

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

BOARD MEETING AGENDA

January 10, 2019

9:00 a.m.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, January 10, 2019, in the BART Board Room, 2040 Webster Street, Oakland, California.

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

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

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

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

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

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

Meeting notices and agendas are available for review on the District's website (<http://www.bart.gov/about/bod/meetings.aspx>); at bart.legistar.com; and via email (https://public.govdelivery.com/accounts/CATRANBART/subscriber/new?topic_id=CATRANBART1904) or via regular mail upon request submitted to the District Secretary. Complete agenda packets (in PDF format) are available for review on the District's website and bart.legistar.com no later than 48 hours in advance of the meeting.

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

Patricia K. Williams
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 December 20, 2018.* Board requested to authorize.
- B. Declaration of November 6, 2018, Election Results.* Board requested to authorize.
- C. 2019 Organization of Committees and Special Appointments.* Board requested to authorize.
- D. Resolution Fixing the Employer's Contribution to the California Public Employees Retirement System (CalPERS) Medical Premium for BART Police Officers' Association.* Board requested to adopt.
- E. Transit Security Advisory Committee Membership Appointments and Reappointments.* Board requested to authorize.
- F. Grant of Right of Way, Easement and Driveway Relocation: Pleasant Hill Transit-Oriented Development.* Board requested to authorize.
- G. Fiscal Year 2019 First Quarter Financial Report.* For information.

3. PUBLIC COMMENT – 15 Minutes

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

4. ADMINISTRATION ITEMS

Director Allen, Chairperson
NO ITEMS.

5. ENGINEERING AND OPERATIONS ITEMS

Director Simon, Chairperson

- A. BART Legacy Fleet Decommissioning Report.* For information.

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

Director Raburn, Vice -Chairperson

- A. Fruitvale Transit Village Phase IIB: Modifications to Recorded Agreements.* Board requested to authorize.
- B. Affordable Housing & Sustainable Communities Grant Application Agreements.* Board requested to authorize.

7. GENERAL MANAGER'S REPORT

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

8. CONTROLLER/TREASURER'S REPORT

- A. Quarterly Report of the Controller/Treasurer for the Period Ending September 30, 2018.* For information.

9. INDEPENDENT POLICE AUDITOR'S REPORT

- A. Quarterly Report of the Independent Police Auditor. For information.

10. BOARD MATTERS

- A. Board Member Reports.
(Board member reports as required by Government Code Section 53232.3(d) are available through the Office of the District Secretary. An opportunity for Board members to report on their District activities and observations since last Board Meeting.)
- B. Roll Call for Introductions.
(An opportunity for Board members to introduce a matter for consideration at a future Committee or Board Meeting or to request District staff to prepare items or reports.)
- C. In Memoriam.
(An opportunity for Board members to introduce individuals to be commemorated.)

11. PUBLIC COMMENT

(An opportunity for members of the public to address the Board of Directors on matters under their jurisdiction and not on the agenda.)

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

A. CONFERENCE WITH LABOR NEGOTIATORS:

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

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

Government Code Section: 54957.6

13. OPEN SESSION

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

Board of Directors
Minutes of the 1,829th Meeting
December 20, 2018

A regular meeting of the Board of Directors was held December 20, 2018, convening at 9:01 a.m. in the Board Room, 2040 Webster Street, Oakland, California. President Raburn presided; Patricia K. Williams, District Secretary.

Directors present: Directors Allen, Ames, Dufty, Foley, Li, McPartland, Saltzman, Simon, and Raburn.

Absent: None.

President Raburn called for Introduction of Special Guests.

President Raburn introduced and welcomed Director Mark Foley for a ceremonial swearing-in by his father, John Foley.

President Raburn also introduced and welcomed Barbara Silver, Chief Executive Officer of Family Paths, the District's 2018 Holiday Toy Drive recipient. Ms. Silver addressed the Board.

President Raburn noted that there were no items for the Administration Committee; the Engineering and Operations Committee; or the Planning, Public Affairs, Access, and Legislation Committee.

Consent Calendar item brought before the Board was:

1. Approval of Minutes of the Meeting of December 6, 2018.

Director Allen moved that the Minutes of the Meeting of December 6, 2018, be approved. Director Li seconded the motion, which carried by roll call vote. Ayes – 7: Directors Allen, Dufty, Foley, McPartland, Saltzman, Simon, and Raburn. Noes - 0. Abstain – 2: Directors Ames and Li.

President Raburn called for Public Comment. No comments were received.

President Raburn introduced and welcomed Doug Linney, Director of the East Bay Municipal Utility District, representing Ward 5.

President Raburn called for the General Manager's Report.

General Manager Grace Crunican had no report.

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

Director Simon reported she had attended the annual Conference of Minority Transportation Officials (COMTO) award ceremony, and the Contra Costa Mayors Conference.

Director Dufty reported he had attended a Safety & Policy meeting with San Francisco Travel.

Director Saltzman reported she had attended the swearing-in of Director Janice Li, and had toured the Hayward Maintenance Complex.

Director McPartland reported he had attended the swearing-in of Director Elizabeth Ames, and a meeting at the 24th Street Mission Station with Director Dufty.

Director Allen reported she had attended the Contra Costa Mayors Conference, a meeting of the Rotary Club of Dougherty Valley / San Ramon, the swearing-in of Director Elizabeth Ames, and the Contra Costa Transportation Authority meeting.

Director Foley reported he had met with Assemblymember Jim Frazier and Tri-Delta Transit about accessibility priorities and thanked BART staff for the new webpage design.

President Raburn reported he had attended the annual COMTO award ceremony, the Annual Moose Feed, BART Police Department's award ceremony, and the Alameda County Mayors Conference.

President Raburn brought the matter of Election of Officers before the Board and opened the floor for nominations for President. Director Simon nominated Director Dufty for President of the Board of Directors. Nominations were closed. Director Simon moved that Director Dufty be elected Board President for 2018. Director Li seconded the motion, which carried by roll call vote. Ayes – 9: Directors Allen, Ames, Dufty, Foley, Li, McPartland, Simon, Saltzman and Raburn. Noes - 0.

President Dufty shared comments on the upcoming year.

President Dufty opened the floor for nominations for Vice President. Director Simon nominated Director Saltzman for Vice President of the Board of Directors. Director McPartland nominated Director Allen for Vice President of the Board of Directors. Nominations were closed. Director Simon moved that Director Saltzman be elected Board Vice President for 2018. Director Li seconded the motion, which carried by roll call vote. Ayes – 5: Directors Li, Raburn, Simon, Saltzman, and Dufty. Noes – 4: Directors Allen, Ames, Foley, and McPartland.

Vice President Saltzman shared comments on the upcoming year.

President Dufty thanked Director Raburn for his leadership and presented him with a commemorative plaque.

President Dufty called for Public Comment. No comments were received.

The Meeting was adjourned at 9:40 a.m.

Patricia K. Williams
District Secretary



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Theresa M. Poun</i> 2 JAN 2019		GENERAL MANAGER ACTION REQ'D: Approve and place on Board Meeting agenda		
DATE: 12/24/2018		BOARD INITIATED ITEM: No		
Originator/Prepared by: Patricia Williams Dept: District Secretary <i>Patricia Williams</i> Signature/Date: 12-28-18	General Counsel <i>MB</i> 12/28/18	Controller/Treasurer <i>P. Williams</i> 12/31/18 []	District Secretary <i>P. Williams</i> 12-28-18 []	BARC <i>P. Williams</i> 12/28/18 []

DECLARATION OF NOVEMBER 6, 2018, ELECTION RESULTS

PURPOSE:

This proposed action is to declare the results of the general district election held on November 6, 2018, for Districts 2, 4, 6, and 8.

DISCUSSION:

The San Francisco Bay Area Rapid Transit District was scheduled to hold a general district election on November 6, 2018, for the purpose of electing one Director in each of Districts 2, 4, 6, and 8.

The Registrars of Voters of Alameda County and Contra Costa County, and the Department of Elections for the City and County of San Francisco, have certified the election returns for Election Districts 2, 4, 6, and 8.

ELECTION RETURNS, NOVEMBER 6, 2018

District/Candidates	Total votes	Percent
District No. 2 - Contra Costa County		
Mark Foley	62,743	63.02
Joel Keller	<u>36,815</u>	36.98
	99,558	

DECLARATION OF NOVEMBER 6, 2018, ELECTION RESULTS

District No. 4 - Alameda County

Paul Cummings	43,656	41.11
Robert Raburn	<u>62,526</u>	58.89
	106,182	

District No. 6 - Alameda County

Liz Ames	46,831	53.77
Anu Natarajan	<u>40,270</u>	46.23
	87,101	

District No. 8 - City and County of San Francisco

Janice Li	39,997	32.05
Eva I. Chao	24,525	19.65
Melanie Nutter	23,659	18.96
Brian J. Larkin	16,527	13.24
Jonathan Lyens	14,688	11.77
William Walker	5,070	4.06
Invalid Write-In Votes	<u>343</u>	0.27
	124,809	

FISCAL IMPACT: None.

ALTERNATIVES: None.

RECOMMENDATION: That the Board of Directors adopts the following motion.

