

Cal OES #		FIPS #		VS#		Subaward #	
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CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES GRANT SUBAWARD FACE SHEET

The California Governor's Office of Emergency Services (Cal OES) hereby makes a Grant Subaward of funds to the following:

- 1. Subrecipient:** San Francisco Bay Area Rapid Transit District (BART) **1a. DUNS#:** 047409107
- 2. Implementing Agency:** San Francisco Bay Area Rapid Transit District (BART) **2a. DUNS#:** 047409107
- 3. Implementing Agency Address:** 300 Lakeside Drive Oakland 94604-2688
(Street) (City) (Zip+4)
- 4. Location of Project:** Oakland Alameda 94604-2688
(City) (County) (Zip+4)
- 5. Disaster/Program Title:** Community Power Resiliency Allocation to Special Districts Program **6. Performance Period:** _____ **to** _____
Period: (Start Date) (End Date)
- 7. Indirect Cost Rate:** _____ **Federally Approved ICR (if applicable):** 33%

Item Number	Grant Year	Fund Source	A. State	B. Federal	C. Total	D. Cash Match	E. In-Kind Match	F. Total Match	G. Total Cost
8.	2021	PSPS	\$300,000						\$300,000
9.	Select	Select							
10.	Select	Select							
11.	Select	Select							
12.	Select	Select							
Total	Project	Cost	\$300,000		\$300,000				\$300,000

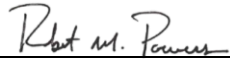
13. Certification - This Grant Subaward consists of this title page, the application for the grant, which is attached and made a part hereof, and the Assurances/Certifications. I hereby certify I am vested with the authority to enter into this Grant Subaward, and have the approval of the City/County Financial Officer, City Manager, County Administrator, Governing Board Chair, or other Approving Body. The Subrecipient certifies that all funds received pursuant to this agreement will be spent exclusively on the purposes specified in the Grant Subaward. The Subrecipient accepts this Grant Subaward and agrees to administer the grant project in accordance with the Grant Subaward as well as all applicable state and federal laws, audit requirements, federal program guidelines, and Cal OES policy and program guidance. The Subrecipient further agrees that the allocation of funds may be contingent on the enactment of the State Budget

14. CA Public Records Act - Grant applications are subject to the California Public Records Act, Government Code section 6250 et seq. Do not put any personally identifiable information or private information on this application. If you believe that any of the information you are putting on this application is exempt from the Public Records Act, please attach a statement that indicates what portions of the application and the basis for the exemption. Your statement that the information is not subject to the Public Records Act will not guarantee that the information will not be disclosed.

15. Official Authorized to Sign for Subrecipient:

Name: Robert Powers Title: General Manager

Payment Mailing Address: 300 Lakeside Drive City: Oakland Zip Code+4: 94604-2688

Signature:  Date: 10/29/2020

16. Federal Employer ID Number: 001-91000

(FOR Cal OES USE ONLY)

I hereby certify upon my personal knowledge that budgeted funds are available for the period and purposes of this expenditure stated above.

(Cal OES Fiscal Officer) (Date)

(Cal OES Director or Designee) (Date)

PROJECT CONTACT INFORMATION

Subrecipient: _____ Subaward #: _____

Provide the name, title, address, telephone number, and e-mail address for the project contacts named below.

1. The **Project Director** for the project:

Name: _____ Title: _____
Telephone #: _____ Email Address: _____
Address/City/Zip + 4: _____

2. The **Financial Officer** for the project:

Name: _____ Title: _____
Telephone #: _____ Email Address: _____
Address/City/Zip + 4: _____

3. The **person** having **Routine Programmatic** responsibility for the project:

Name: _____ Title: _____
Telephone #: _____ Email Address: _____
Address/City/Zip + 4: _____

4. The **person** having **Routine Fiscal** responsibility for the project:

Name: _____ Title: _____
Telephone #: _____ Email Address: _____
Address/City/Zip + 4: _____

5. The **Executive Director** of a Community Based Organization or the **Chief Executive Officer** (i.e., chief of police, superintendent of schools) of the implementing agency:

Name: _____ Title: _____
Telephone #: _____ Email Address: _____
Address/City/Zip + 4: _____

6. The **Official Designated** by the Governing Board to enter into the Grant Subaward for the City/County or Community-Based Organization, as stated in Section 15 of the Grant Subaward Face Sheet:

Name: _____ Title: _____
Telephone #: _____ Email Address: _____
Address/City/Zip + 4: _____

7. The **Chair** of the **Governing Body** of the Subrecipient:

Name: _____ Title: _____
Telephone #: _____ Email Address: _____
Address/City/Zip + 4: _____

SIGNATURE AUTHORIZATION

Subaward #: _____

Subrecipient: San Francisco Bay Area Rapid Transit District (BART)

Implementing Agency: San Francisco Bay Area Rapid Transit District (BART)

*The **Project Director** and **Financial Officer** are **REQUIRED** to sign this form.

