

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

BOARD MEETING AGENDA

December 15, 2011

9:00 a.m.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, December 15, 2011, in the BART Board Room, Kaiser Center 20th Street Mall – Third Floor, 344 – 20th Street, Oakland, California.

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

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

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

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

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

Rules governing the participation of the public at meetings of the Board of Directors and Standing Committees are available for review on the District's website (<http://www.bart.gov/about/bod>), in the BART Board Room, and upon request, in person or via mail.

Meeting notices and agendas are available for review on the District's website (<http://www.bart.gov/about/bod/meetings.aspx>), and via email or via regular mail upon request. Complete agenda packets (in PDF format) are available for review on the District's website no later than 48 hours in advance of the meeting. Those interested in being on the mailing list for meeting notices (email or regular mail) can do so by providing the District Secretary with the appropriate address.

Please submit your requests to the District Secretary via email to BoardofDirectors@bart.gov; in person or U.S. mail at 300 Lakeside Drive, 23rd Floor, Oakland, CA 94612; fax 510-464-6011; or telephone 510-464-6083.

Kenneth A. Duron
District Secretary

Regular Meeting of the
BOARD OF DIRECTORS

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

1. CALL TO ORDER

- A. Roll Call.
- B. Pledge of Allegiance.
- C. Introduction of Special Guests.
2011 Holiday Toy Drive Benefiting Monument Community Partners.

2. CONSENT CALENDAR

NO ITEMS.

3. ADMINISTRATION ITEMS

Director Blalock, Chairperson
NO ITEMS.

4. ENGINEERING AND OPERATIONS ITEMS

Director Fang, Chairperson

- A. District Signage Program.
 - i. District Signage Program Update.* For information.
 - ii. Change Order to Contract 59EA-110, San Francisco Bay Area Transit Hub Signage Improvement, with L C General Engineering & Construction, Inc., for Additional Signage and Associated Work (C.O. No. 2).* Board requested to authorize.

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

Director Murray, Chairperson

- A. Alameda County Transportation Commission Transportation Draft Expenditure Plan: BART Projects / Programs.* (Director Blalock's request.) Board requested to authorize.

6. GENERAL MANAGER'S REPORT

NO REPORT.

7. BOARD MATTERS

- A. Board Member Reports. For information.
- B. Roll Call for Introductions.
(An opportunity for Board members to introduce a matter for consideration at a future Committee or Board Meeting or to request District staff to prepare items or reports.)
- C. Election of Officers.
 - 1. President.
 - 2. Vice President.

8. GENERAL DISCUSSION AND PUBLIC COMMENT

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Memorandum

TO: Board of Directors **DATE:** December 9, 2011
FROM: General Manager
SUBJECT: E&O Agenda Item 4.A.i: District Signage Program Update – For Information

At the December 15, 2011 Board of Directors meeting, the District Architect will provide an overview of BART's Wayfinding and Signage Improvement Program and its progress to date.


Grace Crunican

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Wanda Delaney</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the Board		
DATE: c <i>12/7/11</i>		BOARD INITIATED ITEM: No		
Originator/Prepared by: Ersten Y Imaoka Dept M & E <i>Ersten Imaoka</i> Signature/Date: <i>12/5/11</i>	General Counsel <i>Andreea Rawas</i> <i>12/5/11</i> []	Controller/Treasurer <i>[Signature]</i> []	District Secretary []	BARC <i>Paul C. Crossen</i> <i>12/7/11</i> []

TITLE:

Award Change Order No. 2 to Contract No. 59EA-110, San Francisco Bay Area Transit Hub Signage Improvement

NARRATIVE:

PURPOSE: To authorize the General Manager to execute Change Order No. 2 to Contract No. 59EA-110, San Francisco Bay Area Transit Hub Signage Improvement, to L C General Engineering & Construction, Inc.

DISCUSSION: The Board of Directors authorized the General Manager to award Contract No. 59EA-110 to L C General Engineering & Construction, Inc. on April 14, 2011. The scope of work for the Contract includes designing, furnishing and installing wayfinding improvements at 11 transit hubs in the San Francisco Bay Area. Contract No. 59EA-110 in the amount of \$2,613,385 was executed on June 13, 2011. Change Order No. 2 will add the Daly City Station to the list of transit hubs receiving signage.

Change Order No.1 was a no-cost, no time extension change order.

