

**DOT****FTA**

U.S. Department of Transportation

Federal Transit Administration

**Application**

Recipient ID:	1957
Recipient Name:	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
Project ID:	CA-95-X301-00
Budget Number:	1 - Budget Approved
Project Information:	Track Extension/PM/Berkeley Improvements

**Part 1: Recipient Information**

Project Number:	CA-95-X301-00
Recipient ID:	1957
Recipient Name:	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
Address:	300 Lakeside Drive , OAKLAND, CA 94612 3534
Telephone:	(510) 464-6000
Facsimile:	(510) 287-4751

**Union Information**

Recipient ID:	1957
Union Name:	AMALGAMATED TRANSIT UNION
Address 1:	5025 Wisconsin Avenue, N.W.
Address 2:	
City:	Washington, DC 20016 4139
Contact Name:	Warren George
Telephone:	(202) 537-1645
Facsimile:	(202) 244-7824
E-mail:	dispatch@atu.org
Website:	atu.org

**CONFORMED COPY**  
 BY M Tanner

Recipient ID:	1957
Union Name:	SERVICE EMPLOYEES INTERNATIONAL UNION
Address 1:	1313 L Street, N. W.
Address 2:	

City:	Washington, DC 20005 4101
Contact Name:	Andrew Stern
Telephone:	(202) 898-4100
Facsimile:	(202) 898-3200
E-mail:	sterna@seiu.org
Website:	seiu.org

Recipient ID:	1957
Union Name:	AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES
Address 1:	1625 L Street, NW
Address 2:	
City:	Washington, DC 20036 5687
Contact Name:	Gerald McEntee
Telephone:	
Facsimile:	(202) 429-1293
E-mail:	legislation@afscme.org
Website:	afscme.org

Recipient ID:	1957
Union Name:	BART POLICE MANAGERS ASSOCIATION
Address 1:	800 Madison Street
Address 2:	
City:	Oakland, CA 94607
Contact Name:	Nathan Weissich
Telephone:	(510) 464-7000
Facsimile:	
E-mail:	nweissi@bart.gov
Website:	bart.gov

Recipient ID:	1957
Union Name:	BART POLICE OFFICERS ASSOCIATION
Address 1:	800 Madison St
Address 2:	
City:	Oakland, CA 94607
Contact Name:	Keith Garcia
Telephone:	(510) -46-4-70
Facsimile:	
E-mail:	kgarcia@bart.gov
Website:	bart.gov

## Part 2: Project Information

Project Type:	Grant	Gross Project Cost:	\$12,338,331
Project Number:	CA-95-X301-00	Adjustment Amt:	\$0
Project Description:	Track Extension/PM/Berkeley Improvements	Total Eligible Cost:	\$12,338,331
Recipient Type:	Other Governmental Organization	Total FTA Amt:	\$6,590,906
FTA Project Mgr:	Matthew Butner	Total State Amt:	\$0
Recipient Contact:	Michael Tanner	Total Local Amt:	\$5,747,425
New/Amendment:	New	Other Federal Amt:	\$0
Amend Reason:	Initial Application	Special Cond Amt:	\$0
Fed Dom Asst. #:	20507	Special Condition:	None Specified
Sec. of Statute:	5307-3	S.C. Tgt. Date:	None Specified
State Appl. ID:	None Specified	S.C. Eff. Date:	None Specified
Start/End Date:	Jul. 01, 2015 - Dec. 31, 2020	Est. Oblig Date:	None Specified
Recvd. By State:	Sep. 24, 2015	Pre-Award Authority?:	Yes
EO 12372 Rev:	Not Applicable	Fed. Debt Authority?:	No
Review Date:	None Specified	Final Budget?:	No
Planning Grant?:	NO		
Program Date (STIP/UPWP/FTA Prm Plan) :	May. 12, 2014		
Program Page:	S3-7 to S3-14		
Application Type:	Electronic		
Supp. Agreement?:	Yes		
Debt. Delinq. Details:			

### Urbanized Areas

UZA ID	UZA Name
60060	SAN FRANCISCO--OAKLAND, CA

### Congressional Districts

State ID	District Code	District Official
6	7	Ami Bera
6	8	Paul Cook
6	9	Jerry McNerney

6	10	Jeff Denham
6	11	Mark DeSaulnier
6	12	Nancy Pelosi
6	13	Barbara Lee
6	14	Jackie Speier
6	15	Eric Swalwell
6	16	Jim Costa