***Project Director:** Christopher Wasilewski

***Financial Officer:** Nikhila Pai

Signature: 

Signature: _____

Date: 10.28.2020

Date: _____

The following persons are authorized to sign for the **Project Director**

The following persons are authorized to sign for the **Financial Officer**

Signature

Signature

Printed Name

Printed Name

Signature

Signature

Printed Name

Printed Name

Signature

Signature

Printed Name

Printed Name

Signature

Signature

Printed Name

Printed Name

Signature

Signature

Printed Name

Printed Name

CERTIFICATION OF ASSURANCE OF COMPLIANCE

I, _____ hereby certify that
(official authorized to sign Subaward; same person as Section 15 on Subaward Face Sheet)

Subrecipient: _____

Implementing Agency: _____

Project Title: _____

is responsible for reviewing the *Subrecipient Handbook* and adhering to all of the Subaward requirements (state and/or federal) as directed by Cal OES including, but not limited to, the following areas:

I. Federal Grant Funds

Subrecipients expending \$750,000 or more in federal grant funds annually are required to secure an audit pursuant to OMB Uniform Guidance 2 CFR Part 200, Subpart F and are allowed to utilize federal grant funds to budget for the audit costs. See Section 8000 of the Subrecipient Handbook for more detail.

- The above named Subrecipient receives \$750,000 or more in federal grant funds annually.
- The above named Subrecipient does not receive \$750,000 or more in federal grant funds annually.

II. Equal Employment Opportunity – (Subrecipient Handbook Section 2151)

It is the public policy of the State of California to promote equal employment opportunity (EEO) by prohibiting discrimination or harassment in employment because of race, color, religion, religious creed (including religious dress and grooming practices), national origin, ancestry, citizenship, physical or mental disability, medical condition (including cancer and genetic characteristics), genetic information, marital status, sex (including pregnancy, childbirth, breastfeeding, or related medical conditions), gender, gender identity, gender expression, age, sexual orientation, veteran and/or military status, protected medical leaves (requesting or approved for leave under the Family and Medical Leave Act or the California Family Rights Act), domestic violence victim status, political affiliation, and any other status protected by state or federal law. **Cal OES-funded projects certify that they will comply with all state and federal requirements regarding equal employment opportunity, nondiscrimination and civil rights.**

Please provide the following information:

Equal Employment Opportunity Officer: _____

Title: _____

Address: _____

Phone: _____

Email: _____

III. Drug-Free Workplace Act of 1990 – (Subrecipient Handbook, Section 2152)

The State of California requires that every person or organization subawarded a grant or contract shall certify it will provide a drug-free workplace.

IV. California Environmental Quality Act (CEQA) – (Subrecipient Handbook, Section 2153)

The California Environmental Quality Act (CEQA) (*Public Resources Code, Section 21000 et seq.*) requires all Cal OES funded projects to certify compliance with CEQA. Projects receiving funding must coordinate with their city or county planning agency to ensure that the project is compliance with CEQA requirements.

V. Lobbying – (Subrecipient Handbook Section 2154)

Cal OES grant funds, grant property, or grant funded positions shall not be used for any lobbying activities, including, but not limited to, being paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any federal grant, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal grant or cooperative agreement.

VI. Debarment and Suspension – (Subrecipient Handbook Section 2155)

(This applies to federally funded grants only.)

Cal OES-funded projects must certify that it and its principals are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of federal benefits by a state or federal court, or voluntarily excluded from covered transactions by any federal department of agency.