Change Order No. 2 will enable L C General Engineering & Construction, Inc. to provide wayfinding signage in Daly City Station, provide wayfinding signage outside of BART property in the cities of Daly City and San Francisco to guide patrons to the Daly City Station, mobilization, demolition, excavation, site preparation, traffic control and maintenance during construction, and miscellaneous and incidental work. Staff has determined that there is a significant cost savings in doing this additional work pursuant to a Change Order rather than going out to bid on a new contract because L C General Engineering & Construction, Inc's. bid prices for these items were the lowest of all Bidders on the original Contract. In addition, staff costs to prepare, advertise and award another contract would be far greater than the cost to issue a Change Order.

Funding for Change Order No. 2 was secured in Program Supplement Agreement #04A0076-10 after Contract No. 59EA-110 was awarded. Agreement #04A0076-10 provides for state funding in the amount of \$800,000 with the condition that a third party construction or procurement contract be awarded by December 30, 2011. Staff has negotiated the price of Change Order No. 2 to the amount of \$666,709. Staff therefore requests that the General Manager be given authority to execute Change Order No. 2 to Contract No. 59EA-110 in the agreed amount of \$666,709.

Pursuant to Board Rule 5-2.4, Change Orders involving expenditures greater than \$200,000 require Board approval. The Procurement Department will review this Change Order prior to execution for compliance with procurement guidelines. The Office of the General Counsel will

approve this Change Order as to form prior to execution.

Staff has determined that the work of Change Order No. 2 is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Title 14 California Code of Regulations Section 15311, for the placement of minor structures accessory to an existing facility, including on-premises signage.

FISCAL IMPACT: Funding in the amount of \$666,709 for award of Change Order No. 2 is included in the total Project budget for 59EN000 - HUB SIGNAGE - DALY CITY. The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation. As of December 4, 2011, \$800,000 is available for this Project from the following source:

F/G 5501 – STATE PTA - DALY CITY STATION ACCESS IMPROVE \$800,000.00

BART has expended \$0, committed \$0, and reserved \$0 to date for other actions in this Project. This action will commit \$666,709, leaving an available fund balance of \$133,291 in this Project.

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

ALTERNATIVE: The alternative is to not award Change Order No. 2, which would result in the loss of the \$800,000 of state funding if not committed by December 30, 2011.

RECOMMENDATION: Adoption of the following motion:

MOTION: The General Manager is authorized to execute Change Order No. 2 to Contract No. 59EA-110, San Francisco Bay Area Transit Hub Signage Improvement, to L C General Engineering & Construction, Inc., for the negotiated amount of \$666,709.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Memorandum

TO: Board of Directors **DATE:** December 9, 2011
FROM: General Manager
SUBJECT: Alameda County Transportation Commission Transportation draft
Transportation Expenditure Plan: BART Projects and Programs

At the December 15th meeting of the Board of Directors, staff will present information on the Alameda County Transportation Commission's (ACTC) proposed Transportation Expenditure Plan. ACTC released their Preliminary Draft Expenditure Plan Investments package on November 8. If ACTC's proposed sales tax measure package is approved, ACTC projects that \$7.7 billion in new revenue will be generated from 2012 to 2042.

At the December 1st meeting of the BART Board of Directors, BART staff presented information regarding the draft Transportation Expenditure Plan, including a description of the proposed measure, the various funding categories identified in the expenditure plan, and proposed expenditures in those categories, including the proposed allocations to BART.

There have been ongoing discussions with ACTC Staff regarding the draft plan, and BART staff will be updating the Board of Directors on the status of the draft plan and the proposed schedule for public comment. Attached for your information is the list of the proposed ACTC program, as well as a letter Carter Mau sent to ACTC earlier in the process.

If you have any questions, please feel free to contact Carter Mau at 510-464-6194.