MOTION:

That there be entered into the Minutes of the Board the official canvass of the returns for Election Districts 2, 4, 6, and 8 as taken by the Registrars of Voters of Alameda County and Contra Costa County and the Department of Elections for the City and County of San Francisco for the election of November 6, 2018, the elected candidates having received the highest number of votes cast in their respective election districts based on said official canvass; and that the following candidates are hereby declared elected to the Board of Directors of the San Francisco Bay Area Rapid Transit District:

- Mark Foley, District 2
- Robert Raburn, District 4
- Elizabeth Ames, District 6
- Janice Li, District 8

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: January 4, 2019

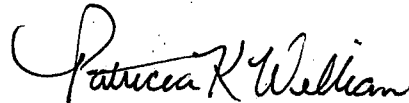
FROM: District Secretary

SUBJECT: 2019 Organization of Committees and Special Appointments

Board Rule 3-3.2 requires the ratification by a majority vote of all members of the Board any appointment of any Committee member by the Board President. The Rule includes a provision that such appointments shall be submitted directly to the Board.

In accordance with Board Rule 3-3.2, President Dufty is bringing the 2019 Organization of Committees and Special Appointments before the Board of Directors for ratification at the Regular Board Meeting on January 10, 2019.

Should you have any questions about the recommended appointments, please contact President Dufty or me at your convenience.


Patricia K. Williams

Attachment

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

MOTION:

That the Board of Directors ratifies the proposed Organization of Committees and Special Appointments for 2019 (attached).

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
ORGANIZATION OF COMMITTEES AND SPECIAL APPOINTMENTS**

STANDING COMMITTEES

ADMINISTRATION**

Lateefah Simon, Chairperson
Debra Allen, Vice Chairperson
Rebecca Saltzman

ENGINEERING AND OPERATIONS**

Mark Foley, Chairperson
John McPartland, Vice Chairperson
Janice Li

PLANNING, PUBLIC AFFAIRS, ACCESS AND LEGISLATION**

Robert Raburn, Chairperson
Rebecca Saltzman, Vice Chairperson
Liz Ames

SPECIAL COMMITTEES

LABOR NEGOTIATIONS REVIEW SPECIAL COMMITTEE**

Bevan Dufty, Chairperson Rebecca Saltzman, Vice Chairperson Mark Foley

PERSONNEL REVIEW SPECIAL COMMITTEE**

Bevan Dufty, Chairperson John McPartland, Vice Chairperson Lateefah Simon

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY PARTNERSHIP SPECIAL COMMITTEE**

Bevan Dufty Mark Foley John McPartland Robert Raburn

SPECIAL APPOINTMENTS - LIAISON

CONTRA COSTA TRANSPORTATION AUTHORITY LIAISON**

Debra Allen, Primary Mark Foley, Alternate

PARATRANSIT SERVICE REVIEW ADVISORY COMMITTEES LIAISON

Robert Raburn Lateefah Simon

SAN FRANCISCO TRANSPORTATION AUTHORITY LIAISON**

Janice Li, Primary Bevan Dufty, Alternate

** Brown Act Committee, subject to public meeting requirements.

NOTE: BART Directors discharging liaison functions do not serve as members of either a committee of BART or the other organization, nor as members of a joint committee. Any action on behalf of BART must be taken by the full Board.

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
ORGANIZATION OF COMMITTEES AND SPECIAL APPOINTMENTS**

SPECIAL APPOINTMENTS – EXTERNAL

ALAMEDA COUNTY TRANSPORTATION COMMISSION **

Rebecca Saltzman, Primary Robert Raburn, Alternate

ALTERNATE REPRESENTATIVE TO THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION BOARD OF DIRECTORS

Robert Raburn

BART AND AC TRANSIT COORDINATING COMMITTEE **

Robert Raburn (Co-Chair) Rebecca Saltzman Lateefah Simon

CAPITOL CORRIDOR JOINT POWERS BOARD***

Debora Allen, Contra Costa County Robert Raburn, Alameda County
Bevan Dufty, San Francisco County Rebecca Saltzman, Alameda County
Mark Foley, Contra Costa County John McPartland, Alameda County Alternate
Janice Li, San Francisco County

DIRIDON STATION AREA JOINT POLICY ADVISORY BOARD (City of San Jose)***

Robert Raburn

OVERSIGHT BOARD TO SUCCESSOR AGENCY OF SAN FRANCISCO REDEVELOPMENT AGENCY***

Bevan Dufty

PLEASANT HILL BART STATION LEASING AUTHORITY BOARD OF DIRECTORS***

Debora Allen Mark Foley

SOUTH HAYWARD BART STATION ACCESS AUTHORITY**

Liz Ames John McPartland Robert Raburn, Alternate

TRI-VALLEY – SAN JOAQUIN REGIONAL RAIL AUTHORITY***

John McPartland

WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE (WCCTAC)**

Lateefah Simon, Primary Mark Foley, Alternate

** Brown Act Committee, subject to public meeting requirements.

*** Brown Act Board, subject to public meeting requirements.

four years. For FY 2019, savings are already included in the budget.

ALTERNATIVES:

This is a negotiated benefit for represented employees which the Board approved when it ratified the BPOA collective bargaining agreement of 2018-2022.

RECOMMENDATION:

That the Board adopts the following motion.

MOTION:

To adopt the attached resolutions pertaining to BPOA employees and eligible retirees regarding "Fixing the Employer's Contributions under the Public Employees' Medical and Hospital Care Act" and authorize the Board President to sign the resolutions on behalf of the Board.

RESOLUTION NO.
FIXING THE EMPLOYER VESTING CONTRIBUTION UNDER SECTION 22902
OF THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
FOR GROUP 002 BART Police Officers' Association (BPOA)

- WHEREAS, (1) San Francisco Bay Area Rapid Transit District is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by members of the BART Police Officers' Association (BPOA); and
- WHEREAS, (2) San Francisco Bay Area Rapid Transit District is a contracting agency has filed a resolution with the Board of the California Public Employees' Retirement System to provide a postretirement health benefits vesting requirement to employees who retire for service in accordance with Government Code Section 22902; and
- RESOLVED, (a) That the employer contribution for each annuitant subject to vesting shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of the higher of Kaiser Bay Area Basic or Blue Shield Access+ Bay Area Basic, less annuitant share of \$155.93 per month (2019), \$160.12 per month (2020), \$164.93 per month (2021) and \$169.87 per month (2022) plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (b) San Francisco Bay Area Rapid Transit District has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (c) That the participation of the employees and annuitants of San Francisco Bay Area Rapid Transit District shall be subject to determination of its status as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that San Francisco Bay Area Rapid Transit District would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, the California Public Employees' Retirement System may be obligated, and reserves the right to terminate the health coverage of all participants of the employer; and be it further
- RESOLVED, (d) That the executive body appoint and direct, and it does hereby appoint and direct, the District Secretary to file with the Board a verified copy of this resolution, and to perform on behalf of San Francisco Bay Area Rapid Transit District all functions required of it under the Act.
- RESOLVED, (e) That coverage under the Act be effective on March 1, 2019.

Adopted at a regular meeting of the Board of Directors of the San Francisco Bay Area Rapid Transit District at Oakland, California this this 10th day of January, 2019.

Signed: _____

President

Attest: _____
District Secretary

RESOLUTION NO.
FIXING THE EMPLOYER CONTRIBUTION UNDER SECTION 22892
OF THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
FOR GROUP 002 BART Police Officers' Association (BPOA)

- WHEREAS, (1) San Francisco Bay Area Rapid Transit District is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by members of the 002 BART Police Officers' Association (BPOA); and
- WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and
- WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and
- RESOLVED, (a) That the employer contribution for each employee/annuitant subject to vesting shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of the higher of Kaiser Bay Area Basic or Blue Shield Access+ Bay Area Basic, less employee/annuitant share of \$155.93 per month (2019), \$160.12 per month (2020), \$164.93 per month (2021) and \$169.87 per month (2022), plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (b) San Francisco Bay Area Rapid Transit District has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (c) That the participation of the employees and annuitants of San Francisco Bay Area Rapid Transit District shall be subject to determination of its status as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that San Francisco Bay Area Rapid Transit District would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.
- RESOLVED, (d) That the executive body appoint and direct, and it does hereby appoint and direct, the District Secretary to file with the Board a verified copy of this resolution, and to perform on behalf of San Francisco Bay Area Rapid Transit District all functions required of it under the Act.
- RESOLVED, (e) That coverage under the Act be effective on March 1, 2019.

Adopted at a regular meeting of the Board of Directors of the San Francisco Bay Area Rapid Transit District at Oakland, California this 10th day of January, 2019.

Signed: _____
President

Attest: _____
District Secretary



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Robert M. Penn</i> 2 JAN 2018		GENERAL MANAGER ACTION REQ'D:		
DATE: 12/26/2018		BOARD INITIATED ITEM: No		
Originator/Prepared by: Roddrick Lee Dept: Gov't & Community Relations	General Counsel <i>[Signature]</i> 12/31/18 []	Controller/Treasurer <i>[Signature]</i> 12/31/18 []	District Secretary <i>[Signature]</i> 12-31-18 []	BARC <i>[Signature]</i> 12/31/18 []
Signature/Date: <i>[Signature]</i> 12-31-18				

Transit Security Advisory Committee Membership Appointments and Reappointments

PURPOSE:

Request the BART Board of Directors to appoint nominated candidates, Crystal Raine and Jessie Jones; and re-appoint Janet Abelson, Chris Finn, Sue Kuipers, and Armando Sandoval to the Transit Security Advisory Committee (TSAC).

