encoding System Equipment, Contract 20LT-110

NARRATIVE:

Award Contract No. 20LT-110, Procurement of Train Control Room Multiplex (MUX) and Speed Encoding System Equipment.

PURPOSE:

To authorize the General Manager to award Contract No. 20LT-110, for the Procurement of Train Control Room Multiplex (MUX) and Speed Encoding System Equipment with commissioning support for the rehabilitation of equipment for twenty-seven (27) sites.

DISCUSSION:

The MUX and Speed Encoding System is a safety critical, fail-safe system that generates and sends a continuous set of speed codes from a train control room to each wayside track circuit. This master controller for any particular MUX control zone is responsible for the safety critical determination of track occupancy within the control zone and for transmitting safety critical speed codes to the wayside equipment governing train movement through the control zone.

This Contract is part of the greater Train Control Rehabilitation Program. Existing MUX and Speed Encoding System equipment is 35 years old and uses safety critical hardwired logic with discrete electronic components. Most of the components have outlived their life expectancy, and many are obsolete. This contract will procure a proven, state-of-the art microprocessor-based system that will provide operational reliability and ease of installation and maintenance. This new software-based system will give the District greater flexibility to accommodate future operational changes, and will be far less labor intensive for maintenance forces. Conversion of this train control subsystem will complete the replacement of all train control room subsystems from hardwired, electromechanical systems to software-based control systems.

This Contract provides for system equipment for the 27 legacy train control rooms if all options are exercised. The Base Contract includes equipment for 13 train control rooms. Option A provides equipment for 5 train control rooms, Option B for 3 train control rooms

and Option C for 6 train control rooms. The District does not have to exercise any of the Options and at present, the District only has funding for the Base Contract. If additional funds become available, the District may elect to exercise any or all of the Options, in any order, up to 30 calendar days prior to the completion of the Base Contract or any previously exercised Option.

On October 13, 2005, the Board of Directors authorized a competitive negotiation process under Public Contract Code Section 20229.1 for this procurement. The District subsequently issued a Request for Proposals. A single proposal was received from Alstom Signaling, Inc. (“Alstom”, formerly GRS). In accordance with the detailed evaluation procedure developed for this procurement, Alstom’s technical proposal and price proposal was reviewed and scored by the Technical Evaluation Committee and the Price Evaluation Committee, respectively. Negotiations were conducted with Alstom, and a request for Best and Final Offers (BAFOs) was issued on October 1, 2007. The BAFO was received on October 4, 2007.

Alstom’s proposal prices, including all options, are shown below with the Engineer’s Estimate. Staff has determined that the Contract Price of \$17,872,402.00 including all three Options is 7% below the Engineer’s Estimate of \$19,135,000.00.

<u>Proposer</u>	<u>Base Price</u>	<u>Option A</u>	<u>Option B</u>	<u>Option C</u>
Alstom Signaling, Inc. Rochester, NY	\$8,487,765.00	\$3,525,259.00	\$1,730,503.00	\$4,128,875.00
Engineer’s Estimate	\$9,250,000.00	\$3,885,000.00	\$1,775,000.00	\$4,225,000.00

Based on the technical and price evaluation, Alstom’s proposal was determined to be acceptable. Furthermore, examination of Alstom’s business experience and financial capabilities shows a satisfactory condition. In addition, staff has determined that the price submitted by Alstom Signaling, Inc. is fair and reasonable.

FISCAL IMPACT:

Funding of \$8,487,765 for Contract 20LT-110 is included in the total project budget for the FMS#20LT – Station Speed Encoding MUX Replacement. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation.

CA-03-0729 FY05 **47W** **\$2,479,840**

As of 09/24/07, \$2,479,840 is available for commitment from this fund source for this project, and BART to date has committed \$0. There is \$0 pending commitment in BART’s financial management system. This action will commit \$2,479,840, leaving an uncommitted balance of \$0 in this fund.

CA-90-Y270 FY04 **52W** **\$1,035,271**

As of 09/24/07, \$3,200,000 is available for commitment from this fund source for this project, and BART to date has committed \$2,058,478. There is \$17,000 pending commitment in BART's financial management system. This action will commit an additional \$1,035,271, leaving an uncommitted balance of \$89,251 in this fund.

CA-90-Y339-1 FY05

52X

\$1,520,160

As of 09/24/07, \$1,520,160 is available for commitment from this fund source for this project, and BART to date has committed \$0. There is \$0 pending commitment in BART's financial management system. This action will commit \$1,520,160, leaving an uncommitted balance of \$0 in this fund.

CA-05-0216 FY07

47Z

\$3,452,494

As of 09/24/07, \$7,000,000 is available for commitment from this fund source for this project, and BART to date has committed \$0. There is \$0 pending commitment in BART's financial management system. This action will commit \$3,452,494, leaving an uncommitted balance of \$3,547,506 in this fund.

There is no fiscal impact on available unprogrammed District Reserves.

ALTERNATIVES:

The alternative is to continue to "patch" and maintain the aging legacy equipment, and endure the inevitable failures resulting in delays to revenue service. These types of failures have resulted in severe operational delays. Maintenance costs will increase as the equipment further ages and replacement parts become harder to find.

RECOMMENDATION:

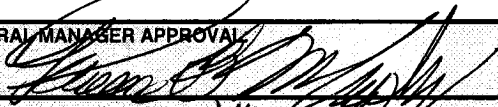
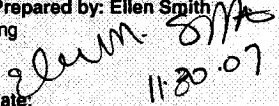
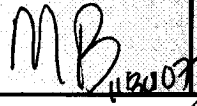

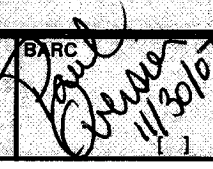
Adoption of the following motion:

MOTION:

The General Manager is authorized to award Contract No. 20LT-110, Procurement of Train Control Room Multiplex (MUX) and Speed Encoding System Equipment, to Alstom Signaling, Inc., for the not to exceed price of \$8,487,765.00, plus applicable taxes, for the Base Contract and, subject to the availability of funding, to exercise Options A, B and C, for a not to exceed price of \$9,384,637.00, plus applicable taxes.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL 		GENERAL MANAGER ACTION REQ'D:		
DATE: 11/30/2007		BOARD INITIATED ITEM: No		
Originator/Prepared by: Ellen Smith Dept: Planning Signature/Date:  11/30/07	General Counsel  MB 11/30/07	Controller/Treasurer  11/30/07	District Secretary ()	BARC  11/30/07
Status: Routed		Date Created: 11/28/2007		

TITLE:

Update on eBART Project and Alignment Shift and Approval of Resolution Concurring with Contra Costa Transportation Authority's Request for Regional Measure 2 Funds

NARRATIVE:

PURPOSE

To provide information to the Board on the status of the East Contra Costa BART Extension (eBART) Project, and to request Board motions on (1) change of alignment to be studied for the proposed project, and (2) concurrence on an application by the Contra Costa Transportation Authority (CCTA) for \$1.6 million in Regional Measure 2 (RM2) funds for final design of the State Route 4 (East) ("SR4") Widening Project from Loveridge Avenue to Somersville Road, of which \$0.8 million would come to BART.

DISCUSSION

The eBART Project which is now under evaluation is a proposed extension of rail service eastward from the Pittsburg/Bay Point BART Station into the communities of Pittsburg and Antioch, in Contra Costa County. The proposed project is in environmental review now, with related preliminary engineering ongoing. BART is conducting its environmental review of the eBART Project, and BART and CCTA are co-sponsors for the RM2 funds associated with the project. CCTA is applying for \$1.6 million in RM2 funds for final design to incorporate structures that will accommodate eBART into the SR4 Project from Loveridge Avenue to Somersville Road. Incorporation of the structures to accommodate eBART into the construction of the Caltrans contract minimizes the cost and public impact by constructing concurrently with SR4 widening. BART and CCTA would each receive \$0.8 million of the \$1.6 million request.

