

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688
(510) 464-6000

PLANNING COMMITTEE

April 18, 2017

9:00 a.m.

COMMITTEE MEMBERS: Directors Raburn (Chairperson), Blalock (Vice Chairperson), Allen, and Josefowitz

A regular meeting of the Planning Committee will be held at 9:00 a.m. on Tuesday, April 18, 2017, in the BART Board Room, Kaiser Center 20th Street Mall – Third Floor, 344 – 20th Street, Oakland, California.

Members of the public may address the committee 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 committee. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under Public Comment.

AGENDA

1. Call to Order.
 - a. Roll Call.
 - b. Pledge of Allegiance.
2. Wholesale Electricity Portfolio Policy.* For information.
3. Sustainability Policy.* For information.
4. North Concord/Martinez Station to Antioch Station Access Study and Proposed Brentwood Transit Center Update.* For information.
 - a. Resolution of Support for City of Brentwood Advancement of a Future Brentwood Transit Center and Mokelumne Bridge Trail.* For information.
5. Public Comment.
6. New Business. (An opportunity for Board Members to introduce potential matters for a future committee agenda.)

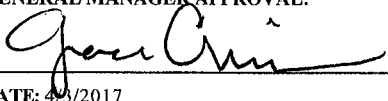
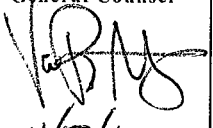
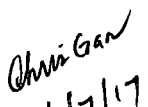
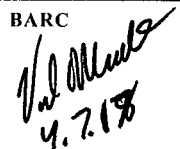

Kenneth A. Duron
District Secretary

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to this meeting, 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.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 		GENERAL MANAGER ACTION REQ'D: no		
DATE: 4/3/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Holly Gordon Dept: Sustainability	General Counsel  4/7/17 []	Controller/Treasurer  4/7/17 []	District Secretary []	BARC  4.7.17 []
Signature/Date:  4/7/17				
Status: Approved		Date Created: 4/3/2017		

Wholesale Electricity Portfolio Policy Adoption

PURPOSE:

To request that the Board of Directors adopt the attached Wholesale Electricity Portfolio Policy.

DISCUSSION:

The Board is being asked to adopt a Wholesale Electricity Portfolio Policy to guide its electricity purchases. By adopting this policy and committing to clean energy goals, BART will be aligned with other local governments and agencies throughout the State of California that have also adopted similar policies. Under California law (Public Utility Code Section 399.11), Investor Owned Utilities, Publicly Owned Utilities, and other electricity providers are currently required to achieve a portfolio of 50% renewable energy by 2030. Additionally, even more stringent clean energy goals have been introduced in the current 2017-2018 session of the California State Legislature. By adopting this Wholesale Electricity Portfolio Policy, BART will join other local California governments, including San Francisco, Los Angeles and Palo Alto, that have also independently set aggressive clean energy objectives.

Under California law (Public Utilities Code Section 701.8), BART has wide latitude in designing its wholesale electricity portfolio. While BART is not legally required to comply with the State of California renewable energy standards indicated above, as a public agency providing critical transit services to the Bay Area, BART also has an opportunity to manage its electricity purchases to advance sustainability goals while supporting low and stable

operating costs. Given that renewable energy supply costs have fallen significantly in recent years and have approached cost parity with other supply sources, BART has an opportunity to set clean energy goals that are both ambitious and realistic, while ensuring energy cost stability and maintaining BART's role as a transit leader.

FISCAL IMPACT:

BART staff do not anticipate a fiscal impact associated with this Wholesale Electricity Portfolio Policy. The policy expressly identifies maintaining energy costs within existing Short-Range Transit Plan projections as a performance measure.

ALTERNATIVES:

Do not adopt the Wholesale Electricity Portfolio Policy as currently presented. BART would not have an adopted, strategic, long-term policy in place to guide wholesale electricity portfolio design and implementation.

RECOMMENDATION:

It is recommended that the Board adopt the Wholesale Electricity Portfolio Policy.

MOTION:

The BART Board of Directors hereby adopts the attached Wholesale Electricity Portfolio Policy.

BART Wholesale Electricity Portfolio Policy

Vision:

The San Francisco Bay Area Rapid Transit District (BART) plays a critical role in affecting the environmental footprint of the Bay Area's overall transportation sector, by providing an alternative to driving that is affordable, accessible, convenient and environmentally-friendly. BART has wide latitude in designing its wholesale electricity portfolio, and has a responsibility to manage its electricity purchases to advance sustainability goals while supporting low and stable operating costs. This BART Wholesale Electricity Portfolio Policy is designed to guide BART's electric portfolio design activities to support these goals and maintain BART's role as a transit leader.