DISCUSSION:

The BART Board approved the creation of the TSAC in October 2012 to implement AB 716 (Dickinson), which created a pilot program allowing BART to issue prohibition orders. In 2017, the BART Police Department was granted permanent legislative authority through AB 730 (Quirk) to issue prohibition orders to persons cited or arrested for certain offenses. The overall purpose of the prohibition order program is to better protect riders and BART employees by reducing passenger misconduct and disruptions in the BART system. As mandated by law, the BART Transit Security Advisory Committee (TSAC) was created to monitor the number of citations and exclusions issued by BART and oversee the training of transit personnel. Board-appointed members of the TSAC are professionals in the areas of mental health, homelessness, public safety, disability rights and youth advocacy.

New Candidates for TSAC Membership:

- Jessie Jones, a candidate for membership to the TSAC, works with Homeless Outreach Teams in the City and County of San Francisco and will serve as a youth advocacy professional.

- Crystal Raine, a candidate for membership to the TSAC, is a Community Resource Coordinator with the Union City Police Department and will serve as a public safety professional.

Reappointment of Existing TSAC Members:

- El Cerrito City Councilmember Janet Abelson, a candidate for reappointment to the TSAC, is a member of the BART Accessibility Task Force and will serve as a disability rights advocate.
- Chris Finn, a candidate for reappointment to the TSAC, is a BART Operations Foreworker and will serve as an At-Large Representative.
- Chaplain Sue Kuipers, a candidate for reappointment to the TSAC, is the BART Chaplain and will serve as a youth and mental health advocate.
- Armando Sandoval, a candidate for reappointment to the TSAC, is the BART CIT Coordinator and Community Outreach Liaison and will serve as a mental health advocate.

These TSAC membership recommendations are being submitted to the BART Board for consideration.

The prospective candidates, if approved by the BART Board, will be officially seated or resealed as members of the TSAC on January 22, 2019 for a term of two years, or until the BART Board announces appointments and/or re-appointments for a new term.

FISCAL IMPACT:

The two new Committee members will be provided a \$15 stipend per meeting via Clipper Card for travel to and from meetings. A total annual cost of approximately \$360.

Funds will be budgeted in the Office of the District Secretary, Dept. 0401141, Account 603110-Travel & Mtgs Out of Distr-Empl. Funding for travel to and from TSAC meetings in the fiscal year are included in the Office's existing operating budget. Funding for subsequent years will be included in the proposed annual operating budget, which is subject to Board approval.

This action is not anticipated to have any fiscal impact on the unprogrammed District

reserves in the current fiscal year.

ALTERNATIVE:

Do not make the appointments nor the reappointments.

RECOMMENDATION:

Appoint Crystal Raine and Jessie Jones; and reappoint Janet Abelson, Chris Finn, Sue Kuipers, and Armando Sandoval to the Transit Security Advisory Committee (TSAC).

MOTION:

The BART Board accepts the recommendation and appoints the nominated candidates, Crystal Raine and Jessie Jones; and reappoints Janet Abelson, Chris Finn, Sue Kuipers, and Armando Sandoval to the TSAC for a term beginning January 22, 2019 for two years, or until the Board makes new appointments and/or reappointments for a new term.

Jessie P. Jones

1812 Trinity Ave. Apt #118, Walnut Creek CA 94596 // 925-812-2892 // JessiePaulJones@gmail.com

Experience

Nov 2018 - Current - Director of Youth and Community Life, Faith Christian Fellowship, Walnut Creek, CA

- Developing and implementing new programs for Middle School, High School, and College Aged Youth within our local community
- Creating innovative marketing, web and graphic design campaigns for fund raising, and furthering community awareness
- Overseeing Project management and serving as a liaison between youth, parents, and our immediate community

Notable Successes: Developed 3 youth programs that are scheduled to launch within 90 days of their conception

Feb 2017- Current - Bart PD/MUNI Homeless Outreach Specialist, S.F. Homeless Outreach Team, San Francisco, CA

- Assisting BART PD, EMS & SFPD with homeless encampment resolution efforts, service referrals & connections
- Attending BART PD MDFT meetings & debriefing outreach strategy & methodology with CIT Coordinator & Zone 4 Officers
- Generating and presenting detailed reports & client encounter statistics for Bart PD & MUNI superiors

Notable Successes: Successfully connected 76% of BART's Most Critical Cases to social services and resolved 26% of Critical Cases

March 2015 - Dec 2016 Member Advocate and Member Staff Manager, Trinity Center, Walnut Creek, CA

- Oversaw crisis intervention & case management to homeless, high risk, suicidal, & dual diagnosis adults
- Partnered with city council, WCPD, social services, medical, & mental health providers to further homeless resolution efforts
- Responsible for daily program management and supervision of 8-10 member staff

Notable Successes: Successfully connected over 40 homeless adults to full-time and part-time employment opportunities within the first year of my employment training program's conception

Nov 2014 - Apr 2015 Shelter Manager, Y.E.A.H "Youth Advocacy & Housing", Berkeley, CA

- Provided advocacy services for gang-related, dual diagnosis, homeless, & other at-risk youth within the immediate community
- Managed all shelter operations according to facility policies & procedures, documented any incidents of serious violations
- Facilitated crisis control & de-escalation when applicable while working with B.P.D & mobile crisis to resolve major behavioral health concerns

Notable Successes: Published in the Berkeley Spirit Newspaper for my work with the homeless and my personal impact in the community.

Education and Training

(California Security Training Academy)
Sacramento, CA – July 2009

Security Officer Level I, II, & III

Powers to Arrest

Crowd Control

Basic Field Notes & Report Writing

Courtroom Demeanor

Liability & Legal Aspects

Search & Seizure

Preserving the Incident Scene

40 Hours) Bureau of Security & Investigative Services #348

Cert # 0907-029

(Diablo Valley College)
Concord, CA – Current

AA. in Addiction Counseling

Relapse Prevention Therapy

Motivational Interviewing

Dual Disorders

Group Process and Leadership

(National Council for Behavioral Health)
Oakland, CA – June 2018

Mental Health First Aid Certification

Suicide Prevention and Assessment

Mental Health Assessment

Crisis Intervention and Triage

(Association of Certified Biblical Counselors)
Walnut Creek, CA – Current

Biblical Counseling Certification

Marriage and Family Dynamics

Addiction Counseling

Theology

(Midwest Counter Drug Institute)
Mountain View, CA – May 2018

Assessing Non-Verbal Cues Certification

Assessing Microaggressions

Assessing Non-Verbal Cues for Violence

Assessing Non-Verbal Cues for Deception

Baton Permit

(8 Hours) Bureau of Security &

Investigative Services

#348 Permit No 158794

Exposed Firearms Permit

(14 Hours) Bureau of Security & Investigative Services

#348 Cert # FQ09-193

21109 Gary Dr. Unit #205
Castro Valley, CA 94546
(510) 830-7977
Crystalraine22@gmail.com

Crystal Raine

Objective	To secure a position with the San Francisco Bay Area Rapid Transit District Transit Security Advisory Committee (TSAC) by providing general input related to community services such as accessibly access upgrades by utilizing my unique skill set in customer service, supervisory, organizational experience and law enforcement background.
Summary	<p>An energetic self-starter with the ability to multi-task to meet a variety of deadlines while remaining detail oriented, thorough and accurate under pressure. Highly motivated and result oriented with solid supervisory and organizational skills. Customer-focused, adaptable, reliable, positive, high-energy, self-motivated a team player who thrives in a fast-paced, dynamic environment. Able to work effectively in a team environment as well as exercise independent judgment and solid decision-making. Strong interpersonal skills and a positive attitude. Able to manage in a diverse environment with a focus on BART's rules and customer service.</p> <p>Experience accumulated though 6 years of successfully establishing and managing one of the police department's highly valued public outreach programs (Community Oriented Policing and Problem Solving - COPPS Unit for 2 years under the Police Chief, Darryl McAllister at Union City PD and for a total of 4 years as a COPPS Unit Coordinator with BART PD. This position includes regular coordination with Union City Managers, and in the past with BART Board of Directors, BART Executive Staff and interest groups on behalf of the Police Chief. The opportunity to chair and serve on several BART committees facilitating problem-solving efforts and project management.</p> <p>Broad industry experience in the COPPS Unit, both municipal and transit, will also help me to organize, direct and coordinate the development and implementation of the BART's social media and community engagement strategy for this accessibility program.</p> <p>Additionally, being involved with the Emergency Command Center (EOC) under leadership of EOC Manager, Marla Blagg was an experience in seeing how the BART system would operate in an emergency.</p> <p>Goals in this work environment may include providing sensitivity and accessibility</p>