As the fastest-growing part of the Bay Area, this portion of the District experiences very high traffic congestion on State Route 4. As a result, CCTA and other East County officials have worked with BART and other funding partners toward bringing rail service to the area as soon as possible. As proposed, eBART would utilize diesel multiple unit (DMU) rail vehicles and standard gauge track rather than standard BART vehicles and technology in order to substantially reduce costs and implementation time. DMU trains would run from a transfer platform located east of the Pittsburg/Bay Point BART Station to stations located in the vicinity of Railroad Avenue in Pittsburg and Hillcrest Avenue in Antioch. The existing tailtrack/storage area at Pittsburg/Bay Point would be extended eastward, with Track C-1 replaced with standard gauge

track for arrival/departure of eBART trains. Adequate BART storage and make-break areas would remain at Pittsburg/Bay Point.

The primary alignment which had been under review until earlier this year was the Mococo line owned by Union Pacific Railroad ("UP"). Pursuant to the direction of the Board at a closed session held on March 22, 2007, an offer was made to UP to purchase the Mococo line between Loveridge Avenue in Pittsburg to downtown Tracy (San Joaquin County). The offer was rejected by UP, and BART has shifted project focus to the median of State Route 4, which is now in design for widening to eight lanes, as the proposed rail corridor.

The terminus station is proposed to be located in the vicinity of Hillcrest Avenue, approximately ten miles east of the Pittsburg/Bay Point BART Station. Station site locations under review include: (1) in the SR4 median just east of the Hillcrest interchange; (2) north of SR4 and east of the median station site, accessed via a flyover or tunnel structure in a currently undeveloped area; and (3) north of SR4 about one half-mile east of the second proposed station site.

The eBART funding plan has \$523 million (escalated) committed to the project. Sources of funds include local developer fees, county sales tax, regional bridge tolls, and state funds. Project costs assuming the Hillcrest Station in the median are estimated at \$500 million in escalated dollars. If a station site outside of the median is selected, additional funding would be necessary.

BART is supporting the Cities of Pittsburg and Antioch as they undertake Ridership Development Plans ("RDPs") pursuant to the BART System Expansion Policy. The RDPs are intended to increase ridership by way of changes in local land use and improvements to station access.

The environmental work is scheduled for completion and Board review in April 2009, with a notice to proceed for eBART construction anticipated in January 2010, and revenue service in 2014-2015, depending on the final schedule of the SR4 Widening project.

FISCAL IMPACTS

There is no fiscal impact associated with this project update or with a Board action directing staff to evaluate the SR4 median as the proposed eBART alignment in the ongoing environmental, engineering and RDP work.

Approval of the Resolution is a requirement for the District and CCTA to receive an allocation of RM2 Funds from the Metropolitan Transportation Commission.

ALTERNATIVES

Do not direct staff to shift the primary alignment under evaluation from the Mococo corridor to the SR4 median. Failure to direct staff to make this shift could adversely affect the timeliness of completing studies necessary for the project.

Do not approve the attached Resolution Concurring with Contra Costa Transportation Authority's

Resolution of Project Compliance and Initial Project Report for Regional Measure 2 Funds for the State Route 4 (East) Widening Project: Loveridge Road to Somersville Road, CCTA Resolution No. 07-23-P (the "Resolution"). Failure to approve the Resolution would likely result in cost increases and schedule delays to the proposed eBART project.

RECOMMENDATION

Adoption of the following Motions.

MOTION

The Board of Directors directs staff to evaluate the SR4 median as the proposed eBART alignment in the ongoing environmental, engineering and RDP work.

The Board of Directors approves the attached Resolution Concurring with Contra Costa Transportation Authority's Resolution of Project Compliance and Initial Project Report for Regional Measure 2 Funds for the State Route 4 (East)Widening Project: Loveridge Road to Somersville Road, CCTA Resolution No. 07-23-P.

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

**In the Matter of the
Approval of a Resolution
Concurring with Contra
Costa Transportation
Authority's Resolution of
Project Compliance and
Initial Project Report for
Regional Measure 2 Funds
for the State Route 4 (East)
Widening Project:
Loveridge Road to
Somerville Road**

Resolution No.

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, CCTA and BART are eligible sponsors of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the State Route 4 (East) Widening Project: Loveridge Road to Somerville Road is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, co-sponsored by BART and CCTA, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which BART and CCTA are requesting that MTC allocate Regional Measure 2 funds for the State Route 4 (East) Widening Project: Loveridge Road to Somerville Road

Whereas, in its Resolution No.07-23-P, dated December 6, 2007, attached hereto and incorporated herein, CCTA and its agents agreed to comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636);

NOW, THEREFORE, BE IT RESOLVED that:

1. Pursuant to Resolution No.07-23-P, CCTA has certified that the project is consistent with the Regional Transportation Plan (RTP).

2. The timeframe of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

3. The Regional Measure 2 phase or segment to provide State Route 4 (East) Widening Project: Loveridge Road to Somersville Road is fully funded and results in an operable and useable segment.

4. BART, CCTA and MTC acknowledge and agree that to the extent any of the funds to be transferred which are the subject of this resolution are restricted, limited or otherwise conditioned by acts of Congress, the CTC, the Legislature, the Internal Revenue Service, the Federal Transit Administration or any other agency MTC shall not hold CCTA or BART liable for any work in excess of the amount actually received.

5. Pursuant to Resolution No.07-23-P, CCTA has approved the updated Initial Project Report Summary, attached hereto; and be it further

6. Pursuant to Resolution No.07-23-P, CCTA has approved the cash flow plan; and be it further

7. Pursuant to Resolution No.07-23-P, CCTA has acknowledged that it has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

8. CCTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

9. BART and CCTA are authorized to submit an application for Regional Measure 2 funds for the State Route 4 (East) Widening Project: Loveridge Road to Somersville Road in accordance with California Streets and Highways Code 30914(c); and be it further

10. CCTA has agreed to provide the final design package for the State Route 4 (East) Widening Project: Loveridge Road to Somersville Road in order to accommodate future potential mass transit; and be it further

11. There is no legal impediment to BART and CCTA making allocation requests for Regional Measure 2 funds; and be it further

12. There is no pending or threatened litigation, which might in any way adversely affect the project, or the ability of CCTA to deliver such project; and be it further

13. Pursuant to Resolution No.07-23-P, CCTA has agreed to indemnify and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all

claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

14. Pursuant to Resolution No.07-23-P, CCTA has agreed that it shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs; otherwise, the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

15. Pursuant to Resolution No.07-23-P, CCTA has agreed that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

16. Pursuant to Resolution No.07-23-P, CCTA has authorized its Executive Director to execute and submit an allocation request for the final design phase for the State Route 4 (East) Widening Project: Loveridge Road to Somersville Road to MTC for Regional Measure 2 funds in the amount of \$1.6M, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

17. The CCTA Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

18. A copy of this resolution shall be transmitted to MTC in conjunction with the filing of the CCTA application referenced herein.