Goals:


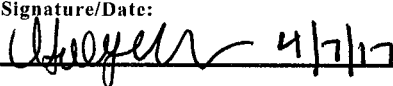
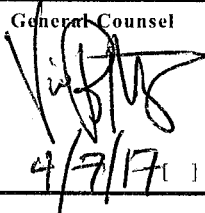
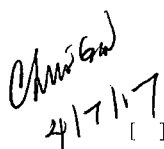
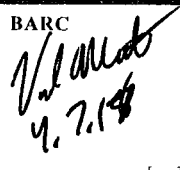
1. Support low and stable BART operating costs:
 - Actively and continually seek cost-competitive supply opportunities.
 - Strategically balance short-term, medium-term and long-term contracting arrangements to support stable and predictable energy costs.
 - Prioritize a supply portfolio that closely aligns with BART's electricity demand profile.
 - Prioritize a long-term predictable electricity cost structure that encourages transportation mode-switching.
2. Maximize the use of low-carbon, zero-carbon and renewable electricity supply:
 - Support state climate policies by prioritizing purchases from supply sources with very low or zero greenhouse gas ("GHG") emissions factors.
 - Support state renewable policies by prioritizing purchases from sources that qualify as renewable under criteria set by state law ("Eligible Renewable").

Performance Measures:

1. Maintain a long-term cost advantage compared to rates that BART would otherwise pay as a bundled utility customer.
2. Maintain per unit energy costs within BART's Short Range Transit Plan (S RTP) projections.
3. Achieve a portfolio that is:
 - From at least 50% Eligible Renewable sources by 2025.
 - From 100% from GHG emission-free sources by 2035.
 - From 100% from Eligible Renewable sources by 2045.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 		GENERAL MANAGER ACTION REQ'D: No		
DATE: 4/3/2017		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Holly Gordon Dept: Sustainability Signature/Date:  4/7/17	General Counsel  4/7/17 []	Controller/Treasurer  4/7/17 []	District Secretary []	BARC  4.7.17 []
Status: Approved		Date Created: 4/3/2017		

Sustainability Policy Adoption

PURPOSE:

To request that the Board of Directors adopt the attached Sustainability Policy.

DISCUSSION:

The Board is being asked to adopt an updated Sustainability Policy to guide its sustainability activities District-wide. The current Sustainability Policy was adopted in 2003. This update is focused on several key aspects:

1. Becoming more comprehensive. The American Public Transportation Association (APTA) through its Sustainability Commitment sets out six sustainability categories appropriate to public transit agencies. BART was a founding Signatory and achieved the Silver Level of Commitment in 2016. The update expands the scope of the Policy to cover APTA's six categories:
 - a. Resource Conservation
 - b. Emissions and Pollution Control
 - c. Extreme Weather Adaptation and Resilience
 - d. Materials and Construction Operations Optimization
 - e. Smart Land Use and Livable Neighborhoods
 - f. Patron Experience

The 2003 version of the policy focuses on station area land uses and access (e

above), sustainable materials and procurement (a and d above), and regional leadership. Extreme weather and resilience was a less prominent issue in 2003 than it is in 2017; now it is a crucial issue for BART to address and is also recognized nationally via the APTA categories. Additionally, the updated Sustainability Policy takes a more inclusive approach to resource conservation by calling out energy, water, and other resources and providing approaches tailored to those strategies.

In addition, the updated policy continues the model set by the 2003 policy to specifically call out leadership.

2. Becoming more specific. The updated Sustainability Policy includes bullets under each Goal explaining how the Goal is intended to be met. For example, the updated policy includes three ways emissions and waste generation could be reduced, including materials, wastewater, greenhouse gas emissions, and criteria air pollutants.
3. Aiming higher. The updated Sustainability Policy includes a goal of achieving 100% renewable electricity supply, while the 2003 version does not specifically reference electricity supply.
4. Guiding implementation. The updated Sustainability Policy includes a more comprehensive list of Strategies, including one identifying development of a Sustainability Action Plan. That plan is currently underway. It also more specifically calls out the need to engage BART staff and riders in achieving the updated policy Goals.

In addition to these key aspects, the attached Sustainability Policy responds to comments from the Sustainability Policy Committee, which reviewed a draft of the policy on August 18, 2016.

FISCAL IMPACT:

The fiscal impact associated with adoption of the Sustainability Policy is unknown at this time. As the Sustainability Policy was in draft format when the four-year workplans were being prepared, where needed, updated workplans will be able to better reflect incorporation of the Goals in the Sustainability Policy. They will be incorporated into the annual budget development and review process.