### Project Details

FY 2015 - Section 5307 (FHWA transfer of STP/CMAQ funds), federal funds requested in this application in the amount of \$6,590,906.00, SF/O UA

This project will provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-way. The three project elements are: the Lafayette pocket track, which would lengthen the siding and install higher speed switches to allow turning of 10-car trains at operating speed, and storage of 10-car trains; the Dublin tail track extension, which would extend existing trail tracks approximately 300-400' to allow all tracks to store 10-car trains; and the Millbrae tail track extension which would also extend the existing track approximately 300-400' to allow all tracks to store 10-car trains. These three projects are key components of BART Metro Phase I.

Also included in this application are funds for Preventive Maintenance and Downtown Berkeley BART station improvements.

### Earmarks

**No information found.**

### Security

No – We will not expend at least 1% of the 5307 funds in this grant application for security purposes.

1. No Deficiency found from threat/vulnerability assessment.

Grant applicant has conducted a threat and vulnerability assessment and finds there are no deficiencies that require additional investment in security projects at this time. [The threat and vulnerability assessment is No.8 in Top 20 Security Action list at <http://transit-safety.volpe.dot.gov/security/SecurityInitiatives/ActionItems/default.asp>]

## **Part 3: Budget**

### Project Budget

	<u>Quantity</u>	<u>FTA Amount</u>	<u>Tot. Elig. Cost</u>
<u>SCOPE</u>			
<b>122-00 RAIL TRANSITWAY LINES</b>	0	\$3,459,057.00	\$8,459,057.00
<u>ACTIVITY</u>			
<b>12.23.03 CONSTRUCT LINE EQUIP/STRUCTURE</b>	0	\$3,459,057.00	\$8,459,057.00

<u>SCOPE</u>			
<b>123-30 RAIL - STATION/STOPS/TERMINALS</b>	0	\$340,000.00	\$384,051.00
<u>ACTIVITY</u>			
<b>12.33.10 CONSTRUCT PASSENGER AMENITIES</b>	0	\$340,000.00	\$384,051.00
<u>SCOPE</u>			
<b>127-00 OTHER CAPITAL ITEMS (RAIL)</b>	0	\$2,791,849.00	\$3,495,223.00
<u>ACTIVITY</u>			
<b>12.7A.00 PREVENTIVE MAINTENANCE (RAIL)</b>	0	\$2,791,849.00	\$3,495,223.00
<b>Estimated Total Eligible Cost:</b>			<b>\$12,338,331.00</b>
<b>Federal Share:</b>			<b>\$6,590,906.00</b>
<b>Local Share:</b>			<b>\$5,747,425.00</b>

OTHER (Scopes and Activities not included in Project Budget Totals)

**None**

SOURCES OF FEDERAL FINANCIAL ASSISTANCE

<u>UZA ID</u>	<u>Accounting Classification</u>	<u>FPC</u>	<u>FY</u>	<u>SEC</u>	<u>Previously Approved</u>	<u>Amendment Amount</u>	<u>Total</u>
60060	2014.45.95.CX.2	00	2015	95	\$0.00	\$340,000.00	\$340,000.00
60060	2014.45.95.SX.2	00	2015	95	\$0.00	\$6,250,906.00	\$6,250,906.00
<b>Total Previously Approved:</b>							<b>\$0.00</b>
<b>Total Amendment Amount:</b>							<b>\$6,590,906.00</b>
<b>Total from all Funding Sources:</b>							<b>\$6,590,906.00</b>

Alternative Fuel Codes

Extended Budget Descriptions

<b>12.23.03</b>	<b>CONSTRUCT LINE EQUIP/STRUCTURE</b>	0	\$3,459,057.00	\$8,459,057.00
<p>This project will provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-way. The three project elements are: the</p>				

Lafayette pocket track, which would lengthen the siding and install higher speed switches to allow turning of 10-car trains at operating speed, and storage of 10-car trains; the Dublin tail track extension, which would extend existing trail tracks approximately 300-400' to allow all tracks to store 10-car trains; and the Millbrae tail track extension which would also extend the existing track approximately 300-400' to allow all tracks to store 10-car trains. These three projects are key components of BART Metro Phase I. Each of the three projects will be \$2-3M each (current engineer's estimate)

BART Metro is a concept for the future of the BART system in which BART evolves into a more flexible system, able to tailor services to the needs of riders within the core of the region, and riders making commute trips across the region. BART Metro would involve some changes to how BART service is currently operated, and would be facilitated through the construction of specific capital projects that would increase BART's ability to operate a wider variety of train services. The BART Metro concept tailors transit to better serve two related travel markets:

"Metro Core" locations where development is denser, car ownership is lower, and transit can be highly competitive for all trips in a contiguous area; and

"Metro Commute" locations where development is less dense, car ownership is higher, and transit is competitive for peak-period work and/or school trips, especially trips to regional job centers (defined as dense pedestrian-oriented locations with significant congestion and high parking fees).

