



2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

BART STATION ACCESS, SAFETY, AND CAPACITY

Pending Board Approval: October 23, 2018

Prepared for the San Francisco County Transportation Authority

By Bay Area Rapid Transit District



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Table of Contents

- Eligibility
- Prioritization Criteria
- Stretching Your Prop K Sales Tax Dollars Farther
- Performance Measures
- Table 2 - Project Delivery Snapshot
- Table 3 - Prioritization Criteria and Scoring Table
- Table 4 – Prop K 5-Year Project List (FY 2019/20 – FY 2023/24)
- Project Information Forms
- 2014 Prop K 5-Year Prioritization Program – Program of Projects (as adopted)
- 2014 Prop K 5-Year Prioritization Program – Program of Projects (as proposed)

Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Improvements to stations and other facilities owned or operated by BART within San Francisco to enhance passenger safety, accessibility and capacity, (e.g. additional staircases), improved signage and security, realtime traveler information, intermodal access improvements (including improved access for passengers transferring from other transit services or bicycles), and street level plaza improvements. Improvements to station or system capacity, including additional staircases, elevators, and escalators, shall be eligible for funding in this category if the Authority finds that the costs of the station and system capacity improvements are shared equitably among the counties BART serves. Includes project development and capital costs. Sponsoring Agency: BART, MUNI, DPT, DPW. The first \$9.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$100M; Prop K: \$10.5M.”

BART stands for the Bay Area Rapid Transit District, MUNI stands for San Francisco Municipal Railway, DPT stands for Department of Parking and Traffic, and DPW, now referred to as SFPW, stands for Department of Public Works. DPT and MUNI are now under the San Francisco Municipal Transportation Agency (SFMTA).

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For the 2014 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that

could apply to all 5YPPs, and that the scoring prioritize safety and community input highly. For the 2019 5YPP update, we have not made any changes to the Prioritization Criteria and Scoring Table for this category.

Table 3 shows the Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated for program wide criteria and 10 points allocated for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. The geographic area where BART may propose Prop K capital projects is limited to the areas on or around its fixed guideways system, which runs along Market Street from The Embarcadero to Civic Center and then down the Mission Street corridor to Balboa Park BART Station, the southern-most San Francisco Station. Though BART receives a small amount of Prop K funds from this category (e.g. this category is proposed to fund only three projects during the 2019 5YPP), BART takes into account San Francisco and geographic equity within its larger program of projects, which includes all fund sources and not just Prop K.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the BART Station Access, Safety, and Capacity category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$9 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2019 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
BART Station Access, Safety, & Capacity	90%	95%

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

Performance Measures

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform allocation of Prop K funds and programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

The goal of programming projects within this category is to enhance passenger safety, accessibility and capacity in stations and other facilities owned or operated by BART within San Francisco. The projects and programs themselves, when implemented, will be evaluated with many of the more systematic performance measures BART has established. With its controlled access, extensive database and regular surveying and monitoring processes, BART is especially poised to measure the success of these projects from a variety of indicators, including:

- registered customer complaints (especially quality-of-life and service concerns)
- customer satisfaction survey responses (numerous specific categories are measured)

BART will evaluate the systematic performance measures through its Annual Report.

**Table 2. Project Delivery Snapshot
BART Station Access, Safety Capacity**

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Allocated (as of July 2018)	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$ 3,871,000	\$ 2,579,465	67%
2009 5YPP (FY 2009/10-2013/14)	\$ 1,806,953	\$ 835,253	46%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 3,010,126	\$ 2,683,092	89%
Total		\$ 6,097,810	

*Unallocated funds are carried forward for programming in the following 5YPP period.

Table below shows percent complete as reported by project sponsors in July 2018.

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
BART	2004/05	16th and Mission Street BART Station Northeast Plaza Redesign	Environmental	\$ 514,417	100%
BART	2005/06	16th Street BART Station - NE Plaza	Construction	\$ 2,015,047	100%
BART	2010/11	24th Street/Mission BART Plaza and Pedestrian Improvements	Design	\$ 336,953	100%
BART	2013/14	Embarcadero & Montgomery Capacity Implementation Strategy	Planning	\$ 112,491	100%

**Table 2. Project Delivery Snapshot
BART Station Access, Safety Capacity**

Underway Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
BART	2013/14	Wayfinding and Bicycle Parking Improvements	Construction	\$ 415,800	75%
BART	2014/15	Balboa Park Station Eastside Connections	Construction	\$ 2,030,000	80%
BART	2016/17	Balboa Park Station Eastside Connections - Supplemental Funds	Construction	\$ 653,101	80%

For more information about the projects funded by the Transportation Authority, as well as projects for which we help oversee in our role as the Congestion Management Agency for San Francisco, visit our interactive project map at mystreetsf.sfcta.org.