VII. Proof of Authority from City Council/Governing Board – (Subrecipient Handbook Section 1350)

The above-named organization (Applicant) accepts responsibility for and will comply with the requirement to obtain a signed resolution from the city council/governing board in support of this program. The applicant agrees to provide all matching funds required for said project (including any amendment thereof) under the Program and the funding terms and conditions of Cal OES, and that any cash match will be appropriated as required. It is agreed that any liability arising out of the performance of this Subaward, including civil court actions for damages, shall be the responsibility of the grant Subrecipient and the authorizing agency. The State of California and Cal OES disclaim responsibility of any such liability. Furthermore, it is also agreed that grant funds received from Cal OES shall not be used to supplant expenditures controlled by the city council/governing board.

The applicant is required to obtain written authorization from the city council/governing board that the official executing this agreement is, in fact, authorized to do so. The applicant is also required to maintain said written authorization on file and readily available upon demand.

VIII. Civil Rights Compliance

The Subrecipient complies will all laws that prohibit excluding, denying or discriminating against any person based on actual or perceived race, color, national origin, disability, religion, age, sex, gender identity, and sexual orientation in both the delivery of services and employment practices and does not use federal financial assistance to engage in explicitly religious activities.

All appropriate documentation must be maintained on file by the project and available for Cal OES or public scrutiny upon request. Failure to comply with these requirements may result in suspension of payments under the grant or termination of the grant or both and the Subrecipient may be ineligible for subaward of any future grants if the Cal OES determines that any of the following has occurred: (1) the Subrecipient has made false certification, or (2) violates the certification by failing to carry out the requirements as noted above.

CERTIFICATION

I, the official named below, am the same individual authorized to sign the Grant Subaward [Section 15 on Grant Subaward Face Sheet], and hereby swear that I am duly authorized legally to bind the contractor or grant Subrecipient to the above described certification. I am fully aware that this certification, executed on the date and in the county below, is made under penalty of perjury under the laws of the State of California.

Authorized Official's Signature: Robert M. Powers

Authorized Official's Typed Name: _____

Authorized Official's Title: _____

Date Executed: _____

Federal Employer ID #: _____ Federal DUNS # _____

Current System for Award Management (SAM) Expiration Date: _____

Executed in the City/County of: _____

AUTHORIZED BY: (not applicable to State agencies)

City Financial Officer

County Financial Officer

City Manager

County Manager

Governing Board Chair

Signature: Joseph S. Sims

Typed Name: _____

Title: _____

Subrecipient: _____ Subaward #: _____

Budget Narrative

The San Francisco Bay Area Rapid Transit District (BART) requests \$300,000 of grant funding under the Community Power Resiliency program to support the priority procurement of up to three portable generators as an integral part of its broader power resiliency activities. BART intends to purchase both 275 kilowatt and 200 kilowatt portable generators along with generator accessories totaling \$300,000 to support specific circuits serving critical loads within BART's system. The specifications of these generators have been completed and finalized; therefore, grant funding would be applied directly to the procurement cost of the portable generators and their accessories. The accessories may include cables, connectors and load banks.