ALTERNATIVES:

Do not adopt the Sustainability Policy as currently presented. Continue operating under the 2003 Sustainability Policy.

RECOMMENDATION:

It is recommended that the Board adopt the Sustainability Policy.

MOTION:

The BART Board of Directors hereby adopts the attached Sustainability Policy, which shall supersede the current BART Sustainability Policy adopted in 2003.

BART Sustainability Policy

Vision:

The San Francisco Bay Area Rapid Transit District (BART) is committed to advancing regional sustainability by providing safe, affordable, equitable, and environmentally-friendly transit to move people to jobs, recreation and services. BART incorporates sustainability through fulfillment of the following goals:

Goals:

1. Advance smart land use, livable neighborhoods and sustainable access to transit by implementing the District's Station Access and Transit-Oriented Development policies, and their associated strategies, which support:
 - Low carbon transit trips and low carbon access to transportation.
 - Equitable access to stations and station-area development in coordination with local and regional jurisdictions and property-owners.
2. Choose sustainable materials, construction methods, and operations practices by:
 - Adopting standards, designing projects, and purchasing products and services to minimize ongoing maintenance and reduce waste.
 - Considering net embodied energy; incorporating efficient construction, deconstruction, and recycling practices; and including local businesses.
3. Use energy, water, and other resources efficiently by:
 - Achieving 100% renewable electricity supply through on- and off-site sources.
 - Reducing energy use, water use, and consumption of other resources at all BART facilities and in non-revenue vehicles, through resource-efficient equipment, systems, and practices.
 - Designing new facilities to be resource efficient.
4. Reduce harmful emissions and waste generation by:
 - Powering non-electric facilities and vehicles with sources generating the lowest feasible greenhouse gas emissions and criteria air pollutants.
 - Reducing, reusing, and recycling materials.
 - Managing wastewater and stormwater comprehensively, including strategies to re-use water safely.
5. Respond to risks from extreme weather, earthquakes, and other potential disruptions by:

April 6, 2017

- Building resilience into projects and operations to ensure BART is prepared for disturbances most likely to happen in the future, including impacts from climate change.
 - Implementing hazard mitigation strategies that contribute to community safety.
6. Improve patron and employee health and experience by:
- Choosing the safest possible materials and design strategies for trains, facilities, and systems.
 - Controlling noise to improve rider experience and reduce impacts on nearby residents and businesses.
 - Providing comfortable stations and trains that are easy to navigate, while functioning smoothly.
7. Serve as a leader in sustainability for transit agencies and the communities that BART serves by reducing BART's environmental footprint and encouraging other organizations and institutions to act similarly.

Strategies:

Commitment: Participate in the American Public Transportation Association (APTA) Sustainability Commitment or equivalent programs, and strive to achieve the highest level of recognition.

Action and Updates: Develop a Sustainability Action Plan to implement this policy, including specific actions, implementation strategies, decision making, and metrics. Review both the Plan and Policy at least every five years.

Standards: Identify the best available sustainable practices and standards and incorporate them into the BART Facility Standards (BFS).

Partnerships: Develop partnerships with federal, state, regional and local agencies, community organizations and others to implement this Policy.

Engagement: Engage staff and riders in achieving the goals set out in this Policy. Listen to ideas and share information about progress with District staff and the public. Partner with community organizations and consider input from community members when identifying sustainability actions.

Environmental and Sustainability Management System (ESMS): BART is committed to continual improvement of an ESMS to enhance environmental performance, protect the environment, and fulfill applicable legal and other requirements.

Innovation: Take advantage of emerging technologies that support sustainable practices.

SAN FRANCISCO BAY AREA RAPID TRANSIT

MEMORANDUM

TO: Board of Directors

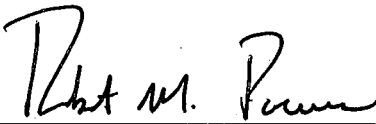
DATE: April 13, 2017

FROM: General Manager

SUBJECT: North Concord to Antioch Access Study and Brentwood Transit Center

At the April 18th Planning Committee meeting, staff will provide an update on the North Concord to Antioch Access Study (C-Line Access Study) and the Brentwood Transit Center. The C-Line Access Study addresses station access impacts at outer C-line and eBART stations, with attention towards improving connections to regional trails. The C-Line Access Study complements the recommendations of the eBART Next Segment Study, a pre-feasibility analysis that evaluated possible locations for a Brentwood Transit Center. Additional access improvements are planned at the preferred site – near the Mokelumne Trail and Highway 4 -- including construction of the Mokelumne Trail Pedestrian and Bicycle Bridge for access to a station that could be served by Tri Delta Transit initially, and later by eBART.