Table 3 - Prioritization Criteria and Scoring Table
BART Station Access, Safety and Capacity (EP 8)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Improves Efficiency of Transit Operations	
Total Possible Score	4	3	3	4	3	3	20
Powell Station Modernization	4	3	3	3	3	3	19
BART Accessibility Improvement Program	3	3	2	4	3	1	16
BART Station Wayfinding	4	2	1	2	3	1	13

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program. Three points for a project in an adopted community based plan with evidence of diverse community support. Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups. One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Leveraging: Project leverages non-Prop K funds.

Improves Efficiency of Transit Operations: Project supports reliable and efficient transportation services to meet growing demand.

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
BART Station Access, Safety and Capacity Category (EP 8)
Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
BART	Powell Station Modernization	CON	Planned	\$672,975					\$672,975
BART	BART Accessibility Improvement Program	CON	Planned			\$700,000			\$700,000
BART	BART Station Wayfinding	CON	Planned	\$400,000					\$400,000
Funds Requested in 2019 5YPP				\$1,072,975	\$0	\$700,000	\$0	\$0	\$2,100,000
Funds Programmed in 2019 Strategic Plan Baseline				\$230,819	\$194,919	\$212,653	\$230,645	\$250,201	\$1,446,262
Cumulative Remaining Programming Capacity				(\$842,156)	(\$647,237)	(\$1,134,584)	(\$903,939)	(\$653,738)	(\$653,738)

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
 BART Station Access, Safety and Capacity Category (EP 8)
 Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Powell Station Modernization	CON	\$200,000	\$472,975				\$672,975
BART Accessibility Improvement Program	CON			\$200,000	\$300,000	\$200,000	\$700,000
BART Station Wayfinding	CON	\$100,000	\$200,000	\$100,000			\$400,000
Cash Flow Requested in 2019 5YPP							
		\$627,025	\$672,975	\$300,000	\$300,000	\$200,000	\$2,100,000
Cash Flow in 2019 Strategic Plan Baseline							
		\$230,819	\$194,919	\$212,653	\$230,645	\$250,201	\$1,446,262
Cumulative Remaining Cash Flow Capacity							
		(\$69,181)	(\$547,237)	(\$634,584)	(\$703,939)	(\$653,738)	(\$653,738)

**San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	Powell Station Modernization		
Implementing Agency:	Bay Area Rapid Transit District		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	8-BART Station Access, Safety & Capacity		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Powell Street Station		
Supervisory District(s):	District 06		
Project Manager:	Mike Wong		
Phone Number:	510-464-6497		
Email:	mwong@bart.gov		
Brief Project Description for MyStreetSF (80 words max):	Upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance and improve the customer experience. Project components will include relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station to upgrade and modernize the station, so that it demonstrates BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell St. as a gateway station, enhancing the quality of life around the stations and meeting BART's needs for the future. The station modernization revolves around the themes of:</p> <ul style="list-style-type: none"> * Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths * Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience * Sustainability – Incorporate sustainable materials and technologies into the station to increase the life cycle value of the station's infrastructure and to conserve natural resources and protect the public investment <p>The improvements focus on increasing safety, capacity, sustainability, appearance, and enhancing the customer experience. In developing potential improvements for the station, BART has undertaken a planning process to: identify existing station deficiencies; consider impacts of development and growth on station ridership; understand future access, capacity and operational issues; consider art & place-making improvements; coordinate conversation with stakeholders, engage the community to help identify and prioritize improvements.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	BART conducted extensive community outreach as part of the Powell St BART Station Modernization Program Final Report (2015), including open houses, surveys, fliers, BART news story and email alert, and social media. The purpose of the outreach was to inform BART riders and the public about BART's planning process, efforts to implement capacity and modernization efforts at the station, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. The Modernization Program is a capital improvement priority identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Coordinating with SFMTA Central Subway Project. Main contact is Jane Wang.		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>Powell Modernization Fact Sheet July 2018</td> </tr> </table>	Yes	Powell Modernization Fact Sheet July 2018
Yes	Powell Modernization Fact Sheet July 2018		