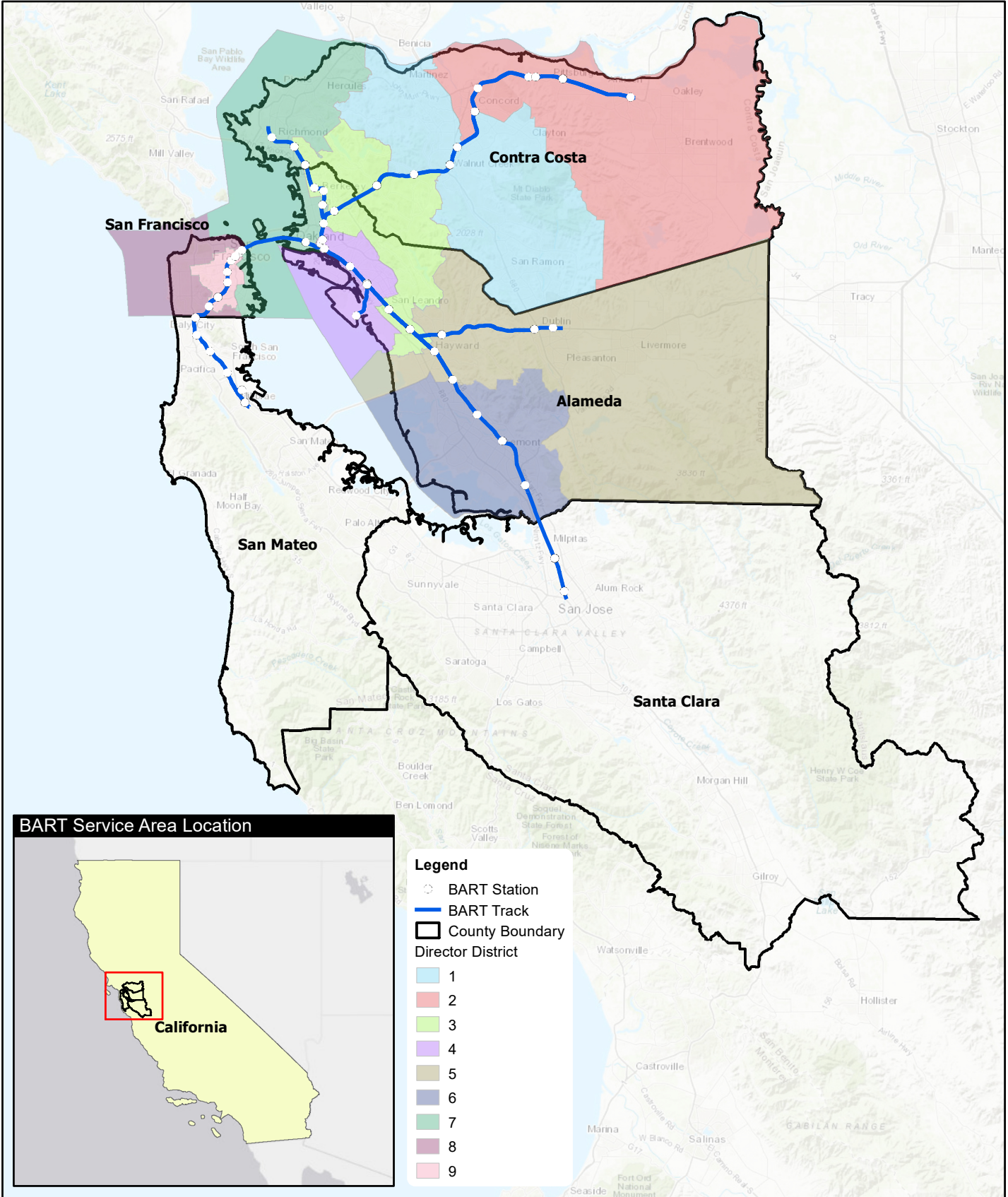
Generator back-up is currently required at locations vulnerable to de-energization under Pacific Gas and Electric's (PG&E) Public Safety Power Shutoff Program, rotating outages implemented at the direction of the California ISO, BART and/or PG&E-owned equipment failures, and prolonged PG&E maintenance activities to implement various resiliency upgrades to its distribution network. Power shutoffs and outages have a direct impact to public safety and transportation as well as BART transit operations. Portable generators procured by this project are specified to serve critical loads, including passenger stations, essential equipment and infrastructure for train operations.



BART Five (5) County Service Area

EGIS - Enterprise Geographic Information System

Date: 10/30/2020



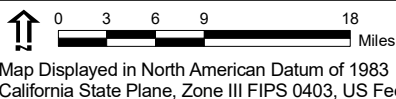
BART Service Area Location



Legend

- BART Station
- BART Track
- County Boundary
- Director District**
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

Data provided by numerous sources:
 BART, USGS, ABAG, Esri, City & County of San Francisco, Alameda County, Contra Costa County, San Mateo County, and Santa Clara County