	<p>training for front-line BART employees, representing BART at various events, overseeing BART's reasonable accommodation program and providing accessibility guidance on policies, procedures and projects at BART.</p> <p>This position may encompass being responsible for accessibility coordination at BART, by working with passengers, BART staff and external stakeholders to make BART accessible for everyone. Ongoing tasks may include a broad range of customer access issues, with the most important ones being to ensure that BART remains fully compliant with the rules and regulations of the Americans with Disabilities Act and is accessible to all.</p>	
Skills include:	<ul style="list-style-type: none"> • Self-motivated • Social media- Facebook, Twitter, Nixile, Next Door, Instagram, Snapchat etc. • Team liaison • Receive and respond to citizens inquires • Defusing volatile situations • Team leadership and large groups 	<ul style="list-style-type: none"> • Sensitive and comfortable working with diverse community groups • Supervisory experience • Detail and task oriented • Data management - IBM/Macintosh, Windows 10, Microsoft Office 2010 (including: Word, Excel, PowerPoint) Publisher, Dragon Speak, • Outreach Event Coordination • Team/Community Liaison • Organize District correspondence on behalf of the Police Chief and the General Manager's Office
Experience	<p><i>Union City PD</i> 2016-Current Union City, CA Community Resource Coordinator- (COPPS) Unit Coordinator</p> <ul style="list-style-type: none"> • Create and coordinate multiple community outreach programs (NNO, shop a Cop, toy drives, Reading with Cops, Coffee with Cops, etc.) • Member of Social Media Management team (Facebook, Twitter, Nixle, Union City Patch) • Member of Public Information Officer (PIO) team • Volunteer Coordinator – Including Special Dementia Friendly Program Volunteers • Member of California Crime Prevention Officers' Association (CCPOA) Create and Coordinate crime prevention programs – Safety Presentations, Safety Awareness events Neighborhood Watch and Business Watch groups 	

BART PD

2012-2016

Oakland, CA

Community Service Officer(CSO)/ COPPS Unit Coordinator

- NOBLE Law and Youth Training- Certification – 2014
- Crisis Intervention Training (CIT)–2013
- Crime Prevention by Environmental Design(CPTED) – 40hr course completed-2013
- Emergency Operations Center (EOC) – CSO Coordinator – Emergency response team
- Program facilitator for implementation of AB716 Prohibition Order authority
- Staff liaison for multiple workgroups- examples: Transit Security Advisory Committee (TSAC), Metal Theft Strategy Task Force, BART Accessibility Task Force (BATF) – ADA Compliance Task Force, Cal Trans- City of Oakland, Multi-Disciplinary Forensic Team (MDFT)
- Coordinate internal and external agencies for Crime Problem Solving, Community Outreach and Homeless Encampments
- Oral Board Panelist for internal and external Community Service Police related careers (ex. BART CSO boards, City of Oakland positions)
- Lead problem solving efforts regarding community issues, particularly those that require multi-jurisdictional responses
- Lead/Supervise 8 COPPS Zone Community Service Officers (CSO) in problem solving efforts regarding community issues, such as homeless encampments but all including outreach events specific identified for each Zone including NNO activities
- Coordinate outreach to patrons using multimedia and interface methods. that require multi-jurisdictional responses
- Develop long and short-term program goals and evaluation measures
- Encourage and engage in customer satisfaction and optimal employee performance
- Represent the Chief of Police to various interest groups at public meetings, such as the BART Accessibility Task Force and the BART Bicycle Task Force.
- Plan and prepare written reports and recommendations to California's State Legislature, Chief of Police and Department staff via staff meetings, board presentations, newsletters and e-correspondence
- Manage financial and human resources to accomplish tasks

Continuously involved in ways to improve performance and quality of service

	<p>BART PD 2010-2012 Oakland, CA Community Service Officer (CSO)</p> <ul style="list-style-type: none"> • Awarded Co-Community Service Officer of the Year - 2012 • CSI – 40hr course completed- 10/2011 • Independent patrol and parking enforcement • Encourage and engage in customer satisfaction and optimal employee performance • Provide technical assistance to police personnel involved in safety and community service activities throughout the District. • Issuing citations for parking violations, patrolling parking facilities, stations and trains, conducting surveys, • Regularly providing police presence at board meetings, facilitate in taking crime reports. <p>Continuously involved in ways to improve performance and quality of service</p> <p>BART PD 2010 Oakland, CA Police Officer Candidate</p> <ul style="list-style-type: none"> • ACSO Graduate 10/22/2010 • Sworn Officer Street Patrol in all four counties that BART serves. • Defensive tactics training • Firearm training <p>Continuously involved in ways to improve performance and quality of service</p>
	<p>United Airlines 1993-2010 San Francisco, CA Flight Attendant</p> <ul style="list-style-type: none"> • Emergency Safety Professional – 1st responder & Evacuation Manager • Self-managed groups of 3-18 attendants in service and safety situations. • Encourage and engage in customer satisfaction and optimal employee performance <p>Continuously involved in ways to improve performance and quality of service</p>

	<p>In-Flight Duty-Free Sales Representative 1989-1993</p> <ul style="list-style-type: none"> • Created and maintained computerized inventory for over 15 international and domestic stations for Duty-free products. • <u>Import/Export</u> -- Maintained contracts with domestic and over-seas vendors. • Warehoused and shipped products to appropriate locations. • Responsible for receiving shipments and maintaining physical inventory. <p>Continuously involved in ways to improve performance and quality of service</p>
Education	<p>University of Phoenix</p> <p>Completed 50% of MBA program in Business Admin.</p> <p>University of Phoenix 2007</p> <p>Bachelor of Science Degree in Business Admin/Management</p> <p>San Francisco State University 1986-1990</p> <p>Completed 4 years studying Business Administration.</p> <p>Bishop O'Dowd High School, CA 1986</p>
Computer Literacy/ Technological Expertise	<ul style="list-style-type: none"> • Working knowledge of BART Programs: Outlook, Maximo, Telestaff, Alliance, Citrix, CADS, Crimes and Cal Photo, Aeries • Demonstrated literacy in IBM/Macintosh, Windows 10, Microsoft Office 2010 (including: Word, Excel, PowerPoint) Publisher, Dragon Speak, Facebook, Twitter, Nixile, Next Door, Instagram, Snapchat etc... • Familiar with Software for creating Websites and other work-order processing software (ex. StoresOnline, Corrigo)
Affiliations	<p>National Alliance of Mental Illness (NAMI – San Francisco Bay Area) Fundraiser</p> <p>Northern California Special Olympics – Volunteer/Fundraiser</p> <p>National Organization of Black Law Enforcement (NOBLE) Volunteer</p> <p>California's Crime Prevention Officer's Association – Member</p>



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>3 Jan 2019</i> <i>Kent M. Perry</i>		GENERAL MANAGER ACTION REQ'D:		
DATE: 12/19/2018		BOARD INITIATED ITEM: No		
Originator/Prepared by: David Baumann Dept: Real Estate and Property Development <i>Sean Broderick for David Baumann</i> Signature/Date: <i>01/02/19</i>	General Counsel <i>[Signature]</i> <i>1/2/19</i> []	Controller/Treasurer <i>[Signature]</i> <i>1/2/19</i> []	District Secretary []	BARC <i>[Signature]</i> <i>1/2/2019</i> []

Grant of Right of Way, Easement and Driveway Relocation Pleasant Hill TOD

PURPOSE: To request Board authorization to execute the following routine real estate items: 1) an agreement granting an easement to the Contra Costa Water District ("CCWD") across portions of BART parcel O-C50-8950-01 in the unincorporated area of Contra Costa County, 2) documents that will relocate a driveway used to access the Pleasant Hill/Contra Costa Centre Station, and 3) two Right of Way Quitclaim Deeds relating to property along Del Hombre Lane in favor of the County of Contra Costa.

DISCUSSION: In 2005, Contra Costa County, Avalon Bay Communities, and BART entered into a Joint Powers Authority ("JPA") to advance transit-oriented development at the Pleasant Hill/Contra Costa Centre station. Blocks A, B, & E, which combine a mix of commercial and residential development have been completed, and Block C (parcel just east of the station), which is programmed for approximately 200 residential units and approximately 2,000 sf of retail is currently under construction (see Attachment A). The following three actions are needed before the Block C component is completed.

1. Pleasant Hill TOD Waterline Easement: During design of Block C development, it was determined that an additional easement will be needed to accommodate CCWD facilities outside of the Block C building. The newly proposed easement lies alongside Jones Road (see Attachment B) and will not impact BART operations at the Pleasant Hill/Contra Costa Centre Station.

2. Pleasant Hill TOD Proposed Driveway Relocation along Jones Road: Vehicular rights of access were relinquished to Contra Costa County along Jones Road in the mid-2000's, except for a driveway opening for Lot 1 located adjacent to Block C (see Attachment C). The proposed driveway relocation will move the current driveway

approximately 11 feet to the South, which will center the driveway in the middle of the block between Anthony Drive and Coggins Drive and will be paid for by the developer of Block C, Avalon Bay.

3. Del Hombre Drive right of way quitclaim (fronting 2 parcels): Pursuant to an agreement dated September 8, 1964, BART and Contra Costa County formalized the process by which BART would make overpass improvements, street improvements and street relocations as part of BART's test track construction. In 1965, BART acquired right of way to four parcels from private property owners on the east side of Del Hombre Lane to accommodate the required street improvements. Once BART made the street improvements, BART was obligated to dedicate the right of way to Contra Costa County. Upon recent review of County records by potential developers, it was discovered that BART is still on record as the owner for the right of way for the strips of land that front two of the four parcels. (see Attachment D)

Contra Costa County has been maintaining and policing the underlying street since it was opened sometime in the mid-to late 1960's. The developers and Contra Costa County have requested that BART quitclaim the remaining two rights of way strips of land to Contra Costa County. The properties in question are distant from BART's operating right of way and executing quitclaim deeds would have no impact on BART's operations.