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q4-Apr-May-Jun	2013/14	Q1-Jul-Aug-Sep	2015/16
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	95%	In-house and Contracted	Q1-Jul-Aug-Sep	2015/16	Q1-Jul-Aug-Sep	2018/19
Advertise Construction			Q2-Oct-Nov-Dec	2018/19		
Start Construction (i.e. Award Contract)			Q3-Jan-Feb-Mar	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2020/21
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2020/21

Comments/Concerns

The SFCTA Board approved BART's allocation request for \$327,025 in Prop K funds from EP8 for this project on first read at its September 11, 2018 meeting. The funding resolution includes an intent to allocate \$672,975 in FY19/20 EP8 funds for the project. BART will work with SFCTA staff to bring the FY19/20 funding request to the Board for the May CAC/June Board cycle.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name:	Powell Station Modernization
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 350,000	-	\$ 350,000
	Environmental Studies (PA&ED)	-	-	-
	Right of Way	-	-	-
	Design Engineering (PSS&E)	\$ 1,200,000	-	\$ 1,200,000
	Construction	\$ 14,550,000	\$ 1,000,000	\$ 13,550,000
	Operations (i.e. paratransit)	-	-	-
Total Project Cost		\$ 16,100,000	\$ 1,000,000	\$ 15,100,000
Percent of Total			6%	94%

Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)												
Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
	Prop IB		Planning/Conceptual Engineering	Allocated	Previous	\$ 350,000	-	-	-	-	-	-
	Prop IB		Design Engineering (PSS&E)	Allocated	Previous	\$ 1,200,000	-	-	-	-	-	-
	Prop K	8-BART Station Access, Safety & Capacity	Construction	Allocated	Previous	\$ 327,025	-	\$ 327,025	-	-	-	-
	Prop K	8-BART Station Access,	Construction	Planned	2019/20	\$ 672,975	-	\$ 200,000	\$ 472,975	-	-	-
	Prop IB		Construction	Allocated	Previous	\$ 9,450,000	-	-	-	-	-	-
	BART Funds		Construction	Planned	Previous	\$ 4,100,000	-	-	-	-	-	-
						\$ -	-	-	-	-	-	-
						\$ -	-	-	-	-	-	-
						\$ -	-	-	-	-	-	-
						\$ -	-	-	-	-	-	-
						\$ -	-	-	-	-	-	-
						\$ -	-	-	-	-	-	-
					Total By Fiscal Year	\$ 16,100,000	\$ -	\$ 527,025	\$ 472,975	\$ -	\$ -	\$ -

Comments	
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Powell Station Modernization



Project Contact

Mike Wong, Project Manager
MWong@bart.gov

Webpage

<http://www.bart.gov/about/planning/powell-street-station-modernization>

Related Projects

- Powell Station Ceiling and Lighting Project
- Escalator and Canopy Modernization:
<http://www.bart.gov/about/planning/sfentrances>

Project Summary

The Powell Station Modernization Project will upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance, and improve customer experience. Project components include relocation of ticket vending machines, new wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

Goals

As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station: to upgrade and modernize the station, demonstrating BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell Street as a gateway station, enhancing the quality of life around the station and meeting BART's needs for the future. The station modernization revolves around the themes of:

- Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths
- Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience
- Sustainability – Incorporate sustainable materials and technologies into the station to increase the life-cycle value of the station's infrastructure, conserve natural resources, and protect the public investment

Schedule

- Advertise contract by the end of 2018
- Start construction in early 2019
- Project duration: 2 years