###

**SPECIAL EVENT
SERVICE PLANNING**

BART Board of Directors

December 6, 2007

SPECIAL EVENT CATEGORIES

- **Unexpected (little or no advance notification)**
- **Planned (advance knowledge)**
 - **Commonly repeated**
 - **Unique or one time**

UNEXPECTED EVENTS

- Causes
 - Equipment problems
 - Medical emergencies
 - Police actions
 - Earthquakes and other natural events
 - Outside agency assistance
 - Spontaneous public behavior
 - Late notification of special events

UNEXPECTED EVENTS

- Response Priorities
 - Public and employee safety
 - Minimize impact on riders
 - Inform the public
 - Protect District assets

UNEXPECTED EVENTS

- Protocols, Procedures & Responsibilities
 - Operations Control Center (OCC) is generally the focal point
 - BART Police, BART field personnel and outside responders may play key roles
 - Incident response governed by Standard Operating Procedures (SOP)
 - Incident Command System/Unified Command
 - Emergency Plan
 - OCC Manual
 - Public information requirements

UNEXPECTED EVENTS

- Delay management strategies
 - Single tracking
 - Turning trains
 - Re-routing trains
 - Re-sequencing trains
 - Skip stop service (skip stations)
 - Station shut downs
 - Speed up trains
 - Bus bridges

SPECIAL EVENT CATEGORIES

- **Unexpected (little or no advance notification)**
- **Planned (advance knowledge)**
 - Commonly repeated
 - Unique or one time

PLANNED EVENTS

- Repeating
 - Holidays
 - Spare the Air Days
 - Sports Events
 - Concerts
 - Street Fairs
 - Parades
- Unique
 - Bay Bridge Closure
 - BART or Caltrans construction
 - Large demonstrations
 - Other large public events

PLANNED EVENTS

- Goal: Move customers to/from event safely, quickly, comfortably and efficiently
- Parameters
 - Expected ridership
 - Location
 - Time of day
 - Predictability of event timing
 - Concurrent events
 - Weather
 - Crowd management/public safety considerations
 - Coordination with municipalities and outside agencies
 - Marketing and community relations aspects

PLANNED EVENTS

- Service Options and Strategies
 - Cancel breaks
 - Special event trains
 - Adjust train lengths
 - Skip stop service
 - Close selected stations
 - Bus bridges
 - Adjust hours of operation

PLANNED EVENTS

- **Communications and Public Outreach**
 - Function of the number of customers impacted, extent of impact and amount of advance notification
- **Example: Raiders/Cal/A's Games**
 - No formal outreach notification

PLANNED EVENTS

Communications and Public Outreach

Example: Dublin Weekend Station Closure

- Station banners
- Seat drops
- Passenger bulletins
- Paid newspaper ads
- Letters to elected officials
- News releases & media advisories
- Destination sign messages
- Station/train announcements
- Web site information
- Board notification

KEY DOCUMENTS FOR PLANNED EVENTS

- Train Service Event Adjustments
 - Service adjustment template for venues with frequent events
- Monthly Calendar of Events
- Weekend Memo
 - Updates, repeats and fine-tunes Monthly Calendar
- Special Operations Plan
 - For exceptionally large or complex events
 - Attached example: “Labor Day Bridge Closure Plan”
- Short Notice Events
 - Routinely handled in OCC

TRAIN SERVICE EVENT ADJUSTMENTS

OAKLAND COLISEUM

WEEK	SAT	SUN	Tickets Sold	% of BART Ridership	Projected Gate	Ref	ADJUSTMENTS
1235-1535			Up to 20K	20%	4,000	A	1. Cancel 200 AM breaks (See note 1) 2. Cancel 2:00, 5:00 AM breaks (See note 1)
1905-2205			20-35K 10-25K 25-30K 30-40K	20% 20% 20% 20%	7,000 5,000 6,000 8,000	B, C, D, E, F	1. Cancel all PM breaks (See note 2) 2. Same as "1" plus 2-HY event trains (See notes 3 & 4) 3. Same as "2" plus b) Total of 4-HY event trains c) Swap 400's with 200's starting with T-225 @ 17:20 and T-447 @ 17:13 d) 200's to 6-car trains starting with T-225 normal SCRAM size @ 22:55 e) Same as "3" plus f) Total of 4-HY, 2-RY event trains g) Swap remaining 200's with 400's as they lay up for long 200 PM trains h) Last 5-RY dispatches to A90 (lay up trains) return to SCRAM sizes i) No Adjustment (Normal Saturday 200 6-car sizing of 200's) j) Same as "1" plus 500's to be 9/10-cars from start of revenue until 18:00. k) Same as "2" plus 100's to be 8/9-cars. l) Same as "3" plus 2-HY event trains (See notes 3 & 4) and swap long 2-HY event trains (See notes 3 & 4) m) Swap long 400's for 6-car 200's when 400's begin service n) Swap consist back when 400's lay up.
1305-1605			10-20K 20-30K 30-45K 45K-62K	20% 20% 20% 20%	4,000 7,000 9,000 12,400	G, H, I, J	1. Cancel first PM breaks of #503, #515, #517 & #501 (Normal Sunday 6-car sizing of 200's required) 2. Same as "1" plus 500's to be 9/10-cars from start of revenue until 18:00. 3. Same as "2" plus 4-HY event trains and run long 200 8/9-car consists from available 400 series consists all day 4. Same as "3" plus 2-RY event trains for a total of 4-HY, 2-RY 5. Same as "4" plus another 2-RY for a total of 4-HY & 4-RY If red add 1 more HY & 1 more RY for 5-HY & 5-RY total (See notes 3 & 4) Same as 1305-1605 (from #2 above for long 500's until end of service) Swap as follows: 150K to 150K Cancel 200's PM Breaks Event trains 2-RY 1. 200's to be 8/9/10 cars (RY consists) after 18:00. 500's to be 9 cars after after 18:00. Event trains 4-RY
1605-2105			1000-1300 1700-2100 1605-2100 40K-45K	20% 20% 20% 20%	6,000 9,000 9,000 9,000	K, L, M, N, O, P	1. Cancel all 200's PM Breaks 2. Same as "1" plus 500's to be 9/10-cars from start of revenue until 18:00. 3. Same as "2" plus 4-HY event trains and run long 200 8/9-car consists from available 400 series consists all day 4. Same as "3" plus 2-RY event trains for a total of 4-HY, 2-RY 5. Same as "4" plus another 2-RY for a total of 4-HY & 4-RY If red add 1 more HY & 1 more RY for 5-HY & 5-RY total (See notes 3 & 4) Same as 1305-1605 (from #2 above for long 500's until end of service) Swap as follows: 150K to 150K Cancel 200's PM Breaks Event trains 2-RY 1. 200's to be 8/9/10 cars (RY consists) after 18:00. 500's to be 9 cars after after 18:00. Event trains 4-RY

OAKLAND ARENA

1800 or later concerts	8K-10K	2,000	20%	Q	Cancel all 200's PM Breaks
1930-2230	10K-15K	3,000	20%	R	1.a) (WAT) Cancel all 200's PM Breaks 1.b) (SAT) No service change (from 200's at standard Sat 6 car size) 1.c) (SUN) Cancel 200's PM Breaks 6-cars after 15:00 (See note 2)
1800-2100	10K-15K	3,000	20%	S	1. Same as "1" plus 100's to be 8/9-cars 2. Same as "1" plus 100's to be 8/9-cars 3. Same as "2" plus 2-RY event trains (See notes 3 & 4) 4. Same as "3" plus 2-RY event trains (See notes 3 & 4) 5. Same as "4" plus another 2-RY for a total of 4-HY & 4-RY If red add 1 more HY & 1 more RY for 5-HY & 5-RY total (See notes 3 & 4) Same as 1305-1605 (from #2 above for long 500's until end of service) Swap as follows: 150K to 150K Cancel 200's PM Breaks Event trains 2-RY 1. 200's to be 8/9/10 cars (RY consists) after 18:00. 500's to be 9 cars after after 18:00. Event trains 4-RY