Additionally attached are write-ups and graphics for the tail track extensions scope. It's anticipated that \$8.5M will be sufficient based on conceptual engineering estimates, of course we'll know more as the level of design advances. The project will likely be implemented via a single contract for all 3 geographic locations and managed as a single project. Hard cost estimates based on Conceptual Design show Dublin Tailtrack extension at \$759,000, Millbrae Tailtrack extension at \$3,356,000, and Lafayette Pocket Track improvements at \$1,993,000. The remaining amount will go towards soft costs.

TIP ID #ALA130032  
STP-T4-2-TCP-TPI-REG

Funding from SF/O UA

<b>12.33.10</b>	<b>CONSTRUCT PASSENGER AMENITIES</b>	<b>0</b>	<b>\$340,000.00</b>	<b>\$384,051.00</b>
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**Downtown Berkeley Station and Plaza**

Project elements include: 1) resurfacing of existing brick-covered areas with improved paving materials that also achieve low-impact development objectives; 2) reorganization of the plaza area to create more space for pedestrian through-movement and removal of vertical obstructions to improve sight-lines and security; 3) new pedestrian-scale lighting; 4) new landscaping that includes low-impact development treatment of storm water; 5) a new, larger bus transit shelter with improved lighting and seating; 6) reconfigured bike parking to increase capacity and improve accessibility and security; 7) place-making elements (cafe uses, information kiosk, public art, and others TBD); 8) disability access improvements to the curb ramps and BART elevator at the northwest corner of Center Street/Shattuck Avenue; 9) design and construction of a new head house/canopy to replace the existing rotunda at the main BART entrance, including lighting, signage, and access control; 10) improvements to five secondary entrances, such as lighting, signage, access control (security gates), and weather protection; and 11) installation of improved and integrated wayfinding signage.

Total Cost of this project is over \$8M. These funds will supplement funds coming from State Prop 1B, State STIP and other local funds.

TIP ID #ALA110032  
CMAQ-T4-2-OBAG

Funding from SF/O UA

<b>12.7A.00</b>	<b>PREVENTIVE MAINTENANCE (RAIL)</b>	<b>0</b>	<b>\$2,791,849.00</b>	<b>\$3,495,223.00</b>
<p>These funds will be used for Preventive Maintenance. Our estimated operating budget, as defined by NTD Reporting System (NTD), for FY 15 is \$852M. Estimated Preventive Maintenance (PM) costs in the operating budget for equipment and facilities is \$7.2M less \$0 for warranty recovery leaving \$7.2M (Balance) available for federal participation at the 80/20 rate. This grant will apply federal funds of \$7.2M to this allowable share. Additional PM for the period of FY 14 is in grant CA-54-0023 and CA-90-Z177.</p> <p>TIP ID #REG050020 STP-T4-2-TCP-REG</p> <p>\$2,791,849</p>				

**Changes since the Prior Budget**

No information found.

**Part 4. Milestones**

**12.23.03 CONSTRUCT LINE EQUIP/STRUCTURE** 0 \$3,459,057 \$8,459,057

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
1.	RFP/IFB Issued	Jul. 01, 2015
2.	Contract Award	Jan. 01, 2016
3.	Contract Complete	Dec. 31, 2018

**12.33.10 CONSTRUCT PASSENGER AMENITIES** 0 \$340,000 \$384,051

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
1.	RFP/IFB Issued	Jan. 01, 2015
2.	Contract Award	Dec. 31, 2015
3.	Contract Complete	Dec. 31, 2018

**12.7A.00 PREVENTIVE MAINTENANCE (RAIL)** 0 \$2,791,849 \$3,495,223

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
1.	Begin Preventive Maintenance	Jul. 01, 2014
2.	Preventive Maintenance	Dec. 31, 2018