The Office of the General Counsel will approve the easement, right of way quitclaim, and abutter's rights documents as to form.

FISCAL IMPACT: BART will not incur any costs in granting the easement, relocating the driveway opening, and quitclaiming the right of way.

ALTERNATIVE: To not enter into a new easement, to not approve of the driveway relocation, and to not quitclaim the rights of way. Staff has determined that alternative locations for the easement and driveway are either impractical or may negatively impact BART operations. The rights of way proposed to be vacated are not contiguous to BART right of way and are clean-up/holdover land rights associated from the BART test track. The right of way vacations would have no impact on BART's operations.

RECOMMENDATIONS: Adoption of the following motion.

MOTION: Approve the attached resolution: " In the matter of authorizing the relinquishment of vehicular rights of access, the acceptance of vehicular rights of access from the County of Contra Costa, the execution of an Agreement and Easement Deed to the Contra Costa Water District, and the quitclaim of right of way to the County of Contra Costa."

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

In the matter of authorizing the relinquishment of vehicular rights of access, the acceptance of vehicular rights of access from the County of Contra Costa, the execution of an Agreement and Easement Deed to the Contra Costa Water District and the quitclaim of Right of Way to the County of Contra Costa.

BART Parcel: O-C50-8950-01-E1, C-215 and C-216
(Portions of APN 148-221-040-6), 148-170-041-5 and 148-170-001-9

Resolution No. _____

BE IT RESOLVED by the Board of Directors of the SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT that:

1) the Board of Directors determines that relocation of an existing driveway to Lot 1 at the Pleasant Hill Station the grant of a new easement to the Contra Costa Water District and quitclaim of Right of Way are in the best interest of the District, and

2) the Board of Directors hereby authorizes the President or Vice President of the Board and the District Secretary or Assistant Secretary to, on behalf of the District execute a Relinquishment of Abutter's Rights of Access to Jones Road, and accept a Grant of Abutter's Rights of Access to Jones Road from the County of Contra Costa, both of which are attached hereto as Exhibit "A" on behalf of the District.

3) the Board of Directors hereby authorizes the President or Vice President of the Board and the District Secretary or Assistant Secretary to, on behalf of the District, execute the Agreement, and Grant of Easement, attached hereto as Exhibit "B."

4) the Board of Directors hereby authorizes the President or Vice President of the Board and the District Secretary or Assistant Secretary to, on behalf of the District, execute the Right of Way Quitclaim Deeds both of which are attached hereto as Exhibit "C"

###

SECRETARY'S CERTIFICATE

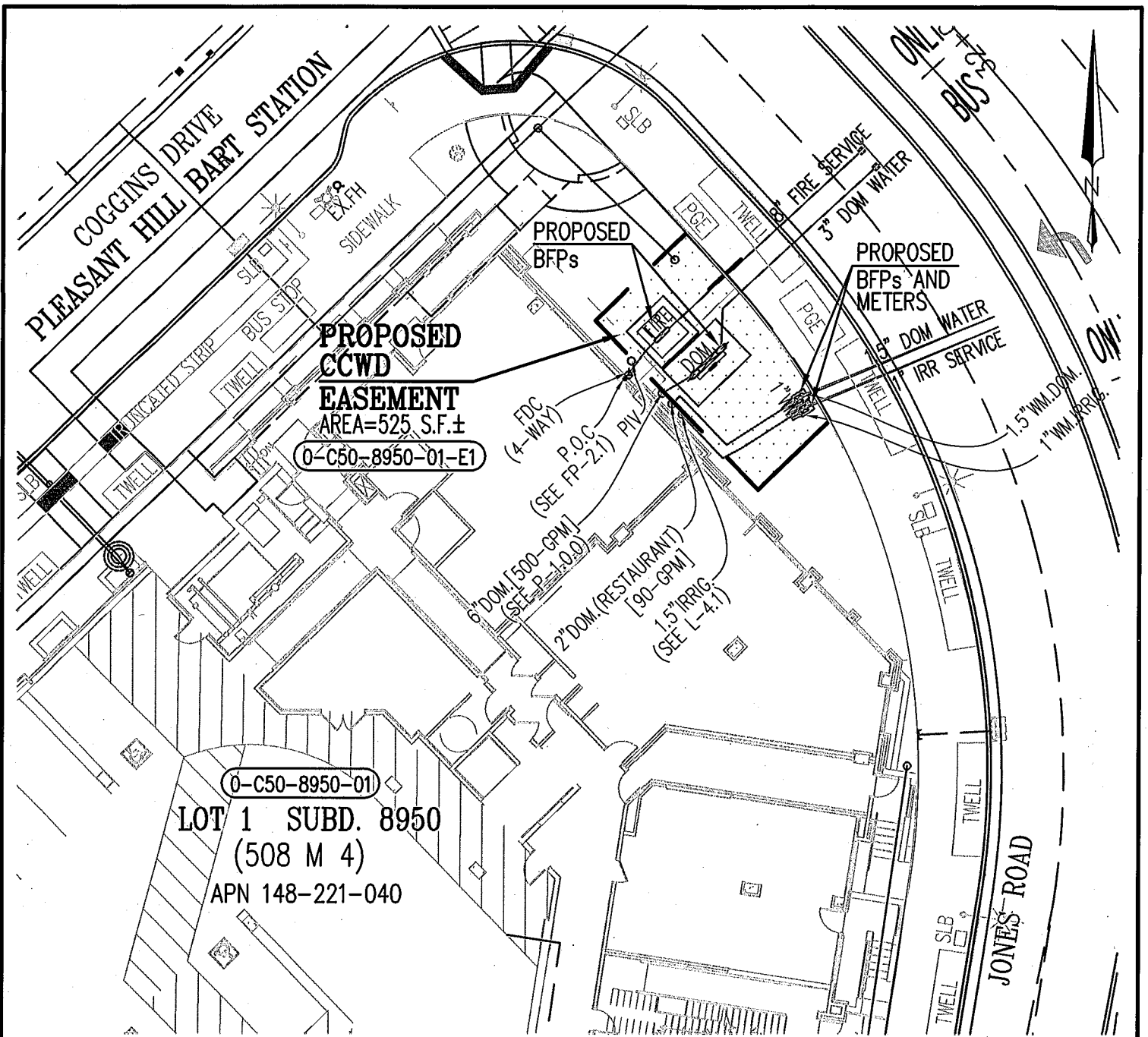
I, PATRICIA WILLIAMS, District Secretary of the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, do hereby certify that the foregoing is a true copy of the original resolution adopted by the Board of Directors of the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT at its meeting regularly called and held on _____ 2018, a majority of the members of said Board being present and voting therefor.

Dated this ____ day of _____, 2018.

Patricia K. Williams, District Secretary
San Francisco Bay Area Rapid Transit District

Attachment A:
Pleasant Hill/Contra Costa Centre BART
Transit Village Site Plan





LEGEND

S.F.± SQUARE FEET MORE OR LESS

(T) TOTAL

PROPOSED WATERLINE
EASEMENT



0-C50-8950-01 BART PARCEL NO.



Jacqueline Luk
JACQUELINE LUK, LS 8934

**CONTRA COSTA WATER DISTRICT
WATERLINE EASEMENT
SUBDIVISION 8950**

**PLAT TO ACCOMPANY LEGAL DESCRIPTION
CONTRA COSTA COUNTY - CALIFORNIA**

NOVEMBER 2018 SCALE: 1"=20' SHEET 1 OF 1

Prepared By
Luk and Associates
Civil Engineers - Land Planners - Land Surveyors
738 Alfred Nobel Drive
Hercules, California 94547
PHONE: (510) 724-3388

LOT 6
SUBD. 8950
508 M 4

LOT 1
SUBD. 8950
508 M 4

50' WIDE NEW ABUTTER'S
RIGHTS OF ACCESS TO
JONES ROAD

PROPOSED
DWY OPENING

EXISTING
CURB

50' WIDE OLD
ABUTTER'S RIGHTS
OF ACCESS TO
JONES ROAD

EXISTING
DWY OPENING

EXISTING
CURB

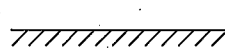
JONES ROAD

JONES ROAD

ANTHONY DR

HARVEY DRIVE

8
8950
4



NEW RELINQUISHMENT OF
ABUTTER'S ACCESS RIGHTS



OLD ABUTTER'S RIGHT OF ACCESS

ABUTTER'S RIGHTS TO JONES ROAD

PLAT TO ACCOMPANY LEGAL DESCRIPTION

CONTRA COSTA COUNTY - CALIFORNIA

NOVEMBER 2018

SCALE: 1"=100'

SHEET 1 OF 1

Prepared By
Luk and Associates
Civil Engineers - Land Planners - Land Surveyors
738 Alfred Nobel Drive
Hercules, California 94547



DEL HOMBRE LANE
GRANT OF RIGHT OF WAY

UNINCORPORATED AREA OF CONTRA COSTA COUNTY



SCALE: 1"=60'

DATE: 12/27/2018

EXHIBIT A

CD. COCD

RTE. C

Sheet 1 of 1

DR. NO.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: January 10, 2019

FROM: General Manager

SUBJECT: FY19 First Quarter Financial Report

The FY19 First Quarter Financial Report (July - September 2018) is attached. The net result for the quarter was \$8.0M favorable to budget; however, staff does not anticipate FY19 will remain favorable.