AT&T PARK

1235-1530	40K+	3,200	8%	U	No service adjustments. Use 500's (in an event train if available)
1935-2230	40K+	3,200	8%	V	Cancel all PM Breaks (See note 2)
1305-1600	40K+	3,200	8%	X	400's to be weekday peak 8/9/10-car sizes starting with T-445 at 14:10 hours until end of service
1305-1600	40K+	3,200	8%	Y	All 200's to be 6-cars until normal PM breaks. 500's to 9-cars from start of revenue until 18:00 return to SCRAM. Event train 10/2/2-HY (See notes 3 & 4) Cancel 200 and 500's 300's until 18:00. Event trains 12/2/2-HY (See notes 3 & 4)

UC BERKELEY FOOTBALL

1305-1605	45K-52K 52K-62K 62K-72K	4160 4,960 12,240	8% 8% 17%	AA, BB, CC	AA 1-2-RY Event Trains. Cancel 200 AM Breaks BB 1. Same as "1" plus 100's at weekday 9/9 car selection return until PM Breaks. 2. Same as "1" plus 100's at weekend 9/9 car selection return until PM Breaks. 3. Same as "2" plus 100's at 200 PM Breaks. Run 400's at 8:00 on train all day. 5-6 Event Trains (event trains usually 2-RY, 2-DR, & 2-CY with a K-30 stage)
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NOTE (1) "Cancel AM breaks" applies to the train breaks that occur after the AM with period and does not apply to early AM trains that may start prior and are subsequently "Merge" to their longer peak period sizes. "Cancel AM breaks" requires that the T-M or Yard does not break to their normal PM peak size (max train from 18:00 per SCRAM). All day. This service adjustment means that the PM breaks do not need to occur because the trains are already at their normal PM peak size.

NOTE (2) "Cancel PM breaks" applies to the train breaks that occur after the PM with period. "Cancel PM breaks" requires that the T-M or Yard does not break trains to shorter evening lengths. After the PM with period, trains are normally shortened (i.e. PM breaks are implemented). By canceling PM breaks, trains will operate at peak train per hour (maximum train from the SCRAM) all evening until end-of-revenue (unless another break line is detailed). Trains must be tracked to SCRAM at end of service.

NOTE (3) Event trains coming from a specific yard are to be comprised of consists from that yard. For example, if the Service Adjustment call for two 6-car event trains from HY, then Hayward Yard will provide two consists comprised of Hayward cars for the event.

NOTE (4) Event trains are at the discretion of OCC and are timed with the end of the game.

NOTE (5) References of 60/10 cars consists is a flexible guideline simply intended to convey the timing of the longest trains possible based on availability of equipment, ease of consist assembly, & resources available. Situation usually involves stopping 400 consist consist for 200 series consist.

BAY AREA RAPID TRANSIT DISTRICT OPERATIONS CALENDAR OF EVENTS - NOVEMBER 2007

DAY DATE	EVENT	FAO	CT	ARRIVAL	DEPART	SERVICE ADJUSTMENTS
FRI 2	SF Symphony performs Musorgsky	DAV	2K	2000-2230	2000-2230	No service adjustment
	Gwen Stefani	A	8K	1930-2200	Cancel 200 PM breaks	
SAT 3	CAL vs. Washington State	CAL	72K	1900-2200	400's run long 8:55-car weekday, SCRAM ends all day, 200's to be 6:45. See SCRAM for details. SCRAM except long 8:55-car 4:00's swap with 2:00's at end of 4:00 Saturday service	
	SF Opera presents Mozart's THE MAGIC FLUTE	OP	2K	2000-2230	See above	
SUN 4	Standard Daylight Time Begins			0300		
	Oakland Raiders vs. Houston	S	60K	13:15-1600	500's to be 9:10-cars from start of revenue until 1600 then return to SCRAM. Run long 200 8:55-car consists until 1900 then return to SCRAM ends. Event times 4-HY, 4-RY	
	SF Symphony presents SIMON BOLIVAR	DAV	2K	1900-2130	No service adjustments.	
TUE 6	Warriors vs. Cleveland	A	14K	1930-2230	Cancel 200 PM breaks	
WED 7	SF Opera presents Puccini's LA RONDINE	OP	2K	1930-2200	No service adjustment	
THU 8	SF Symphony performs Jose de Almeida	DAV	2K	2000-2230	No service adjustment	
	Warriors vs. Dallas	A	14K	1930-2230	Cancel 200 PM breaks.	
FRI 9	SF Symphony performs Martinu Concerto for Two	DAV	2K	1930-2200	No service adjustment	
SAT 10	CAL vs. USC	CAL	72K	1700-2000	400's run long 8:55-car weekday, SCRAM ends all day, 200's to be 6-cars per normal Saturday SCRAM except long 8:55-car 4:00's swap with 2:00's at end of 4:00 Saturday service, 200's back to normal	
	SF Opera presents Puccini's LA RONDINE	OP	2K	1930-2200	No service adjustment.	
	SF Symphony performs Jose de Almeida	DAV	2K	2000-2230	No service adjustment	
SUN 11	Veterans Day			ATU 1355 Holiday, Sunday Service		
	Oakland Raiders vs. Chicago	S	60K	13:15-1600	500's to be 9:10-cars from start of revenue until 1600 then return to SCRAM. Run long 200 8:55-car consists until 1900 then return to SCRAM ends. Event times 4-HY, 4-RY	
MON 12	Oracle Open World	MOS	25K	0830-1700	No service adjustment	
TUE 13	Oracle Open World	MOS	25K	0830-1700	No service adjustment	
	SF Opera presents Puccini's LA RONDINE	OP	2K	2000-2230	No service adjustment	
WED 14	Oracle Open World	MOS	25K	0830-1700	No service adjustment	
	Warriors vs. Detroit	A	14K	1930-2230	Cancel 200 PM breaks.	
	SF Opera presents Verdi's MacBeth	OP	2K	1930-2200	No service adjustment	
	SF Symphony performs Ives, Psalm 90	DAV	2K	2000-2230	No service adjustment	
THU 15	Oracle Open World	MOS	25K	0830-1700	No service adjustment	
	SF Symphony performs Ives, Psalm 90	DAV	2K	2000-2230	No service adjustment	
FRI 16	Warriors vs. LA Clippers	A	14K	1930-2230	Cancel 200 PM breaks	
	SF Opera presents Puccini's LA RONDINE	OP	2K	2000-2230	No service adjustments	
	SF Symphony performs Ives, Psalm 90	DAV	2K	2000-2230	No service adjustment	
SAT 17	SF Symphony performs Ives, Psalm 90	DAV	2K	2000-2230	No service adjustment	

BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Distribution **DATE:** 12 November 2007
FROM: Donny Woo
Operations Planning

REVISED: Addition of Ozzy Osbourne & Rob Zombre
Oakland Arena, Sunday, 1930-2300

SUBJECT: **Weekend Memo** - Service Car Requirements (SCRAM) - Weekend of
~~Nov. 17 & 18, 2007~~ and Following Week's Activity.

Note: Please refer to "Operations Calendar of Events" and SCRAMS effective **Thu, July 12, 2007**. Attendance estimates subject to change without notice.

Use Work Order T6511SPC for special events such as ball games.