**Part 5. Environmental Findings**

VIEW PRINT  
122303 CONSTRUCT LINE  
EQUIP/STRUCTURE

0 \$3,459,057 \$8,459,057

Finding No. 1 - Class II(c)

**C08 - Maintenance, Rehab, Reconstruction of Facilities**

Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

127A00 PREVENTIVE MAINTENANCE  
(RAIL)

0 \$2,791,849 \$3,495,223

Finding No. 1 - Class II(c)

**C07 - Acquisition, Maintenance of Vehicles / Equipment**

Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

**C08 - Maintenance, Rehab, Reconstruction of Facilities**

Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

123310 CONSTRUCT PASSENGER  
AMENITIES

0 \$340,000 \$384,051

Finding No. 1 - Class II(c)

**C08 - Maintenance, Rehab, Reconstruction of Facilities**

Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

## Part 6: Fleet Status

No information found.



## Part 7. FTA Comments

### General Review

Comment Title:	Civil Rights
Comment By:	Christopher C MacNeith
Date Created:	Sep. 18, 2015
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	<p>San Francisco Bay Area Rapid Transit District (BART) must comply with all applicable Federal laws and regulations related to this project, including the ADA Standards for Transportation Facilities, based on the U.S. Access Board's ADA Accessibility Guidelines. Found here: <a href="http://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities">http://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities</a></p> <p>Specifically, BART must comply with the ADA Standards for Transportation Facilities in the construction/renovation for the following project:</p> <p>- Funding will be used for Downtown Berkeley Station and Plaza improvements</p> <p>Project elements include: 1) resurfacing of existing brick-covered areas with improved paving materials that also achieve low-impact development objectives; 2) reorganization of the plaza area to create more space for pedestrian through-movement and removal of vertical obstructions to improve sight-lines and security; 3) new pedestrian-scale lighting; 4) new landscaping that includes low-impact development treatment of storm water; 5) a new, larger bus transit shelter with improved lighting and seating; 6) reconfigured bike parking to increase capacity and improve accessibility and security; 7) place-making elements (cafe uses, information kiosk, public art, and others TBD); 8) disability access improvements to the curb ramps and BART elevator at the northwest corner of Center Street/Shattuck Avenue; 9) design and construction of a new head house/canopy to replace the existing rotunda at the main BART entrance, including lighting, signage, and access control; 10) improvements to five secondary entrances, such as lighting, signage, access control (security gates), and weather protection; and 11) installation of improved and integrated wayfinding signage.</p> <p>The following is a non-exhaustive list of ADA standards that BART must comply with when constructing the facility:</p> <p><b>Requirements to Remember for ADA Compliance in Construction Projects</b>  The ADA Standards issued by the Department of Transportation (DOT) apply to facilities used by state and local governments to provide designated public transportation services, including bus stops and stations, and rail stations. Other types of facilities covered by the ADA are subject to similar ADA Standards issued by the Department of Justice. Both the DOT and DOJ standards are based on the United States Access Board ADA Accessibility Guidelines (ADAAG).  DOT's ADA Standards (2006) are consistent with the Access Board's updated ADA (and ADAAG) guidelines but includes a few additional requirements concerning:</p> <ul style="list-style-type: none"> <li>• Location of Accessible Routes (206.3)</li> <li>• Detectable Warnings on Curb Ramps (406.8)</li> <li>• Bus Boarding and Alighting Areas (810.2.2)</li> <li>• Rail Station Platforms (810.5.3)</li> </ul> <p>The complete ADA Standards for Transportation Facilities can be found at the US Access Board Website: (ADA Standards for Transportation Facilities)</p> <p><b>Requirements to Remember for: New Construction of Facilities</b>  Sixty percent of all public entrances to the facility must be accessible. If there are only two</p>

entrances, both must be accessible. (DOT ADA Standard 206.4.1.)  
For rail projects, no flange way gap can be greater than 2.5" where passenger circulation paths cross tracks at grade (i.e. a street-level pedestrian crossing over streetcar tracks). (DOT ADA Standard 810.10.)

Accessible routes that coincide with, or are located in the same area, as general circulation paths and elements such as ramps, elevators, and fare vending and collection must be placed so as to minimize the distance that wheelchair users and other persons who cannot climb steps must travel in comparison to the general public. (DOT ADA Standard 206.3.)

Curb ramps must have detectable warnings. (DOT ADA Standard 406.8.)