Please contact Val Menotti at (510) 287-4794 if you have questions.



for Grace Crunican

Attachment

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Pat M. Power</i> 12 April 2017		GENERAL MANAGER ACTION REQ'D:		
DATE: 3/31/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Ellen Smith Dept: Systems Development <i>Robert N. Beck</i> Signature/Date: 4.7.17	General Counsel <i>[Signature]</i> 4/7/17	Controller/Treasurer <i>Chris Gal</i> 4/7/17	District Secretary	BARC <i>[Signature]</i> 4.7.17
Status: Approved		Date Created: 3/31/2017		

Resolution of support for City of Brentwood advancement of a future Brentwood Transit Center and Mokelumne Trail Bridge

Title: Resolution of support for City of Brentwood advancement of a future Brentwood Transit Center and Mokelumne Trail Bridge

Purpose:

Board adoption of a resolution supporting Brentwood City Council's March 14, 2017 approval of a resolution to support the findings of the eBART Next Segment Study, Brentwood Transit Center and construction of the Mokelumne Trail.

Discussion:

The currently under-construction eBART Project is an expansion of BART service into East Contra Costa County. The project runs in the median of State Highway 4 (SR 4) from the Pittsburg/Bay Point Station, through the new Pittsburg Center Station, to the Antioch Station near Hillcrest Avenue. It is anticipated that service for this 10-mile extension will commence in May 2018.

In 2014 BART completed its pre-feasibility "Next Segment Study," exploring options for the extension of eBART beyond the Phase I terminus Antioch Station at Hillcrest Avenue. The goal of the study was to identify the most suitable alignment for a possible future extension, and location of the next terminus station. Six locations were studied and it was determined that a location near where the Mokelumne Coast to Crest Multi-use Trail intersects with SR 4 in Brentwood is the preferred terminus of a future eBART extension.

In conjunction with this study, BART conducted a major public and stakeholder outreach effort, discussing the study at over 20 public meetings.

The conceptual plan for the Brentwood Transit Center involves construction of a transit facility on the west side of Highway 4. The rail access would be down the median of SR 4 from the Antioch Station to the Brentwood Transit Center. It would be accessible via the Mokelumne Trail, bus and auto, and the facility would be served by Tri Delta Transit buses. In the future, the transit center could be upgraded and accessible via eBART.

In 2016, the Board of Directors took an action to include the project on BART's list of recommended projects for the Plan Bay Area 2040, and the project (referred to as the "East Contra Costa Transit Extension Brentwood Station") is included in Plan Bay Area 2040, and the current Regional Transportation plan (RTP), with a small dollar amount (\$12 million).

On February 15, 2017, the Contra Costa Transportation Authority adopted a list of projects to be funded by a possible future Regional Measure 3, and included the Brentwood Transit Center on the list at \$52 million.

In compliance with our Access Policy, a transit center near Brentwood's Mokelumne Trail and State Route 4 would support policy objectives by connecting Brentwood, Oakley and Antioch residents to the BART system by all modes.

Brentwood's General Plan designates the vicinity where a future Brentwood Transit Center is contemplated as Priority Area 1 (PA-1), and states "Land use plans for this area should contemplate a future transit facility that could accommodate a future eBART station and/or park-and-ride facility..." Brentwood anticipates completion of a Specific Plan and related Environmental Impact Report (EIR) for the PA-1 Specific Plan by summer of 2018.

On March 14, 2017, the Brentwood City Council unanimously adopted a Resolution that:

1. Supports the exploration of the East Contra Costa Transit Extension Brentwood station with the potential station site near the intersection of the Mokelumne Trail and SR 4.
2. Supports construction of the Mokelumne Trail pedestrian and bicycle bridge over State Route 4 for access to the interim and future stations.
3. Authorizes the City Manager, or his designee(s) to facilitate these projects and work with BART, CCTA, Tri Delta Transit and all other relevant agencies to plan and construct the interim transit station and access bridge, and to implement bus transit service from Brentwood to Antioch.

This resolution is intended to support the City Council's resolution.

Fiscal Impact:

There is currently no fiscal impact. Any future activity that includes a fiscal impact will be

brought to the Board of Directors for discussion.

Alternatives:

Do not support the Brentwood City Council's resolution adopted March 14, 2017.

Recommendation:

It is recommended that the BART Board adopt the attached Resolution.