FRI 11/16/07

- Holiday Travel. Cancel 200 and 500 PM breaks.
- Warriors vs. LA Clippers (A) 14K 1930-2230. See above.
- Cirque du Soleil (ATT) 5K 2000-2230. No service adjustment.
- SF Opera presents Puccini's LA RONDINE (OP) 2K 2000-2230. No service adjustment.
- SF Symphony performs Ives, Psalm 90 (DAV); 2K 2000-2230. No service adjustment.

SAT 11/17/07

- SF Symphony performs Ives, Psalm 90 (DAV) 2K 2000-2230. No service adjustment.
- Cirque du Soleil (ATT) 5K 2000-2230. No service adjustment.

SUN 11/18/07

 - SF 49ers vs. St. Louis Rams (STK) 60K 1315-1615. No service adjustment.
 - Cirque du Soleil (ATT) 5K 1300-1530. No service adjustment.
 - SF Symphony presents St. Petersburg Philharmonic (DAV) 2K 1900-2130. No service adjustment.
 - **Ozzy Osbourne & Rob Zombre (A) 8K 1930-2300. Cancel 200 PM breaks.**

MON 11/19/07

- SF Symphony presents St. Petersburg Philharmonic (DAV) 2K 2000-2230. No service adjustment.

TUE 11/20/07

 - Holiday Travel. Cancel 200 and 500 PM breaks.
 - SF Opera presents Verdi's MacBeth (OP) 2K 2000-2230. No service adjustment.
 - Cirque du Soleil (ATT) 5K 2000-2230. No service adjustment.

WED 11/21/07

- Holiday travel. Cancel all AM and PM breaks.
- SF Opera presents Puccini's LA RONDINE (OP) 2K 1930-2200. No service adjustment.
- SF Symphony performs Haydn, Symphony #67 (DAV) 2K 2000-2230. No service adjustment.
- Cirque du Soleil (ATT) 5K 2000-2230. No service adjustment.

THU 11/22/07

- Thanksgiving Day. ATU 1555 holiday. Sunday service.
- International Auto Show (MOS) 20K 1000-2200. No service adjustment.
- Cirque du Soleil (ATT) 5K 2000-2230. No service adjustment.

FRI 11/23/07

- Day after Thanksgiving. Holiday shopping. Cancel all AM and PM breaks.
- International Auto Show (MOS) 20K 1000-2200. No service adjustment.
- Cirque du Soleil (ATT) 5K 2000-2230. No service adjustment.
- SF Opera presents THE RAKE'S PROGRESS (OP) 2K 2000-2230. No service adjustment.
- SF Symphony performs Ives, Psalm 90 (DAV) 2K 2000-2230.

11/15/2007 17:40 A:LU:PII

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION DRAFT

TO: Distribution

FROM: Jack Rich
Manager Schedules and Services

DATE: August 24, 2007

SUBJECT: OPERATIONS PLAN – LaborDay/Weekend Service September 1, 2 & 3
Caltrans Service offered Sept. 1, 2 & 3 Scenario's A & C plus Scheduled Events

WEEKEND OVERVIEW SUMMARY

CALTRANS ACTIVITY

On Friday August 31, 2007 at about 2000 hrs, Caltrans will close both decks of the Bay Bridge until 0500 Tuesday morning September 4, 2007. The bridge will remain continuously closed throughout the holiday weekend.

Caltrans has directed BART, under a contractual agreement, to perform a (former *Modified Contract Scenario A*) level of enhanced BART operations during normal service hours of September 1, 2 & 3, 2007. Additionally, Caltrans has directed BART to perform (former Contract Scenario C) a specified level of service during BART's off service hours on September 1, 2, and 3.

On Labor Day, Monday September 3, 2007 BART will operate a normal Saturday schedule featuring Caltrans extended schedules operated all night into morning service. BART will offer no all night extended service from Monday, September 3rd into the morning of Tuesday, September 4th.

SUMMARY OF BART OPERATIONS AND AREA TRANSIT ACTIVITIES

Caltrans will not be offering any free BART tickets on these dates and no special shuttle bus services will be operated out of MacArthur Station to Treasure Island. BART Concord destination trains operating during extended service hours will feature schedules designed for connectivity with the all night A/C bus services operating from the 12th Street Station.

Starting after the last revenue train dispatches of the Friday Service Day on the morning of Saturday September 1st, extended service will begin featuring hourly "Grand Meets" at MacArthur Station at occurring at approximately half past the hour continuing until the start of regular Saturday service at 6 am. On Saturday BART will operate longer trains and special daytime event trains to support both the Caltrans bridgework as well as the A's vs. Detroit and Cal games during normal service hours.

BART will once again provide special all night service starting Sunday at the end of regular revenue service on the morning of September 3rd until the normal 0800 start of regular morning service.

On Sunday September 2nd, BART will operate longer trains and six total event trains to support both the Caltrans bridgework and the A's vs. Detroit game event.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

DRAFT

TO: Distribution

FROM: Jack Rich
Manager Schedules and Services

DATE: August 24, 2007

SUBJECT: OPERATIONS PLAN – LaborDay/Weekend Service September 1, 2 & 3
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Caltrans has directed BART, under a contractual agreement, to perform a (former *Modified Contract Scenario A*) level of enhanced BART operations during normal service hours of September 1, 2 & 3, 2007. Additionally, Caltrans has directed BART to perform (former Contract Scenario C) a specified level of service during BART's off service hours on September 1, 2 and 3.

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On Sunday September 2nd, BART will operate longer trains and six total event trains to support both the Caltrans bridgework and the A's vs. Detroit game event.

On Monday September 3rd, BART will operate a Saturday Service Schedule featuring longer trains and event trains in support of the Caltrans bridgework.

Capital Corridor Joint Powers Authority (CCJPA)/Amtrak staff are making special arrangements to furnish their passengers with BART tickets between Embarcadero and Richmond for the period of time that the Bay Bridge is closed. BART ticket distribution to Amtrak passengers at Richmond and Embarcadero will be handled exclusively by CCJPA/Amtrak staff.

MONDAY SEPTEMBER 3 LABOR DAY HOLIDAY BID

An ATU Holiday Bid is required to be conducted for the operation of Saturday Service Schedules on Monday September 3. A special holiday overtime posting is required for Train Operators and Station Agents covering all positions starting after 0001 on September 3rd.

Train Operator and Station Agent vacancies on September 1 and 2 needs to be covered by a special overtime postings.

TRANSPORTATION AND STATION AGENT PERSONNEL STAFFING REQUIREMENTS

Saturday September 1

EARLY MORNING Station Agents – Special overtime posting for the 14 extended service stations
EARLY MORNING Train Operators – Special overtime posting for 2 TO's (Train Operators) each from Concord, Richmond, Dublin and Daly City **(See issued TM logs)**.
CALTRANS BRIDGE SUPPORT Train Operators- Special overtime posting for 3TO's from Concord
A's BASEBALL Train Operators – Special overtime posting for 3 TO's from Hayward
Cal FOOTBALL Train Operators – Special overtime posting for 1 TO from Daly City, 1 TO pre-game from RY and 4 TO's to continue 400's and then assist with Cal post game service.