Bus boarding and alighting areas must be in compliance with the ADA-ABA Guidelines (Section 810.2), which address surfaces (sturdy), dimensions (96" long x 60" wide); connection to sidewalks, streets and pedestrian paths; slope (not steeper than 1:48); signs; and public address systems. (DOT ADA Standard 810.2.)

Station platforms must be coordinated with the vehicle floor height. (DOT ADA Standard 810.5.3.)

Requirements to Remember for: Alterations or Additions to Facilities

Altered or added portions of the facility must be made accessible. (DOT ADA Standard 201 and DOT ADA Regulation 49 C.F.R. 37.43(a)(1).)

The path of travel to the altered or added portion of the facility must be made accessible, to the maximum extent feasible. (DOT ADA Regulation 49 C.F.R. 37.43(a)(2) and DOT ADA Standard 202.3.)

If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that the cost of making the path of travel accessible is disproportionate to (i.e., > 20%) the cost of the alterations or additions to the primary function area. (DOT ADA Standard 202.4 and DOT ADA Regulation 49 C.F.R. 37.43(e)(1).)

If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that site-specific conditions prevent you from making the path of travel accessible. Include relevant diagrams and maps. (DOT ADA Standard 202.4 and DOT ADA Regulation 49 C.F.R. 37.43(b).)

Requirements to Remember for: Light Rail Projects

Complimentary paratransit service must be provided for fixed-route systems. (DOT ADA Regulation 49 C.F.R. Part 37, Subpart F.)

Requirements to Remember for: Remanufacture or Rebuilt Vehicles

Remanufactured or rebuilt vehicles must be accessible. (DOT ADA Regulation 49 C.F.R. 37.75; DOT ADA Regulation 49 C.F.R. 37.83; and DOT ADA Regulation 49 C.F.R. 37.89.)

If a remanufactured or rebuilt vehicle will not be accessible, the grantee must submit information to FTA demonstrating that the structural integrity of the vehicle would be significantly compromised if it is made accessible. Include an appropriate structural engineering analysis. (DOT ADA Regulation 49 C.F.R. 37.75 (c); DOT ADA Regulation 49 C.F.R. 37.83(c) and DOT ADA Regulation 49 C.F.R. 37.89(c).)

The information provided above is intended as technical assistance and applies only to the project as described. Should the project scope change or new information on the project be provided, FTA may require a re-evaluation of the project information as it relates to ADA and require additional information. This confirmation is not an express or implied promise of project compliance with the ADA.

## **Conditions of Award**

Comment Title:	5333 Labor Standards
Comment By:	Jenny Barket
Date Created:	Sep. 24, 2015
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	<p>Special Condition: DOL Certification</p> <p>This award of Federal financial assistance is subject to the terms and conditions set forth in the U.S. Department of Labor's certification letter dated September 10, 2015, to the Federal Transit Administration with respect to this numbered grant, including any attachments to the letter, which are fully incorporated herein by reference.</p>

## Part 8: Results of Reviews

The reviewer did not find any errors

## Part 9: Agreement

**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT  
(FTA G-21, October 1, 2014)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Grantee named below, the Grantee affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(21), October 1, 2014, <http://www.fta.dot.gov/documents/21-Master.pdf>,
- (2) The Certifications and Assurances applicable to the Project that the Grantee has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

### FTA AWARD

FTA hereby awards a Federal grant as follows:

Project No: CA-95-X301-00

Grantee: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Citation of Statute(s) Authorizing Project: 49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)

Estimated Total Eligible Cost (in U.S. Dollars): \$12,338,331

VIEW PRINT  
Page 12 of 15  
Maximum Total FTA Amount Awarded (in U.S. Dollars): \$6,590,906

Amount of This FTA Award (in U.S. Dollars): \$6,590,906

Maximum Percentage(s) of FTA Participation:

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Project Certification Date: 9/10/2015

Project Description:

Track Extension/PM/Berkeley Improvements

The Project Description includes information describing the Project within the Project Application submitted to FTA, and the Approved Project Budget, modified by any additional statements displayed in this Grant Agreement, and, to the extent FTA concurs, statements in other documents including Attachments entered into TEAM-Web.

Special Condition: DOL Certification

This award of Federal financial assistance is subject to the terms and conditions set forth in the U.S. Department of Labor's certification letter dated September 10, 2015, to the Federal Transit Administration with respect to this numbered grant, including any attachments to the letter, which are fully incorporated herein by reference.