Operating Sources

Total Ridership was 0.7% under budget for the first quarter of FY19, and 0.9% lower than in the same period of FY18. Although budget expectations for FY19 ridership were flat based on FY18 performance, monthly ridership in FY19 is trending slightly below the budget. First quarter FY19 weekday trips were 0.1% below budget and weekend/holiday trips were 4.3% below budget. Passenger revenue in the first quarter was \$0.2M (0.1%) favorable. The majority of rider loss continues in the shorter-trip, lower-fare market, which is why passenger revenue is slightly over budget compared to under budget passenger trips.

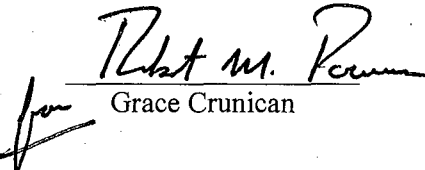
Financial Assistance in the first quarter of FY19 was favorable to budget primarily due to revenue from Property Tax and Low Carbon Fuel Standard (LCFS) credit sales. Property Tax was \$0.5M (43.4%) favorable to budget in the first quarter of FY18 and 7.3% higher than Property Tax revenue from one year ago. Additionally, LCFS credit sales in the first quarter exceeded the \$1.6M budget by \$2.0M (124%) due to strong pricing. Per the LCFS Policy, proceeds from LCFS sales will be allocated equally to the Sustainability program and to the general operating fund.

Operating Uses

Total Expense for the first quarter was slightly under budget, finishing \$6.3M (3.3%) favorable. Labor and benefits were on budget, at \$0.08M (0.1%) unfavorable. Total non-labor was \$6.3M (13%) under budget, largely due to timing of expenses for professional & technical service fees; reduced material usage costs; and a one-time rent savings.

As FY19 progresses, low ridership is expected to have a negative impact on the net operating result. Additionally, labor expenses are projected to increase while non-labor savings are expected to be offset by increased expenditures later in the Fiscal Year. The ridership and expense trends may result in an operating deficit by FY19 Year End. Staff have implemented cost saving measures and are committed to limiting spending and increasing efficiencies to help manage the projected FY19 operating shortfall.

cc: Board Appointed Officers
Deputy General Manager
Executive Staff


Grace Crunican

**Quarterly Financial Report
First Quarter
Fiscal Year- 2019**

Revenue

- Avg weekday trips for the quarter were 419,692, 0.1% under budget and 0.1% below the same quarter last year. Total trips for the quarter were 0.7% under budget and 0.9% lower than FY18Q1, with weekend and holiday trips 4.3% under budget. Net passenger revenue was 0.1% over budget.
- Parking revenue was \$0.2M favorable mainly due to daily non-reserve and long term programs.
- Other operating revenue was \$0.5M favorable mainly due to \$1.5M over budget investment income, offset by \$1.0M under budget advertising revenue. Final ad revenue payment for September has not yet been received.

Expense

- Labor was \$0.1M unfavorable. Savings from 12.9% vacancy rate was offset by \$14.5M of unfavorable overtime (\$14.3M) and temp help (\$0.1M).
- Power was \$0.5M favorable due to lower than expected energy costs, particularly in the California Independent System Operator (CAISO) transmission costs paid in Q1, as well as lower-than-expected solar and hydro deliveries.
- Total other non-labor was \$5.8M favorable due to timing of invoices and insurance claims (\$3.9M professional fees and \$1.3M of misc. expense); \$1.9M rent credit at 300 Lakeside; and \$0.9M in repairs & maintenance due to discount pricing on wheels. These savings were offset by \$2.3M unfavorable material usage.

Financial Assistance and Allocations

- Sales tax for Q1 was 6.3% below FY18Q1 and \$0.5M unfavorable due to changes in the state's payment pattern and issues with the implementation of the new sales tax payment software. Expecting issues to be resolved in Q2.
- Property tax and other assistance was \$0.7M favorable due to over budget property tax payments and local financial assistance.
- Low Carbon Fuel Standard (LCFS) program revenue was \$2.0M favorable to budget due to higher than anticipated sale of credits generated as a result of strong market prices.
- Capital and other allocations were \$1.3M greater than budget primarily due to \$2.0M of increased LCFS revenue (allocated equally between sustainability and general operating fund per LCFS Policy), offset by \$0.4M under budget SFO Ext fare revenue and \$0.2M under budget incremental fare increase revenue.

Net Operating Result

- The net operating result for Q1 was \$8.0M favorable, mostly due to non-labor savings which are not expected to continue throughout FY19.

Current Quarter			(\$ Millions)	Year to Date		
Budget	Actual	Var		Budget	Actual	Var
Revenue						
\$ 124.8	125.0	0.1%	Net Passenger Revenue	\$ 124.8	125.0	0.1%
9.2	9.4	2.1%	Parking Revenue	9.2	9.4	2.1%
7.1	7.6	7.0%	Other Operating Revenue	7.1	7.6	7.0%
141.1	142.0	0.6%	Total Net Operating Revenue	141.1	142.0	0.6%
Expense						
140.9	141.0	-0.1%	Net Labor	140.9	141.0	-0.1%
11.0	10.4	4.6%	Electric Power	11.0	10.4	4.6%
7.6	7.6	-0.4%	Purchased Transportation	7.6	7.6	-0.4%
30.2	24.4	19.4%	Other Non Labor	30.2	24.4	19.4%
189.7	183.4	3.3%	Total Operating Expense	189.7	183.4	3.3%
(48.6)	(41.5)	14.6%	Operating Result (Deficit)	(48.6)	(41.5)	14.6%
Taxes and Financial Assistance						
60.6	60.0	-0.8%	Sales Tax	60.6	60.0	-0.8%
2.5	3.2	27.9%	Property Tax, Other Assistance	2.5	3.2	27.9%
1.6	3.6	123.8%	Low Carbon Fuel Std Prog	1.6	3.6	123.8%
(11.7)	(11.7)	0.0%	Debt Service	(11.7)	(11.7)	0.0%
(20.1)	(21.4)	-6.4%	Capital and Other Allocations	(20.1)	(21.4)	-6.4%
32.9	\$ 33.9	2.9%	Net Financial Assistance	32.9	\$ 33.9	2.9%
(15.6)	\$ (7.6)	\$ 8.0	Net Operating Result	(15.6)	\$ (7.6)	\$ 8.0
74.4%	77.4%	3.0%	System Operating Ratio	74.4%	77.4%	3.0%
0.396 ¢	0.383 ¢	3.2%	Rail Cost / Passenger Mile	0.396 ¢	0.383 ¢	3.2%

* Totals may not add due to rounding to the nearest million.

- No Problem
- Caution: Potential Problem/Problem Being Addressed
- Significant Problem

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

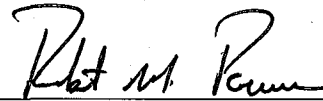
DATE: January 3, 2019

FROM: General Manager

SUBJECT: BART Legacy Fleet Decommissioning

Attached is the "BART Legacy Fleet Decommissioning" presentation that will be presented to the Board at the January 10, 2019 meeting as an information item.

If you have any questions about the document, please contact Tamar Allen, Assistant General Manager, Operations at 510-464-7513.



Grace Crunican



Attachment

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>3 JAN 2019</i> <i>Rhat M. Power</i>		GENERAL MANAGER ACTION REQ'D:		
DATE: 12/21/2018		BOARD INITIATED ITEM: No		
Originator/Prepared by: Abigail Thorne-Lyman Dept: Systems Development <i>Abigail Thorne-Lyman</i> Signature/Date: <i>Dec. 27, 2018</i>	General Counsel <i>[Signature]</i> <i>1/2/2019</i> []	Controller/Treasurer <i>[Signature]</i> <i>12/19</i> []	District Secretary []	BARC <i>[Signature]</i> <i>1/2/2019</i> []

Fruitvale Transit Village Phase IIB: Modifications to Recorded Agreements

PURPOSE:

To obtain Board authorization to modify currently existing recorded agreements with the City of Oakland for Fruitvale Transit Village Phase IIB.

DISCUSSION:

The Fruitvale Transit Village was built in partnership with the Spanish Speaking Unity Council (“Unity Council”) following negotiations that commenced in 1994 and culminated with the completion of Phase I and the BART parking garage in 2003 and 2004, respectively. The Transit Village Master Plan originally envisioned that the completed garage would accommodate all BART patron parking at the station, and that the remainder of the property south of 35th Avenue would be developed with a second phase of mixed income condominium and rental residential units, located on 3.4 acres of property bounded by 35th and 37th Avenues to the North and South, and East 12th Street and the BART tracks to the east and west.

In 2010, as a result of the Great Recession, it became clear that the second phase of the development was not feasible. At that time, the Unity Council and the Oakland Redevelopment Agency requested modifications to the deal terms to ensure the long-term feasibility of the overall plan. BART agreed to sell the 3.4-acre property to the Oakland Redevelopment Agency for \$6 million (fair market value in 2010) and a series of covenants and other agreements were recorded. Upon the dissolution of the Redevelopment Agency in 2012, the property was transferred to the City of Oakland. The City currently owns the

property and until recent construction, the Unity Council managed a private paid surface parking lot on the site.