Grace Crunican

Attachments

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Transit & Specialized Transit (45%)	Mass Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,238.43	16%
		ACE	\$77.40	1%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including potential youth transit pass program	\$197.85	2.54%
	Transit Program for Students and Youth	3-year Access to School Pilot Program	\$15.00	0.19%
		Sub-total	\$1,625.43	21%
	Specialized Transit For Seniors and Persons with Disabilities	Non-Mandated (to Planning Areas)	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Gap Grants	\$77.40	1.0%
		Sub-total	\$774.01	10%
	Bus Transit Efficiency and Priority	Grand Macarthur BRT	\$6.00	
		City of Alameda to Fruitvale BART BRT	\$9.00	
		AC Transit East Bay Bus Rapid Transit Projects in Alameda County	\$10.00	
		College/Broadway Corridor: Transit Priority + Broadway Streetcar	\$10.00	
		Sub-total	\$35.00	
	BART System Modernization and Expansion	Irvington BART Station	\$120.00	
		Bay Fair BART/BART Metro Capacity Enhancement	\$100.00	
		BART Station Modernization and Capacity Improvements	\$90.00	
		BART to Livermore Phase I	\$400.00	
		Sub-total	\$710.00	
	Regional Rail Enhancements	Dumbarton Rail Corridor Phase I	\$120.00	
		Union City Passenger Rail Station	\$75.00	
		Freight Railroad Corridor Right of Way Preservation and Track Improvements	\$120.00	
		Capitol Corridor Service Expansion	\$40.00	
Sub-total		\$355.00		
	TOTAL	\$3,499.45	45%	

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include provisions for geographic equity.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds	
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety	North County Example Projects		10%	
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; East 14th Street			
		Central County Example Projects			
		Crow Canyon Road Safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation			
		South County Example Projects			
		East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont; Central Ave overpass; Thornton Ave widening; Newark LS&R			
		East County Example Projects			
		Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction			
		Sub-total			\$639.00
		Freight Corridors of Countywide Significance			
		Outer Harbor Intermodal Terminal			
		7th Street Grade Separation and Roadway Improvement			
		Truck Routes serving the Port of Oakland			
		Sub-total			\$161.00
		Direct Allocation to Cities and County			Local streets and roads program
TOTAL		\$2,348.03	30%		

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

*This includes \$30 million for San Leandro local streets and roads improvements

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.00	8%
		I-80 Ashby Interchange improvements	\$52.00	
		Sub-total	\$76.00	
	I-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		Sub-total	\$132.00	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2)	\$28.0	
		Sub-total	\$48.00	
	I-680 Improvements	I-680 HOT/HOV Lane from Route 84 to Alcosta	\$60.00	
		Sub-total	\$60.00	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway Jackson Interchange and circulation improvements	\$75.0	
		Whipple Road / Industrial Parkway Southwest Interchange improvements	\$60.0	
I-880 Industrial Parkway Interchange improvements		\$44.0		
I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation		\$85.0		
Sub-total	\$284.00			
Highway Capital Projects	Sub-total	\$600.00		
Freight & Economic Development	Freight and economic development program	\$77.40	1%	
TOTAL		\$677.40	9%	
Bicycle and Pedestrian (8%)	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.00	3%
		Bike and Pedestrian direct allocation to Cities and County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	TOTAL	\$651.0	8%	

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Sustainable Land Use & Transportation (7%)	Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments	North County Example Projects*		4%
		Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements		
		Central County Example Projects		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape; South Hayward BART Station Area		
		South County Example Projects		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		East County Example Projects		
		West Dublin and Downtown Dublin TOD		
		Sub-total		
	Sustainable Transportation Linkages Program	Sustainable Transportation Linkages Program	\$232.20	3%
TOTAL			\$532.20	7%
Technology (1%)	Technology, Innovation, and Development	Technology, Innovation, and Development program	\$77.40	1%
TOTAL NEW NET FUNDING (2013-42)			\$7,786	

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

* Preliminary allocation of North County Funds subject to change by the Alameda CTC Board of Directors: Coliseum BART Area \$40 M, Broadway Valdez \$20M, Lake Merritt \$20 M, West Oakland \$20 M, Eastmont Mall \$20 M, 19th Street \$20 M, MacArthur \$20 M, Ashby \$18.5 M, Berkeley Downtown \$20 M.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2011

November 16, 2011

Bob Franklin
PRESIDENT

John McPartland
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Mr. Arthur L. Dao, P.E.
Executive Director
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Robert Raburn
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Dear Art,

The San Francisco Bay Area Rapid Transit (BART) District appreciates the opportunity to review the Alameda County Transportation Commission (Alameda CTC) Preliminary Draft Transportation Expenditure Plan (TEP) investments (Nov. 8, 2011). The TEP is a robust and ambitious plan, which prioritizes sustainable communities and invests in transit and alternative modes of travel. We appreciate your leadership and the proactive efforts to improve sustainable transportation in Alameda County.