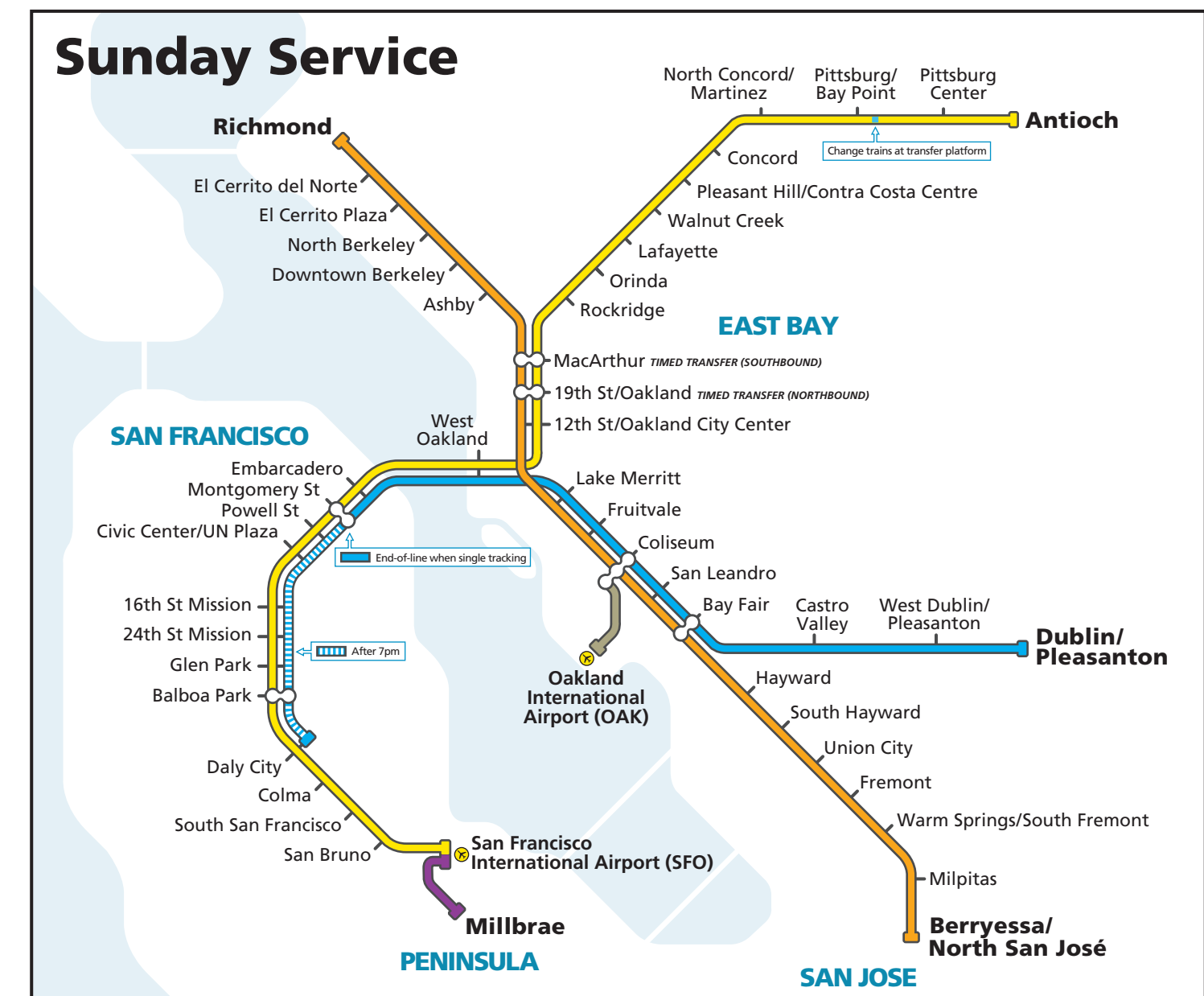
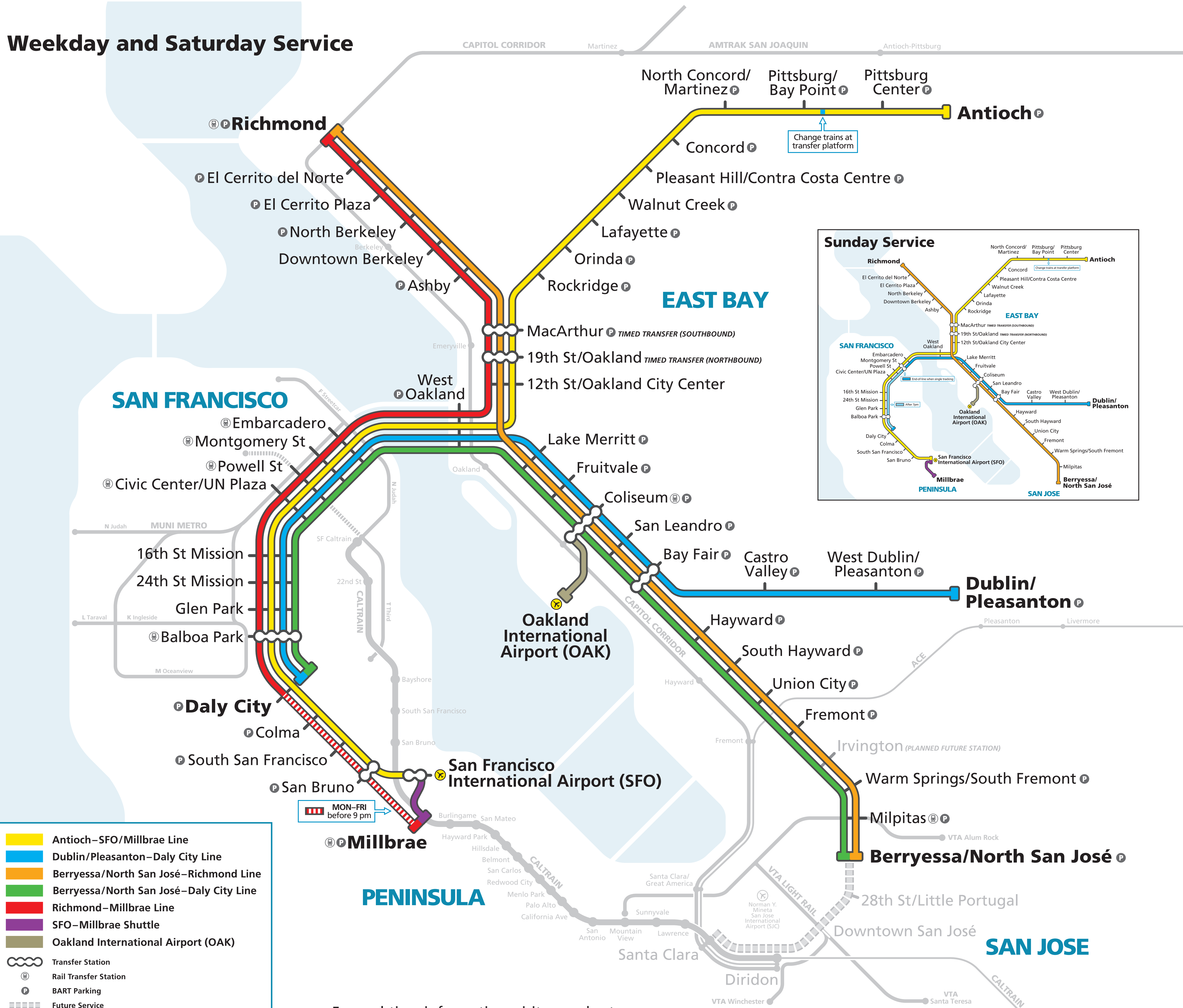