Awarded By:  
Leslie Rogers  
Regional Administrator  
FEDERAL TRANSIT ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION  
09/25/2015

### **EXECUTION OF GRANT AGREEMENT**

Upon full execution of this Grant Agreement by the Grantee, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Grantee intends to enter into a legally binding agreement in which the Grantee:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
  - (a) Statements,
  - (b) Representations,
  - (c) Warranties,
  - (d) Covenants, and
  - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed by:  
Grace Crunican  
General Manager  
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
09/25/2015

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UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

SUPPLEMENTAL AGREEMENT  
(Attachment to FTA G-21, October 1, 2014)

It is the practice of the Federal Transit Administration to enter into a formal agreement with the Designated Recipient for projects that the Designated Recipient does not carry out directly. Under this Grant Agreement, the Grant Recipient is not the Designated Recipient. Therefore, the Designated Recipient hereby agrees to permit the Grant Recipient under this Grant Agreement to receive and dispense the Federal assistance funds described in this Grant Agreement. The Designated Recipient further agrees that the Grant Recipient shall assume all responsibilities set forth in this Grant Agreement.

The Federal Government and the Grant Recipient under this Grant Agreement hereby agree that the Designated Recipient is not in any manner subject to or responsible for the terms and conditions of this Grant Agreement and is a party to this Grant Agreement only to assign the right to receive and dispense Federal funds to the Grant Recipient as described above.

Leslie Rogers  
Regional Administrator  
FEDERAL TRANSIT ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION

Designated Recipient:  
Steve Heminger  
Executive Director  
METROPOLITAN TRANSPORTATION COMMISSION

Grant Recipient:  
Grace Crunican  
General Manager  
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
09/25/2015

# CA-95-X301-00 Quarterly Narrative Report

Apr. 01, 2015 through Jun. 30, 2015

As Of Sep. 28, 2015

**(DRAFT)**

No MS/P Report , No FFR

## Part 1: Recipient Information

Project Number:	CA-95-X301-00
Recipient ID:	1957
Recipient Name:	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
Address:	300 Lakeside Drive , OAKLAND, CA 94612 3534
Telephone:	(510) 464-6000
Facsimile:	(510) 287-4751

## Part 2: Project Information

Project No:	CA-95-X301-00
Brief Desc:	Track Extension/PM/Berkeley Improvements
FTA Project Mgr:	Matthew Butner
Start/End Date:	Jul. 01, 2015 - Dec. 31, 2020
Gross Project Cost:	\$12,338,331
Adjustment Amt:	\$0
Total Eligible Cost:	\$12,338,331
Total FTA Amt:	\$6,590,906
Total State Amt:	\$0
Total Local Amt:	\$5,747,425
Other Federal Amt:	\$0

## Part 3: Federal Financial Report

### Financial Status

	<u>Previous</u>	<u>This Period</u>	<u>Cumulative</u>
A. Federal Cash on Hand at Beginning of Period			\$0
B. Federal Cash Receipts			\$0
C. Federal Cash Disbursements			\$0
D. Federal Cash on Hand at End of Period			\$0
E. Total Federal Funds Authorized			\$0

F. Federal Share of Expenditures	\$0	\$0	\$0
G. Recipient Share of Expenditures	\$0	\$0	\$0
H. Total Expenditures( F + G )	\$0	\$0	\$0
I. Federal Share of Unliquidated Obligations			\$0
J. Recipient Share of Unliquidated Obligations			\$0
K. Total Unliquidated Obligations( I + J )			\$0
L. Total Federal Share ( F + I )			\$0
M. Unobligated Balance of Federal Funds ( E - L )			\$0
N. Total Recipient Share Required			\$0
O. Remaining Recipient Share to be provided N - ( G + J )			\$0
P. Federal Program Income on Hand at Beginning of Period			\$0
Q. Total Federal Program income earned			\$0
R. Federal Program income expended in accordance with the deduction alternative			\$0
S. Federal Program income expended in accordance with the addition alternative			\$0
T. Federal Program income expended on allowable Transit Capital and Operating expenses			\$0
U. Federal Unexpended Program income ( P + Q - R or s or T )			\$0

### **Indirect Expense**

Type	N/A
Rate	0.00%
Base	\$0
Amount Charged	\$0
Federal Share	\$0

## **Part 4. Milestone/Progress Report**

### **No Milestone Report**