Sunday September 2

EARLY MORNING Station Agents – Special overtime posting for the 14 extended service stations AND arranged lunch relief
EARLY MORNING Train Operators – Special overtime posting for 2 TO's each from Concord, Richmond, Dublin and Daly City **(See issued TM logs)**.
CALTRANS DAYTIME Train Operators- Special overtime posting for 2 TO's each from Concord and from Hayward in Sunday transbay 100 service. (Caltrans daytime trains operated from Hayward will assist in the A's post game movements).
A's BASEBALL Train Operators - Special overtime posting for 2 TO's from Hayward

Monday September 3

EARLY MORNING Station Agents – Special overtime posting for the 14 extended service stations
EARLY MORNING Train Operators – Special overtime posting for 2 TO's each from Concord, Richmond, Dublin and Daly City **(See issued TM logs)**.
CALTRANS DAYTIME Train Operators- Special overtime posting for 4 TO's from Concord

I. WEEKEND OVERVIEW OF CALTRANS SPONSORED SERVICES

The weekend activity related directly to Caltrans activities outlined and discussed below are covered by the following work orders:

Modified Scheduled Operations - Former Section Scenario A (Modified)

Labor 98FB-9SA

Non-Labor 59S 98FB-90-6SA

(Includes expense of longer Saturday, Sunday and Monday trains and event trains operated during normal service hours.)

Overnight Operations – Former Scenario C (all night service costs)

Labor 98FB-9SC

Non-Labor 59S 98FB-90-SC

Be reminded it is important to document all expenses in accordance with each stated work order authority.

A) HOLIDAY WEEKEND SERVICE STAFFING FOR CALTRANS EXTENDED SERVICE

Caltrans has agreed to reimburse BART for the following overtime support on each night of extended service under the former Section Scenario C of the Caltrans Contract (all night service):

<u>DEPT</u>	<u>CLASSIFICATION</u>	<u>NUMBER</u>	<u>HOURS</u>
	(Saturday AM) Station Agents	19	8 (needed only 5)
	(Sunday AM) Station Agents	19	8
	(Sun. AM) Station Lunch Relief Agents	5	8
	(Monday AM) Station Agents	19	8 (needed only 5)
	(Saturday) Train Operators	8	8
	(Sunday) Train Operators	8	8
	(Monday) Train Operators	8	8
	Train Controller	1	8
	Comspec	2	8
	Foreworkers	5	8
	System Service	10	8
	Ops Supervisors	6	8
BPD	Officers	14	8
RS&S	Mainline Tech's	3	8
RS&S	OCC Trouble desk	1	5 O.T.
M&E	AFC Tech's & For.	4	8
	Train Control Tech.	3	8
	Track & Structures	4	8
	Information Center Phone Operator	1	8
	Power & Mech. Elev./Escalator (cc 641)	2	8
	End of Line Cleaners	6	8
	AFC Computer Support	1	8
	Revenue Trouble shooter	1	8 O.T. (all night)

All Departments documented above are budgeted under work order authority to provide for the number of daily personnel listed above for operation of special service on September 1st, 2nd, and 3rd. The above personnel levels are merely projected authorization levels subject to actual management staffing discretion.

B) LABOR DAY WEEKEND EXTENDED SERVICE STATIONS TO REMAIN OPEN

(A Line) Bay Fair and Coliseum

(C-Line) Concord, Walnut Creek, MacArthur and Oakland 12th Street (13th St Plaza entrance of station only opened for AC transfers)

(L line) Dublin

(R Line) Berkeley and El Cerrito del Norte

(M Line) Daly City, 24th Street, Embarcadero and Powell

(W Line) SFO Airport

II. SATURDAY/MONDAY OVERVIEW: SEPTEMBER 2 & 4 SERVICE ADJUSTMENT

Caltrans Service Support *Modified* Contract Scenario's A & Overnight Contract Scenario C (*At 19:59 the Bay Bridge will be closed until 05:00 Tuesday.*) will be in effect for these dates thus requiring lengthened consists operating both during normal operating hours and extended 24 hour service. The provisions of Caltrans Service Support Scenario C will be activated so as to provide extended hourly "X" service during Bart's normal non-operating hours on Saturday, Sunday and Monday mornings. All extended service trains operated will make stops only at the Caltrans designated stations (see above list).

Caltrans Service Support Scenario A program of consist lengthening during normal operating hours will occur on Saturday and Monday.

A) SATURDAY/MONDAY TRAIN SIZING:

- 1) For early morning Overnight Scenario C hourly service (on all three dates), 260 series trains (Dublin to El Cerrito del Norte) are to be 10 car trains, and 320 series trains (Concord to SFO) to be operated as 10 car trains.
- 2) 1 equipment consist is required from Richmond Yard for the 260 series service and another consist is required from Concord Yard for the 320 series service. 2 consists sets are required, each from Dublin and Daly City Yard (Concord or Richmond cars), for Scenario C service. While Daly City Train Operators will be used in providing extended service, **DO NOT USE A DALY CITY CONSIST IN THE 320 SERIES SERVICE. CONSULT WITH PETE TAMAYO & RSS VEHICLE DESK REGARDING USING CONCORD OR RICHMOND CONSISTS AVAILABLE AT DALY CITY.**
- 3) **During hours of regular Saturday September 1st and Monday September 3rd operation** of Saturday Schedules change the SCRAM for Saturday Service to the consist sizing described below for this date only:

100's to operate weekday SCRAM 8/9/10 car trains

Normal service 200 series trains to be 6-car trains (up from some 3-car trains) for entire day on both Saturday and Monday. Swap 200's with long 400's as 400's tie up at the end of revenue day. Before end of service return long 200's to Richmond and resize 200's back to 6-cars at the end of the normal revenue day.

300 series trains to be normal Saturday SCRAM sizes.

400 series trains to be 8/9-car weekday SCRAM sizes for the entire day.

500 series trains to be 9/10-car weekday SCRAM sizes for the entire day.

B) SEPTEMBER 1 & 2 (Saturday & Sunday) CALTRANS & EVENT TRAINS:

SATURDAY AND MONDAY EVENT TRAIN MATRIX

Staging Trains					Operating Trains			
Qty	Size	Origin	Time	Dest	Revenue Origin	Time	Dest	Comments
1	10	HY	Start 1300	First trip R60	First Trip A30	End 2200	HY	<u>POST A's & CAL PRE/POST</u> 1. A's Post Event – Dest & Turn Point Per OCC and DAS counts – 2. Then Cal Football support SF to R20 pre & post game. Final return destination is Hayward Yard. Loops at Mgt discretion.
2	10	HY	Start 1300	First Trip M90	First Trip A30	End 2200	HY	
3	10	CY	Start 1@ 1130 1@ 1330 1@ 1500	M90	C54	10 hrs each (multiple loops each) 8 hrs	CY	<u>CALTRANS BRIDGE</u> Operates continuously for 10 & 8 hours support bridge closure. Loop destinations at OCC discretion. C-15 Post Cal Game coordination
1	10	DY	Start @ 1500	R20	M90	8 hrs stage K23 (pre & post game loops)	CY	<u>Pre & Post Cal Game Service</u> in support of Caltrans Bridge work. Loop destinations at OCC discretion. C-15 & R20 Post Cal Game staging coordination
4	8/9	RY	Start 1 @ 1705 1 @ 1725 1 @ 1745 1 @ 1805	M90	R60	8 hrs	RY	<u>Pre & Post Cal Game Service</u> Continue 400 service making a loop in support of Caltrans Bridge work. <i>THEN STAGE FOR 2000 POST CAL GAME LOOPS TO M90/M55.</i> Loop destinations at OCC discretion. R20 Post Cal Game staging coordination

1	8/9	RY	Start @ 1400	R20	M90	8 hrs (pre & post game loops)	RY	<u>SATURDAY ONLY Pre & Post Cal Game Service</u> in support of Caltrans Bridge work. Assist in handling detour Amtrak crowds. Loop destinations at OCC discretion. R20 Post Cal Game staging coordination
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CALTRANS BRIDGE PROTECTION TRAINS

Three Caltrans dedicated bridge support trains from Concord are authorized for Saturday and Monday under the Caltrans Service *Modified* Scenario A Program. **However, system DAS counts should be closely monitored and additional trains operated as required by ridership.** 3-CY Caltrans event trains of 10 cars each are to be set for 1130, 1330 and 1500 dispatches with multiple loops made on Saturday September 1 and Monday September 3. Also, on Saturday one Richmond Yard 8/9 car train is scheduled for 1400 to make multiple loops in assisting moving pre-game crowds from SF to Berkeley, with consist staging at OCC discretion for post game service.