San Francisco Bay Area Rapid Transit District
 EGIS - BART Office of the CIO
 300 Lakeside Dr. 11th Floor, Oakland, CA 94612

BART System Map



Weekday and Saturday Service



- Antioch-SFO/Millbrae Line
- Dublin/Pleasanton-Daly City Line
- Berryessa/North San José-Richmond Line
- Berryessa/North San José-Daly City Line
- Richmond-Millbrae Line
- SFO-Millbrae Shuttle
- Oakland International Airport (OAK)
- Transfer Station
- Rail Transfer Station
- BART Parking
- Future Service

For real-time information, visit www.bart.gov



2020

BART: The Bay Area's Transportation Backbone

BART has been the backbone of the Bay Area's transportation system for more than four decades. The agency continues to be critical to sustaining the Bay Area's economy and is now playing a vital role in the region's response to the coronavirus (COVID-19). Like transit agencies across the nation, BART saw a dramatic decline in ridership due to the impacts of the virus. Despite that, BART continued to offer regular service for essential workers. Now BART is moving forward with restoring ridership to recent levels and rebuilding the system to meet the increasing ridership demands projected over the next 40 years.

Infrastructure Revitalization

Thanks in large part to voter-approved Measure RR, there are now more infrastructure rebuilding projects happening in the BART system than at any point in the agency's history. Measure RR provides \$3.5 billion to rebuild the BART system. Critical work is underway to replace aging equipment, which in many cases, has been in place since the system first began service in 1972. As of calendar year 2019, crews were working on a total of 141 projects. They included, replacing 32 miles of worn rail; 23 track switches, which trains use to move from one line to another; and six miles of 34.5kV electrical cable to ensure trains have a reliable source of electricity. These major upgrades have resulted in an improved rider experience, which has helped boost BART's customer on-time performance to 92%.