The City has subdivided the 3.4-acre property into two separate projects, the first led by a partnership of the East Bay Asian Local Development Corporation (EBALDC) and the Unity Council, and the second led by a partnership of BRIDGE Housing and the Unity Council (hereinafter the “developer team”). In 2017 the BART Board approved modifications to these agreements for the first phase of development on 1.25 acres of the 3.4-acre property, also known as Fruitvale Transit Village Phase IIA, or *Casa Arabella*. That project, which includes 92 units of affordable housing and 2 market rate units, is currently under construction.

Phase IIB has recently been fully approved by the City of Oakland and includes a four-story affordable housing project with 179 rental units affordable to households earning between 20% and 80% of the Area Median Income, two managers units, 6,000 square foot ground floor commercial space to be leased by Communities United for Restorative Youth Justice, and approximately 100 total parking spaces. The developer team is currently seeking its final funding for the project and will be applying for an Affordable Housing and Sustainable Communities grant this cycle, as is noted in a separate item at the January 10, 2019 Board meeting.

This station is identified as an “Urban Neighborhood/City Center” in BART’s TOD Guidelines, which articulates a desire for seven-story buildings and no more than 0.5 car spaces per unit. As some of the parking will be designated for the commercial use, the project meets BART’s 0.5 car spaces per unit guideline but does not meet BART’s seven-story guideline. BART staff urged the developer team and City to consider a taller building but were informed that such a change would trigger undue delays in a long-awaited development, due to existing site entitlements and funding allocations.

I. Recorded Agreements between BART and the City of Oakland

At the time of the sale of the property to the City of Oakland Redevelopment Agency (now the Successor Agency) three agreements were recorded: (1) a Construction Covenant; (2) a Developer Transit Benefit Fee Agreement; and (3) a Unit Owner Transit Benefit Fee Agreement. All three agreements include terms adopted by the BART Board in 2010:

1. The **Construction Covenant** includes a **Conditional Purchase Option**, which provides that the City may, at its discretion, provide BART an option to repurchase all, or a portion of, the property if it includes an affordable rental housing project. The City of Oakland staff have advised BART that the City does not intend to approve BART's execution of an option to purchase the property.

2. The **Developer Transit Benefit Fee Agreement** includes:

- A **Transit Benefit Fee**, which is a provision included in all of BART's TOD agreements with for-sale developments, requires the property owner or owners to pay BART a 1.5% transfer fee when each unit is sold to allow BART to participate in the future increase in property value due to its proximity to quality transit service. The Transit Benefit Fee only applies to condominiums sold and would not apply to the proposed project.
- A **Covered Property Transfer Fee**, requiring a 1.5% transfer fee to BART if the Developer transfers all or any portion of the property. Because the land is owned by the City of Oakland and will be leased to the developer, this provision would not apply to this proposed project.
- A **Delayed Transfer Fee** provision where the developer is expected to pay BART 1.5% of the appraised value of the property every 5 years so long as the property has not been constructed as or converted to for-sale condominiums. This Delayed Transfer Fee was waived in 2015 because there was no proposed development at the time and the City was still the property owner. The Delayed Transfer fee will be contractually required again in 2020.
- A **Contingent Revenue Fee**, provides that BART would receive 25% of the surplus revenue from the development if the project achieves the greater of (i) a twenty-five percent internal rate of return on invested capital or (ii) a twenty percent net margin on revenue. Language in this section applies only to condominium units, and the proposed project is 100% affordable rental housing, therefore this section would not apply.

3. The **Unit Owner Transit Benefit Fee Agreement** lays out the terms by which the Transit Benefit Fee would be paid for each resale of a unit. This would only apply if the project were condominiums and would therefore does not apply to the proposed rental project.

II. Request for Waiver of Delayed Transfer Fee

The development team for Phase IIB has requested that BART waive the Delayed Transfer Fee provision because the proposed project is 100% affordable housing. The development team and City are requesting this waiver because funding to pay BART the Delayed Transfer Fee could potentially render the proposed project financially infeasible. BART staff has worked with an outside economic consulting firm, Keyser Marston Associates (KMA), to review the pro forma analysis for the project to determine whether the Delayed Transfer Fee would render the development infeasible, and to estimate the potential revenue impacts to BART.

KMA has determined that the Delayed Transfer Fee would have a negative impact on the project's competitiveness for potential City, County, and State financing sources by diminishing the project's ability to generate any residual cash flow to the public agencies that would provide financing. Further, public agencies that have already allocated financing to the project, such as the City of Oakland, would receive a lower amount of return from the

project than anticipated at the time of award, which would diminish future subsidies for affordable housing from those sources.

Further, KMA has estimated that the Delayed Transfer Fee would generate a maximum of \$500,000 every five years to BART. This revenue to BART has not been incorporated into BART's budget forecasts, therefore if a full waiver of the Delayed Transfer Fee is approved, BART would forego roughly \$500,000 every five years (2020, 2025, etc.) for the period of the ground lease with the developer.

III. Request for Modifications to Other Agreements

The development team has also requested that BART modify the Construction Covenant, Developer Transit Benefit Fee Agreement, and Unit Owner Transit Benefit Fee Agreement to clarify that the other terms described above do not apply to the Phase IIB development as proposed. Changes to the project or affordability levels might result in the agreements being reinstated.

IV. Staff Recommendation to Waive Delayed Transfer Fee and Modify Agreements

Given the severity of the regional housing crisis, the potential ability of the developer to deliver 179 units of affordable housing in a short time frame, the impact of the Delayed Transfer Fee on both future affordable housing subsidies and the feasibility of this particular development, and the maximum fiscal impact of \$500,000 every five years, Staff recommend that the Board consider waiving the entire Delayed Transfer Fee so long as the project maintains its current proposed affordability levels, for the duration of the ground lease between the City and the Developer.

Staff also recommend modifying the Construction Covenant, Developer Transit Benefit Fee Agreement, and Unit Owner Transit Benefit Fee Agreement agreements to ensure that these terms do not apply to the Phase IIB development as proposed, but could potentially apply in the long term if the affordability or ownership status of the project is changed.

The Office of the General Counsel will review and approve as to form all modified agreements.

V. Pedestrian and Bicycle Path

The Board approved the waiver of the Delayed Transfer Fee and easements required on BART property for Fruitvale Transit Village Phase IIA with the condition that the developer build a two-way bicycle path to be shared with the emergency vehicle access and loading area that would run adjacent to BART's trackway.

As a condition of the waiver of the Delayed Transfer Fee, the developer team has agreed to design the portion of the two-way bicycle path that would run underneath the trackway on

BART's property parallel to the development, as well as an improved pedestrian path in the area north of 35th Avenue to the station entrance. The developer team has further agreed to work with BART to secure funding to build these improvements as part of the construction of the Phase IIB development, and will apply for funding for these improvements as part of the FY2017-2018 Affordable Housing & Sustainable Communities grant application. Lastly, the developer team has agreed to maintain the portion of the two-way bicycle path that is on BART Property underneath the tracks, via a maintenance agreement that would be executed with BART. The Unity Council is already required to maintain the pedestrian path between 35th Avenue and the fare gates as part of its existing ground lease with BART for Fruitvale Transit Village Phase I.

FISCAL IMPACT:

Independent economic analysis of the developer's pro forma indicates that the maximum Delayed Transfer Fee payment BART would receive in 2020 is \$500,000, translating to an estimated maximum of \$100,000 a year in initial Delayed Transfer Fee revenue that would be waived if the Board approves this request. The potential maximum foregone revenue to BART would be roughly \$9.5 million over 99 years, assuming a total of 19 payments.

The changes to the other Agreements are clarifications of the Agreements themselves rather than a change in the deal terms, thus, there is no fiscal impact.

Construction and maintenance of the cycletrack and pedestrian improvements may have some minor positive fiscal impact to BART, due to the reduced need for grounds maintenance under a portion of the trackway, and possible removal of existing trees adjacent to the station box, which have caused damage to the station drainage system requiring previous, and possible future repairs by BART.

ALTERNATIVES:

1. Do not waive the Direct Transfer Fee requirement. Project feasibility and competitiveness for funding would be affected.
2. Waive a portion of the Direct Transfer Fee requirement, reducing the amount from 1.5% to a smaller share of the appraised value of the covered property. A reduction would still have an impact on the feasibility of the development.
3. Do not modify other existing Agreements as described above to clarify that they are inapplicable to the proposed Phase IIB development, as requested by the developers and their lenders.

RECOMMENDATIONS:

Adopt the following Motion.

MOTION:

Authorize the General Manager or her designee to modify the existing recorded agreements between BART and the City of Oakland for Fruitvale Transit Village Phase IIB in order to waive the Delayed Transfer Fee requirement and acknowledge that the other major terms of the agreements do not apply to this development, so long as the development includes a minimum of 179 units of rental affordable housing for households earning less than 80% area median income. In lieu of the fee, the developer team and City of Oakland will design, build and maintain pedestrian and bicycle improvements connecting the station entrance to 37th Avenue.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>3 JAN 2019</i> <i>T. M. Power</i>		GENERAL MANAGER ACTION REQ'D: No		
DATE: 12/21/2018		BOARD INITIATED ITEM: No		
Originator/Prepared by: Abigail Thorne-Lyman Dept: Systems Development Signature: <i>Abigail Thorne-Lyman</i> Date: <i>Dec 31, 2018</i>	General Counsel <i>[Signature]</i> 1/2/19 []	Controller/Treasurer <i>[Signature]</i> 1/2/19 []	District Secretary []	BARC <i>[Signature]</i> 1/2/2019 []

Affordable Housing and Sustainable Communities Applications for FY2017-2018, and Pass-Through Agreements for FY2015-2016 Awarded Grants

PURPOSE:

To obtain authorization to enter into agreements required to apply for and receive funds for transit access improvements from the FY2017-2018 Affordable Housing and Sustainable Communities (AHSC) grant program and to execute pass-through agreements to receive funds from previously awarded FY2015-2016 AHSC grants.