BART has the following comments on the Preliminary Draft TEP:

1) Station Modernization and Capacity Improvements. \$90M will begin to fund some of BART's station and capacity improvements; however, the need in Alameda County is much greater. Reinvestment in BART's 40-year-old stations in Alameda County is crucial to supporting the emerging Sustainable Communities Strategy (SCS) and Priority Development Areas (PDA's) in Alameda County. Local jurisdictions and the Alameda CTC anticipate substantial growth and land use change in transit-oriented development (TOD) around BART stations and trunk line bus routes. The Alameda CTC's polling indicates "modernizing aging BART stations" is an investment that is supported by the public (5.08 on a scale of 7.0). Part of the station modernization program includes overhaul or replacement of BART's escalators and elevators. As we discussed, in order to meet some of the modernization and capacity needs at the BART stations, it would be helpful if these types of improvements could also be funded from the Priority Development Area (PDA) / Transit-Oriented Development (TOD) Infrastructure category. BART is appreciative of the Alameda CTC's important contribution to advance PDA/TOD implementation. However, good TOD does not stop at the BART faregate. To ensure that these TOD's and PDA's are truly effective, guidelines for the category need to make it clear that BART is an eligible recipient of the PDA/TOD funds, and that the cities and BART need to work cooperatively to determine the investment of these funds for the specific station TODs and PDAs.

2) Irvington Station Funding. - The City of Fremont and BART have been working cooperatively to advance the Irvington infill BART Station. Per agreement, The City is to seek the use of redevelopment funding to build the station. While we understand that the availability of redevelopment funding is still uncertain, if funds for the Irvington station are found from another source other than the Alameda CTC funding, we

respectfully request that the funding in the draft expenditure plan be directed for BART's infrastructure needs, such as station modernization or the Hayward Maintenance Complex, rather than reverting back into the expenditure plan general fund for redistribution.

3) Hayward Maintenance Complex (HMC). The Hayward Maintenance Complex (HMC) is critical to ensure that BART can provide reliable and efficient transit service in Alameda County. HMC supports the replacement of BART's railcar fleet. HMC facilities will improve BART's ability to accommodate growing demand for additional BART core ridership and future service, including Warm Springs, Berryessa, and SVRT Expansion projects. This project has some local match funding, but requires additional funding to advance.

4) Transit Operating Funds. The draft expenditure plan does not include any operational funding for BART. While BART's capital needs (especially reinvestment) has traditionally been a priority, BART does not cover all of its ongoing annual operating costs from the farebox. In addition, if BART is to extend high-capacity transit service further into the Tri-Valley area, an additional operating subsidy would be required to cover the additional operation and maintenance costs not covered by the farebox for that project. Therefore, some of the Transit Operating funds should be designated to BART for its ongoing and future operating costs.

5) Consistency with Transit Sustainability Project / Fare Transfer Barrier. MTC is anticipated to provide conclusions and recommendations from its Transit Sustainability Project (TSP) early in 2012. One of their focus areas is the Inner East Bay, in order to optimize transit network performance. Use of transit operating funds by all operators should be consistent with the findings of the TSP. Furthermore, pending the results of the TSP, Alameda CTC should consider how the fare transfer barrier between BART and AC Transit (and other operators, as need be) could be mitigated, potentially with Alameda CTC transit operating funds. This is relevant not only to develop a more robust and seamless transit network, but also because in the past, many TOD projects have requested funding for the replacement of BART commuter parking. This presents a substantial financial challenge to TOD implementation. Reducing the fare transfer barrier could provide a robust substitute investment, and meet many other Alameda CTC objectives.

6) East Bay Paratransit - BART funds. The increase from 5.6% to 6% for East Bay Paratransit is greatly needed and appreciated, but as the demand for mandated ADA paratransit is increasing, these funds will provide a small percent of the total need. BART supports the 4.5% for AC transit; however, since BART is responsible for, and pays for 31% of the costs of East Bay Paratransit, we request that our share be increased from 1.5% of the total funds to 2.02% to reflect our percentage share. This would bring the total share for Mandated East Bay Paratransit to 6.52%. We understand this would require some of the non-mandated and/or gap grant funding share be decreased; however, as BART and AC are required to provide the ADA service for the County, and the other is supplementary and optional, we believe the funding should reflect the proportional share of the responsibility.

Sincerely,

A handwritten signature in black ink, appearing to read "Carter Mau". The signature is fluid and cursive, written over the printed name.

Carter Mau
Executive Manager
Planning and Budget

cc: Board Appointed Officers
Deputy General Manager
Executive Staff