Fleet of the Future Rollout

BART is continuing to add new cars as it moves on from its legacy trains to the Fleet of the Future. As of March 2020, BART had 96 new cars in service. Fleet of the Future trains are now operating on all five service lines. The official BART app and station platform signs provide real-time information on where riders can find Fleet of the Future trains. Bombardier, which is making the new cars, is opening a new plant in Pittsburg, California so future BART cars can be built in the Bay Area.

BART Ridership Facts



BART's ridership averaged 410,774 trips each weekday in FY19. We served 118.1 million total trips.

Average trip length: 15 miles
Fare range: \$2.50-\$16.65
Average passenger fare: \$4.00



During peak commute hours, nearly 26,000 people ride through the Transbay Tube into downtown San Francisco.



In FY19, 56% of weekday BART trips were transbay, while 25% occurred between San Francisco and San Mateo counties and 19% occurred in the East Bay.



The busiest BART stations are Embarcadero and Montgomery. In FY19, more than 94,000 exits occurred at these two stations on an average weekday.



Our top ridership day in FY19 was on September 20, 2018 when 453,046 customers used BART to commute and attend activities such as an Oakland A's game at the Oakland Coliseum and an Eagles concert at AT&T Park.



BART's Clipper adoption increased to 83.3% by the end of FY19. That's up from 79.7% at the end of FY18.

Vision for Safety

The BART Police Department (BPD) is taking several concrete steps to boost the visibility of police personnel in the system. BART's new Police Chief and 22-year department veteran, Ed Alvarez, recently created a team of 12 sworn officers dedicated solely to patrolling trains. Following his January 2020 appointment, Chief Alvarez outlined his vision to improve safety on BART. He said the train patrol team will be assisted by the newly created team of BPD Ambassadors. In February 2020, BART launched the Ambassador Pilot Program, which consists of a ten member team of non-sworn, Community Service Officers who walk the trains seven days a week to further boost presence. Chief Alvarez says he will continue to pursue an aggressive recruitment campaign, which in 2019 allowed the department to hire 63 new officers.



General Manager's Listening Tour

General Manager Bob Powers has been visiting stations across the BART system to speak directly with riders. The goal of the listening tour is to give riders a voice in the future of the agency as well as to allow them to share their concerns directly with BART leadership. As of February 2020, Powers visited 36 stations on all lines of the system and heard comments from more than 600 riders. The GM's Listening Tour will continue until Powers has had a chance to visit with riders at all 48 BART stations.



The BART System Includes:



BART by the Numbers

FINANCIAL PERFORMANCE

73.7% of operating costs are paid by passenger fares, parking, advertising and other sources of revenue

STATIONS AND SERVICE

Total stations 48
Route miles of track 122
Maximum train speed 70 mph
Average passenger on-time performance 92.72%

PARKING

Stations with parking 36
Stations with long-term parking . . 31
Total parking spaces 47,000
Bike parking (lockers, racks and bike stations) 8,266

Parking Fees and Permit Rates*

Daily parking \$2.00–\$3.00
Single day \$5.00–\$6.00
Monthly \$84.00–\$105.00

*At most stations

FLEET

Total vehicle fleet 800

ELECTRICITY

Third rail 1000 volts DC
Monthly electric bill \$3.4 million

POWER SOURCES

Federal preference hydroelectric power, low-carbon imports from the Pacific Northwest, renewables

ON-SITE SOLAR

On-site solar photovoltaic systems at six locations generate approximately 4 million kilowatt hours per year