A's SATURDAY EVENT TRAINS

Three Baseball event trains are authorized for Saturday from HY to cover the A's 1600 post game crowds (Game Saturday is 1255-1600). Three event trains of 10 cars each are to be set for post game dispatches as determined by OCC and Line Management. These same trains are to accomplish both pre and post game support for the Cal Bear vs. Tennessee (Game Saturday is 1700-2000) in Berkeley.

CAL BEARS EVENT TRAINS

Four Football event trains are authorized for Saturday from HY to both continue the 400 services and cover the Bear's 2000 post game crowds (Game Saturday is 1700-2000). Four event trains of 8/9 cars each are to initially continue operation of the first four 400 lay up trains for another full loop and then stage for post football game dispatches as determined by OCC and Line Management. One Daly City Yard 9/10 car event train is authorized for 1500 to cover both pre and post event crowds. RS&S reports that an extra field technician will be deployed in the Berkeley area to support Cal game traffic.

C) EXTENDED SERVICE SCHEDULES ON SEPTEMBER 1st & 3rd

350 Series Trains

Concord AM Departures: 0100, 0200, 0300, 0400 & 0500

SFO AM Departure: 0039, 0139, 0239, 0339, & 0439

260 Series Trains

El Cerrito del Norte Departures: 0102, 0202, 0302, 0402, & 0502

Dublin Departures: 0045, 0145, 0245, 0345, & 0445

D) OCC

- OCC will need to load already created 24-hour ICSR schedules at 0300. Because of the internal timing of ICSR the schedule special schedules will be created for August 31, September 1, 2 & 3. Friday's weekday schedule will feature special train attached to the end the service day, operating up to a 0259 dispatch time. Likewise, Saturday September 1st, will feature special schedules protecting dispatches from 0300 that date until 0259 on September 2nd. The Sunday schedule for

September 2nd will feature special added schedules starting from a 0300 dispatch that date until 0259 on September 3rd. Monday September 3rd will feature special train dispatches starting from 0300 until the end of the normal revenue day. No special train dispatches are included in the normal ICSR weekday schedules of September 4th.

- *Since dwell exceptions were accomplished in the ICSR schedule, OCC should **not have to** program station run through operation where the stations are closed so that the trains do not stop. Instructional protocols must protect against train door openings at closed stations.*
- Comspecs need to make P/A announcements starting Tuesday August 28, 2007.
- DSS signs to announce the weekend bridge construction. DSS announcements to run four times per hour during the day and six times per hour after 2200 during the week, after 2000 Friday and all day Saturday, Sunday and Monday.
- An additional Train Controller and Comspec have been budgeted to support all night Scenario C service.
- Provide train releases as required at MacArthur after BPD sweeps.
- Protect and assure MacArthur "Grand Meets" of San Francisco bound trains off the C Line with Dublin bound trains off of the R Line from Richmond.
- OCC will need to oversee signage and announcement issues relating to Richmond designed trains terminating revenue service at El Cerrito del Norte.
- OCC will need to protect the deadhead return movements of equipment, per the TM Logs, at the conclusion of the Caltrans early morning extended service.
- OCC will be provided Train Schedule "Manual Load" information packets to safe guard against processing failures of the developed ICS Schedules.

E) TRANSPORTATION

Station Agents

Staff designated stations for the early morning hourly service (Friday night to Saturday start of service, Saturday night to Sunday start of service, and Sunday night to start of Monday service operated on a Saturday schedule). One S/A in single centroids and two S/As in Multi-centroids. At Oakland 12th Street ensure the all station entrances are closed during extended service hours, except for the 13th St. Plaza entrance (middle station entrance). Provide one lunch relief S/A for each line, where required on stations staffed with an 8 hour shift on Sunday morning.

Train Operators

Staff for hourly special service as provided for in the separately furnished TM Log document. The Scenario C (after service hours) Program is "X" service with El Cerrito del Norte to/from Dublin, and Concord to/from SFO. Both Train Operator and consist will return to their home yard at the conclusion of extended service. **Special TM Logs will be available for extend service trains.**

Train Operators need to make announcements as described in the T/O Sign-For. The usual "X" service/transfer announcements are to be made. Train Operators will need to announce that after each station stop only the next selected and specified station stop will be made in their special service schedule. Train Operators of El Cerrito del Norte destined trains need to inform passengers that Richmond service is **NOT** available and coordinate end of line train sweeps with BPD.

Line Support

Additional line support including Foreworkers, Operations Supervisors and System Service workers has been budgeted and needs to coordinate by Line Management.

III. SUNDAY OVERVIEW: SEPTEMBER 2, 2007 SERVICE ADJUSTMENT

Caltrans Service Support Scenario's A (Modified) & C will be in effect for this date thus requiring lengthened consists operating both during normal operating hours and extended 24 hour service. The provisions of Caltrans Service Support Scenario C will be activated so as to provide extended special hourly "X" service during Bart's normal non-operating hours on Sunday morning from 00:01 AM until 8:00 AM. All other extended service trains operated will make stops at Caltrans designated stations only.

Caltrans Service Support *Modified* Scenario A program of consist lengthening during normal operating hours as well as the operation of 2-HY and 2-CY event trains for Caltrans will occur on Sunday, as well as 2 more HY A's post game trains.

A) TRAIN SIZING:

- 1) For early morning Scenario C hourly Sunday service, 260's are to be 10 car trains and 320's to be 10 car trains. 320 series trains from Concord will terminate at SFO until normal services begins, then normal 300 series termination resumes at Daly City. Likewise, 260 series El Cerrito del Norte/Dublin trains operate the extended service hours until approximately 0800 when normal Sunday Richmond, Dublin and Fremont services begin.
- 2) 1 equipment consist is required from Richmond for the 260 series service and another consist is required from Concord Yard for the 320 series service. 2 consists sets are required, each from Dublin and Daly City Yard (Concord cars) for Scenario C service. While two Daly City Train Operators will be used in providing extended service, **DO NOT USE A DALY CITY CONSIST IN THE 320 SERIES CALTRANS SERVICE. CONSULT WITH PETE TAMAYO & RSS VEHICLE DESK REGARDING USING CONCORD OR RICHMOND CONSISTS AVAILABLE AT DALY CITY.**
- 3) During normal hours of Sunday operation change the SCRAM for Sunday Service to the consist sizing described below for this date only:

200 series trains to be 8-car trains (up from some 3-car trains) for the entire day.

300 series trains to be normal Sunday SCRAM sizes.

500 series trains to be 9/10-car trains for the entire day.

A's SUNDAY EVENT TRAINS

On Sunday there will be two trains operated for the immediate benefit of the Caltrans Service from HY. Two morning Caltrans event trains from HY which will can be used later for post A's event service, along with two 1300 HY A's post event trains, making for a total of 4-HY trains available for post event service to the East Bay. See matrix table on next page.