Motion:

The BART Board adopts the attached resolution in the matter of the Brentwood City Council's approval of a resolution to support the findings of the eBART Next Segment Study and the advancement of a future Brentwood Transit Center and Mokelumne Trail Bridge.

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

**In the Matter of Support for the
City of Brentwood's Advancement of
the Brentwood Transit Center and
Mokelumne Trail Bridge /**

RESOLUTION NO. _____

WHEREAS, the eBART Project represents an expansion of BART service into East Contra Costa County, and is currently in construction between the Pittsburg/Bay Point BART Station and the future Antioch Station; and

WHEREAS, eBART will provide East Contra Costa County with rail service that will connect the growing region of East Contra Costa County with areas already served by BART, and allows safe and convenient travel with access for all users, including seniors, persons with disabilities, children, youth, families, students, pedestrians and bicyclists; and

WHEREAS, the eBART Next Segment Study explored the options for an extension of the eBART project beyond the Phase I terminus Antioch Station at Hillcrest Avenue with the goal of identifying the most suitable alignment for the extension and the location of a future terminus station; and

WHEREAS, as part of the Next Segment Study, BART conducted public and stakeholder outreach, including over 20 public meetings, 17 of which were at elected body meetings, including meetings with City Councils in each of the corridor cities, four meetings with the eBART Partnership Policy Advisory Committee (ePPAC) and two meetings with the Contra Costa Transportation Authority, and a town-hall style meeting at Brentwood City Hall where the public was given the opportunity to review information on the project, interact with project team members and provide input; and

WHEREAS, BART's Station Access Policy, adopted June 2016, seeks to promote safe access to BART, invest in active transportation modes to improve public health, prioritize sustainable access modes with the lowest greenhouse gas and pollutant emissions per trip, and to reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers, and a transit center in Brentwood would support BART's Station Access Policy objectives by connecting Brentwood, Oakley and Antioch residents to the BART system by all modes; and

WHEREAS, the State of California Department of Transportation states that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system;"and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;and

WHEREAS, in July of 2014, the Brentwood City Council adopted the Brentwood General Plan, which designates a 430-acre area in the northwest corner of the city as Priority Area 1 (PA-1), including properties on the east and west sides of State Route 4 SR (SR4) between Lone Tree Way and Sand Creek Road, and the General Plan states “Lands within PA-1 adjacent to and in close proximity to SR 4 and the SR 4 interchange shall be reserved exclusively for jobs-generating and commercial uses... Land use plans for this area should contemplate a future transit facility that could accommodate a future eBART station and/or park-and-ride facility...” and the plan’s Circulation Element further calls to “ensure that effective linkages are in place between any future mass transit facility (e.g. eBART) and the City’s primary activity and employment centers,” and

WHEREAS, the City of Brentwood anticipates completion of Specific Plan and related Environmental Impact Report (EIR) for PA-1 by summer of 2018, and city and BART staff will be partnering in planning for a future transit facility through the Specific Plan and EIR process; and

WHEREAS, the Contra Costa Transportation Authority is sponsoring the State Route 4 (SR 4) Mokelumne Trail/Pedestrian Overcrossing project, and as part of the Mokelumne Coast to Crest Multiuse Trail, and this project will construct a pedestrian and bicycle bridge over SR 4, and provide direct access to the proposed Brentwood Transit Center site; and

WHEREAS, Mokelumne Trail is in place on each side of SR 4, but the overpass itself is not fully funded; and

WHEREAS, on March 14, 2017 the Brentwood City Council unanimously adopted a Resolution supporting the findings and recommendations in the eBART Next Segment Study, and stating that the preferred location for the Brentwood Transit Center is near the intersection of the Mokelumne Trail and SR 4, and supporting the construction of the Mokelumne Trail pedestrian and bicycle bridge over SR 4 for access to an interim and future station.

NOW, THEREFORE, BE IT RESOLVED that the BART Board of Directors Supports the City of Brentwood's Advancement of the Brentwood Transit Center and Mokelumne Trail Bridge; and be it further:

RESOLVED, that the Board support the interagency exploration of the Brentwood Transit Center with a potential station site near the intersection of the Mokelumne Trail and State Route 4; and be it further

RESOLVED, that the Board support construction of the Mokelumne Trail pedestrian and bicycle bridge over State Route 4 for access to the interim and future stations.

RESOLVED, that the Board authorize the General Manager, or her designee(s) to work with the City of Brentwood, CCTA, Tri Delta Transit and all other relevant agencies to advance planning of the interim and future transit station and Mokelumne Trail Bridge.

Adopted on _____, 2017

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