San Francisco Bay Area Rapid Transit District

P.O. Box 12688
Oakland, CA 94604-2688

www.bart.gov
Sign up for text and email alerts at www.bart.gov/alerts

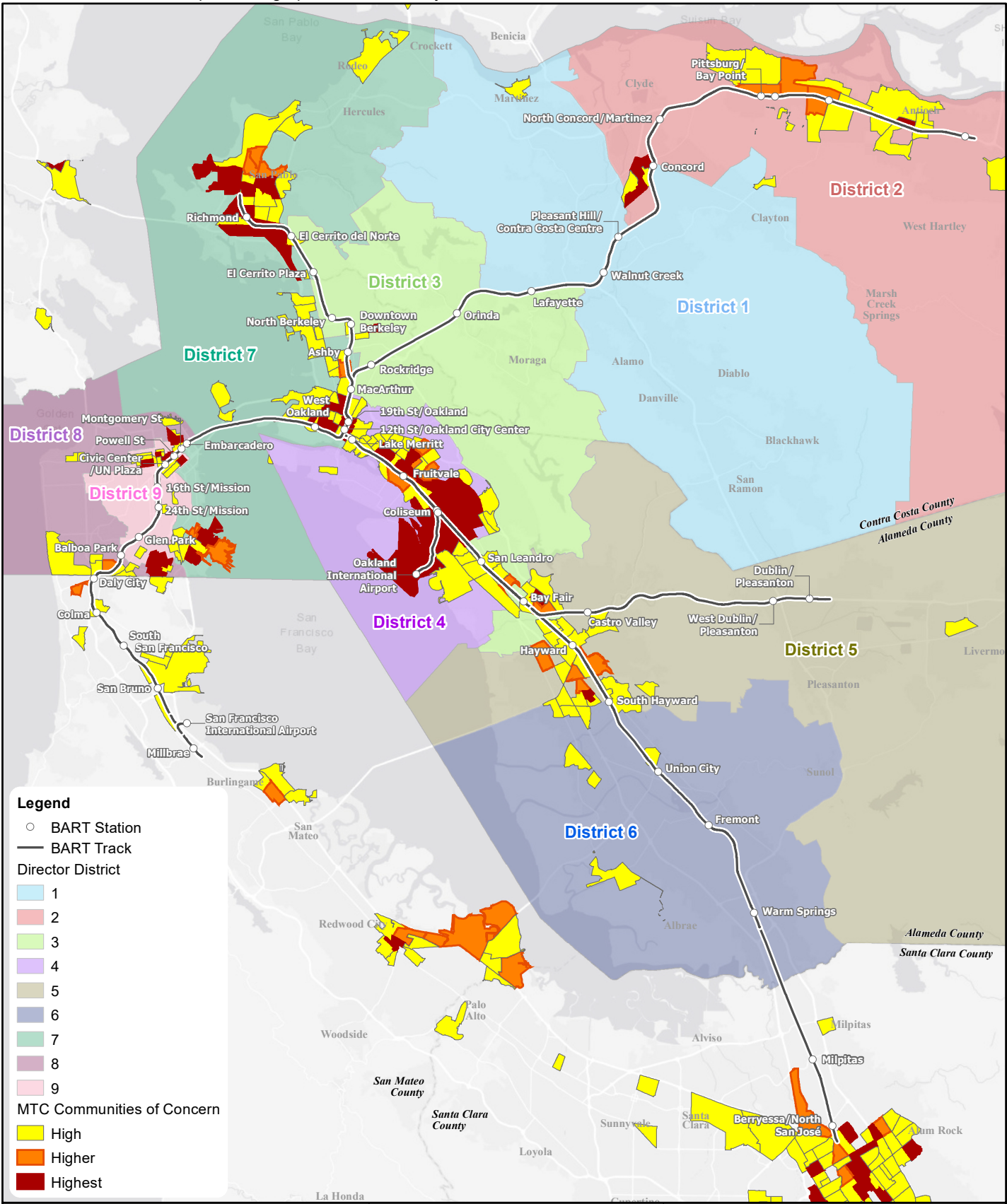




BART DISTRICTS: MTC Communities of Concern - ACS 2016

EGIS - Enterprise Geographic Information System

Date: 10/28/2020



Legend

- BART Station
- BART Track

Director District

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

MTC Communities of Concern

- High
- Higher
- Highest

Notes:
 Bay Area Rapid Transit District data as of July, 2020; MTC Communities of Concern, 2018 (ACS 2016 Data)
 Topographic basemap sources: Esri, Intermap, USGS, OpenStreetMap, and the GIS User Community

Map Displayed in North American Datum of 1983
 California State Plane, Zone III FIPS 0403, US Feet

San Francisco Bay Area Rapid Transit District
 EGIS - BART Office of the CIO
 300 Lakeside Dr. 11th Floor, Oakland, CA 94612

Map Maker: cstatha K:\Projects\OCR\Demographics_18\Comm of Concern\ArcDocs\CommOfConcern_ACS16.mxd