CALTRANS SUNDAY EVENT TRAINS

As demonstrated in the Sunday event matrix, five Caltrans event trains are authorized for Sunday under the Caltrans Service *Modified* Scenario A Program. ***However, system DAS counts should be closely monitored and additional trains operated as required by ridership.*** Caltrans event trains from 2-CY of 10 cars each are to be scheduled for 1130 and 1500 dispatches along with 2-HY 1130 and 1200 dispatches with two loops each on Sunday September 2nd. Additionally, an 1-RY Caltrans event train of 8/9 cars is scheduled for 1400 dispatch, making loops to M90 for 8 hours.

B) SEPTEMBER 2 (Sunday) EVENT TRAINS:

SUNDAY EVENT TRAIN MATRIX

Staging Trains					Operating Trains			Comments
Qty	Size	Origin	Time	Dest	Origin	Time	Dest	
2	9/10	HY	1100 & 1130	A90	A90	1130 & 1200 Dispatch	M90	<u>CALTRANS BRIDGE</u> Service in support of Caltrans Bridge work operating continuously for 8 hours from Fremont to Daly City. Use for A's Post Event as needed at OCC discretion.
2	10	HY	Start 1300	A90	A30	End 2000	HY	<u>Post A's Event</u> – Dest & Turn Point Per OCC and DAS counts – Final destination is Hayward Yard. Continue making additional M90 Loops at Mgt discretion.
2	10	CY	1@ 1130 1@ 1500	M90	C54	8 hrs each (2 loops)	CY	<u>CALTRANS BRIDGE</u> Service in support of Caltrans Bridge work operating continuously for 8 hours. Loop destinations at OCC discretion.
1	10	RY	1@ 1330	M90	M60	8 hrs	RY	<u>CALTRANS BRIDGE</u> Service in support of Caltrans Bridge work operating continuously for 8 hours. Loop destinations at OCC discretion.

C) EXTENDED SERVICE SUNDAY SEPTEMBER 2, 2007 SCHEDULES

320 Series Trains

Concord AM Departures: 0100, 0200, 0300, 0400, 0500, 0600, & 0700

SFO AM Departures: 0039, 0139, 0239, 0339, 0439, 0539, & 0639

(Note: On Sunday September 3rd, only, the first regularly scheduled AM Train #373 will operate 0739 in service from Daly City, making stops at 24th St., Powell, Embarcadero, then proceeding into regular revenue schedule service at West Oakland.)

260 Series Trains

El Cerrito del Norte Departures: 0102, 0202, 0302, 0402, 0502, 0602, & 0702

Dublin Departures: 0045, 0145, 0245, 0345, 0445, 0545, & 0645

(Note: On Sunday September 3rd, only, the first regularly scheduled AM Train #513 will operate 0742 in service from Dublin, run thru Castro Valley then proceeding into regular revenue schedule service stopping at Bay Fair.)

D) OCC

- Same responsibilities and tasks as listed earlier for Saturday and Monday service.

E) TRANSPORTATION

- Same responsibilities and tasks as listed earlier for Saturday and Monday service.

IV. SYSTEM SERVICES REQUIRED DURING THE ENTIRE WEEKEND

A) SPECIAL SERVICE ANNOUNCEMENTS AND SIGNAGE

System special service and station platform display signage announcements will need to be made early on Friday, August 31st and throughout the weekend detailing the overnight services offered by BART on September 1, 2 & 3. Additionally, on September 1, 2 & 3, after operation of the last evening scheduled service trains, special announcements detailing the special extended service needs to be made. Special signage placement is required at Oakland 12th Street Station during hours of extended service.

B) TREASURY (CC319)

- Ensure any required additional servicing or collection of AFC equipment. Provide required support for all night operation of fare collection equipment at designated stations.

C) POWER & MECHANICAL (CC 641)

- Ensure the necessary support of all night operations of escalators and elevators. Two escalator/elevator personnel are requested for downtown San Francisco.

D) WAY & FACILITIES (CC 645)

- Personnel deployed to support all night operations as necessary.

E) SYSTEMS & AFC MAINTENANCE (CC 647 & 621)

- Ensure deployment of sufficient resources so as to support all night revenue train operation.

F) ROLLING STOCK & SHOPS (CC 635 & 636)

- Four Mainline Tech's have been budgeted to support all night service
- Staff OCC Tango Papa during hours of extended operation
- ETs and TVMs as necessary
- Protect end of line train cleaning during extended service hours (Richmond and Daly City crews).

G) SYSTEM SERVICE

- Provide the budgeted work force to support facility operations.

H) BART PD (CC 731)

Fourteen officers have been budgeted to support the all night service. The Grand Meet at MacArthur will be repeated hourly. For the traditional MacArthur 12:45 AM Grand Meet, BPD Officers have advised that they will sweep the train as usual. **However, for the remainder of the early morning service Grand Meets, no BPD hold for sweep will be in effect and OCC is free to release trains for dispatch after transfer of passengers.** At El Cerrito del Norte BPD Officers are requested to sweep each train terminating there since revenue passengers will NOT be carried to Richmond. *(NOTE: Trains destined to El Cerrito del Norte will carry Richmond destination signage due to technical support issues.)*

I) MARKETING & RESEARCH/MEDIA & PUBLIC AFFAIRS

- Coordinate activities with Caltrans outreach contact Bart Ney (510-224-6499) or expenditure requests with Caltrans Contract Manager Becky Frank (510-286-5536)
- Provide rider information alert documents as deemed necessary.

J) CALTRANS 24 HOUR EVENT CONTACTS AND AC TRANSIT SERVICES

- Caltrans will continuously staff a 24 Hour Command Center, at the TransBay Terminal, starting at 2359 on September 1 and ending at about 0500 September 5th.
- OCC and the Caltrans Commanded center will exchange confidential contact phone numbers.
Caltrans has agreed to provide OCC will periodic construction updates until the bridge is reopened on Tuesday, Septemeber 4th at 5 AM.
- Caltrans 24 hour contacts during bridge closure service are:
Margena Wade 415-286-1553
Bart Ney 510-224-6499
Becky Frank 707-318-0495
- BART Operations Planning Department (pager 510-899-2350) will be available all weekend for any questions concerning the service plan.
- AC Bus Operations Communication Desk (Disp.) 510-891-4901. AC Transportation Supervisor will be on site at the AC Oakland 12th Street Bus Stop for each hourly BUS "PULSE" occurring at 25 minutes after the hour. BART Transportation Notice advises that "Night Rider" Foreworker will initially be available at 12th Street Station.

H) CCJPA/Amtrak Richmond Station Issues

During the hours of the Bay Bridge closure, CCJA/Amtrak staff will be assisting their own passengers in the providing of BART tickets for substitute transportation between Embarcadero and Richmond Stations in both directions. Since Amtrak trains are scheduled to operate within the normal service hours of Richmond Station, no extension the open hours of service is planned for this station. **However, in the unlikely event of a late Amtrak train arriving at Richmond Station BART/CCJA Operations Officer Carl Malvo will be coordinating any special request to OCC for the opening of the station gates at Richmond and the operation of a train to this station to pick up late Amtrak patrons. In the event of a request for late night after hours station opening, only the station gates need to opened for passage of the Amtrak passengers and BART train movement arranged to Richmond.** As all BART tickets distributed to Amtrak passengers are to be directly handled by CCJPA/BART staff on site, no BART ticket machine transaction will be conducted. **THE RICHMOND STATION IS NOT TO BE OPENED FOR THE GENERAL PUBLIC AND IS TO BE OPENED ONLY FOR THE BENEFIT OF LATE AMTRAK PASSENGERS.** OCC should coordinate any temporary station gate openings with the Line Supervisor, Night Rider Foreworker and BPD, for their handling.