DISCUSSION:

The State of California Strategic Growth Council (SGC) and Housing and Community Development Department (HCD) have issued a Notice of Funding Availability for the FY2017-2018 Affordable Housing and Sustainable Communities (AHSC) Grant Program, funded by Cap-and-Trade auction proceeds.

BART's Transit-Oriented Development (TOD) Policy sets a goal of "Partner(ing) to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes." BART has previously successfully partnered with private developers and used the AHSC program to secure funding that will both build affordable housing and enhance active transportation access to stations. In this forthcoming round of funding, BART has been working with seven potential applicants on an array of improvements, as shown in Attachment 1. Affordable housing developer applicants who are seeking AHSC funds to subsidize the construction of their projects are more competitive if up to 30% of their funding request will be for projects that improve pedestrian, bicycle, or transit

infrastructure. The projects included for BART are therefore mutually beneficial, making the applications more competitive and providing improvements to BART and surrounding areas.

The grant requirements do not require BART to be a direct applicant for these funds for any of these projects. BART would be a subrecipient, and, under the terms of the grant application, must enter into agreements in advance of the application deadline, confirming that BART retains ownership of property being improved, and establishing roles and responsibilities for making transportation improvements and seeking reimbursement for costs from the lead applicant(s).

In four of the anticipated applications (improvements at MacArthur, North Berkeley, Civic Center, and Millbrae stations), the BART-related transportation improvements are separate from the housing project, and BART would receive funds via a pass-through agreement with either the City or housing developer applicant.

The affordable housing projects associated with the remaining three anticipated applications (improvements at Balboa Park, Fruitvale, and West Oakland stations) are proposed to be immediately adjacent to BART's improvements, and BART is an active participant in the negotiations associated with the housing development. Transportation improvements requested through the AHSC application have been negotiated by staff as a condition of approval of other property-related negotiations with BART (which will be brought to the Board for approval as separate items either at this or future meetings); specifically:

- Balboa Park: Approval of easements on BART Property (the subject development occurring on adjacent City-owned property)
- Fruitvale: Approval of modifications to recorded agreements on the City-owned property where the subject development will be taking place
- West Oakland: Approval of the transit-oriented development on BART property.

The affordable housing developments associated with these applications cannot be built without these approvals, and the agreements required for the AHSC applications will therefore only be enacted subject to the Board's approval. The State of California requires AHSC-related agreements to be executed in advance of the AHSC grant application deadline of February 11, 2019.

Staff is seeking Board approval to enter into agreements with various parties as described in Attachment 1. The agreements would:

- Describe BART's previous experience with at least two similar projects within the last 10 years;
- Stipulate the terms of agreement between the developer, City and BART for completion of BART-related improvements including roles and responsibilities for making the improvements, and a schedule of performance;
- Stipulate the terms for funding and reimbursement, and responsibility for cost

overruns;

- Confirm that BART has site control and entitlements or approvals needed to construct the transportation improvements; and
- Confirm that BART will work in good faith and in a timely manner with the developer to provide any necessary permits to enter BART-owned property, as appropriate.

Staff is also requesting authorization from the Board to enter into pass-through agreements with Applicants if they are awarded the funds, contingent on Board authorization of all other required agreements as stated above. SGC and HCD are expected to announce grant awards in Summer 2019.

Pass-Through Agreements for 2015-2016 AHSC Applications

Additionally, BART included transportation projects in several applications in the FY2015-2016 round of AHSC funding. At the time no Board action was required by the application date. Several applicants received funding, and BART is ready to implement associated transportation projects. These projects and the requested dollar amounts are shown in the table below:

Improvement	Co-Applicant	Funding Amount to BART
2 Bicycle Stairway Channels at Coliseum Station	City of Oakland	\$93,800
2 Bicycle Stairway Channels, Accessible Fare Gate at Lake Merritt Station	City of Oakland	\$235,000

Staff is also requesting authorization from the Board to enter into pass-through agreements with the City of Oakland to receive funds for these projects.

All agreements will be approved as to form by the Office of the General Counsel.

FISCAL IMPACT:

Depending on which applications are awarded, the AHSC program could provide between \$0 and \$11 million in contributions to BART capital improvements as described in Table 1. Some of these contributions will support planned Measure RR station access projects, leveraging BART's own funds. Proposed AHSC improvements at the Balboa Park, Fruitvale, and West Oakland stations may not take place without AHSC funds as no other fund source has been identified.

Funding for the FY2015-2016 AHSC applications will contribute \$328,800 toward BART

station capital improvements with BART providing \$48,000 in matching funds which have been previously allocated in the capital budget toward bike channel improvements.

ALTERNATIVES:

Do not authorize staff to enter into these agreements. BART will not apply for funds from AHSC as a subrecipient. The related affordable housing projects could be negatively impacted as the BART portion of the applications contributes to the competitiveness of their applications for AHSC, and some of the proposed improvements as noted above would not necessarily occur.

RECOMMENDATIONS:

Adopt the following Motions.

MOTIONS:

1. Authorize the General Manager or her designee to enter into agreements, including Memoranda of Understanding and Pass-Through Agreements where BART is a recipient. Agreements would be executed with the following Applicants or their affiliates (e.g. limited partnerships) for the FY2017-2018 Affordable Housing and Sustainable Communities grant program as required in order to apply and receive funds for Sustainable Transportation Infrastructure and Transit-Related Amenities:

- City of Oakland with BRIDGE Housing and the Spanish Speaking Unity Council (Fruitvale)
- City of Oakland with East Bay Asian Local Development Corporation (MacArthur)
- City of San Francisco with the Related Companies L.P. and Mission Housing (Balboa Park)
- City of San Francisco with Tenderloin Neighborhood Development Corporation (Civic Center)
- Core Companies and Millbrae Transit Village L.P. (Millbrae)
- BRIDGE Housing (North Berkeley)
- China Harbour Engineering Corp. and Strategic Urban Development Alliance (West Oakland)

2. Authorize the General Manager or her designee to enter into Pass-Through Agreements with the City of Oakland for successful FY2015-2016 AHSC applications.

Attachment 1:

FY2017-2018 Affordable Housing and Sustainable Communities (AHSC)

Overview of Anticipated Applications with BART Involvement

Station	BART Project	Max BART Funding Request	Current Estimated Project Cost	Other Funds	Affordable Housing Location	Affordable Housing Developer	Party/ies to Side Agreement
Projects with Pass Through of Funds to BART for Transportation Improvements							
MacArthur	40th Street Underpass Lighting	\$600,000	\$2,000,000	Measure RR	32nd & San Pablo Avenue	East Bay Asian Local Development Corporation (EBALDC)	City of Oakland
		<i>Postponed to the next round of grant funding</i>					
North Berkeley	Access Improvements, Part I	\$900,000	\$3,000,000	Measure RR Other Funds TBD	Berkeley Way	BRIDGE Housing	BRIDGE Housing
Civic Center	Station Entrance Canopy	\$1,000,000	\$2,000,000	Measure RR, Proposition A (City/County) (Part of Larger Project)	500 Turk St.	Tenderloin Neighborhood Development Corp. (TNDC)	TNDC
Millbrae	Tail Track & Possible Station Improvements	\$2,000,000	\$5,000,000	Federal, BART, Measure RR (Part of Larger Project)	Gateway at Millbrae (BART TOD Project)	The Core Companies	The Core Companies
Projects Where Developer Would Build Transportation Improvements on BART Property							
Balboa Park	Road Conversion to Ped, Bike, and Transit Plaza	\$4,500,000	\$5,500,000	Proposition K (City/County)	Balboa Park Station	Related Companies, City of San Francisco, Mission Housing	Related Companies, City of San Francisco, Mission Housing
Fruitvale	Ped/Bike Improvements from Station Entrance to 37th Avenue	\$1,000,000	\$1,000,000	None	Fruitvale Transit Village Phase IIB	BRIDGE Housing/Unity Council	BRIDGE Housing, Unity Council, City of Oakland
West Oakland	Bike Station	\$1,000,000	\$1,000,000	None	West Oakland Station (BART TOD Project)	China Harbour Engineering Corporation (CHEC), Strategic Urban Development Alliance, LLC. (SUDA)	CHEC, SUDA
Possible AHSC Grant Funds to BART		\$11,000,000					

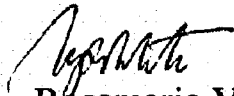
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

TO: Board of Directors **Date:** January 4, 2019
FROM: Controller-Treasurer
SUBJECT: QUARTERLY REPORT OF THE CONTROLLER-TREASURER

Attached is the Quarterly Report of the Controller-Treasurer for the quarter ending September 30, 2018 which will be presented to the Board on January 10, 2019.

Please feel free to call me at 510-464-6070 with any questions you may have.


Rosemarie V. Poblete