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	BART Accessibility Improvement Program		
Implementing Agency:	Bay Area Rapid Transit District		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	8-BART Station Access, Safety & Capacity		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/22		
Project Information			
Project Location:	Balboa Park, Embarcadero, 24th St Mission Stations		
Supervisory District(s):	District 03, District 06, District 08, District 09, District 11		
Project Manager:	Carl Orman		
Phone Number:	510-464-6496		
Email:	corman@bart.gov		
Brief Project Description for MyStreetSF (80 words max):	Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements will include improvements to handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, and hearing loops at agent booths. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	BART has implemented Universal Design principles in its prioritized plan of accessibility improvements. The system was evaluated and BART reached out to the various impaired communities and special users in order to collect feedback on which improvements are important to these users and used this information to create a prioritized list of improvements. Based upon available funds for the program the accessibility improvements will include improvements to - handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, hearing loops at agent booths. These improvements improve safety, accessibility and station access for all users, especially for seniors; travelers with luggage and small children; and users with impaired vision, impaired cognitive ability, impaired mobility and impaired hearing. The overall systemwide BART Accessibility Improvement Program will be implemented in phases. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The Accessibility Improvement Program Evaluation and Phasing Plan included outreach (via online survey) to the program defined user groups (which were based upon APTA Universal Design Guidelines). These user groups were asked to score improvements based upon level of importance. Scores were tabulated and a priority list of 44 improvements was created. The user groups who participated in the survey included BART Accessibility Task Force, BART Limited English Proficiency Group, Hearing Loss Association of America, and Lighthouse for the Blind, among others. Surveys were received from seniors; travelers with luggage and young children; and users with limited english proficiency, vision impairments, cognitive impairments, height and weight impairments, mobility and hearing impairments and others. Accessibility improvements are capital improvement priorities identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	BART will coordinate with SFMTA.		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>List of aspects of accommodation for BART stations</td> </tr> </table>	Yes	List of aspects of accommodation for BART stations
Yes	List of aspects of accommodation for BART stations		

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q3-Jan-Feb-Mar	2016/17	Q3-Jan-Feb-Mar	2018/19
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	Contracted	Q4-Apr-May-Jun	2019/20	Q1-Jul-Aug-Sep	2021/22
Advertise Construction			Q2-Oct-Nov-Dec	2021/22		
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

Order Number	List of Aspects of Accommodation for BART Stations
1	HIGHER GUARDRAILS SERVING AS FALL PROTECTION INSIDE STATION (GUARDRAILS)
2	STAIR TREAD NOSING
3	MORE VISIBLE PLATFORM EDGE TACTILE WARNING STRIPS (PLATFORM EDGES)
4	LENGTHEN HANDRAILS AT STAIR TOP AND BOTTOM LANDINGS
5	HIGHER GUARDRAILS SERVING AS FALL PROTECTION OUTSIDE STATION (GUARDRAILS)
6	BRIGHTER LIGHTING ALONG PEDESTRIAN PATHS TO PASSENGER DROP-OFF/PICK-UP AND BUS LOADING AREAS
7	BRIGHTER LIGHTING NEAR ELEVATORS
8	PROVIDE ADDITIONAL RAIL AT BOTTOM OF ESCALATOR TO ENSURE SAFETY WHEN GETTING OFF (ESCALATORS)
9	(WALL PROTRUSIONS)
10	RAISED YELLOW TACTILE DOMES ON CURB RAMPS
11	IMPROVE CLARITY OF PUBLIC ADDRESS SYSTEM
12	TTY PHONE ON CONCOURSE (TTY)
13	LOWER SURFACE SLOPE AND LENGTHEN STATION ACCESS RAMPS (RAMPS)
14	PA SYSTEM: TRANSLATION OF SAFETY MESSAGES
15	LOWER SLOPE SURFACE OF BUS LOADING AREAS (BUS INTERMODAL)
16	LOWER SLOPE SURFACE OF PEDESTRIAN PATHS TO STATION ENTRANCE (ACCESSIBLE PATH)
17	LOWER SLOPE SURFACE OF PASSENGER DROP-OFF/PICK-UP AREAS (PASSENGER LOADING)
18	MORE DIRECT PATHWAYS THROUGH PARKING AREAS TO STATION
19	INSTALL DETECTABLE TACTILE PATH FROM CONCOURSE STAIR, THROUGH ACCESSIBLE FARE GATE, TO ACCESSIBLE DROP OFF AND BUS LOADING AREAS
20	FARE GATE AUDIBLE INDICATORS UPGRADE CURRENT BEEPS TO RECORDED MESSAGE
21	(ACCESSIBLE PHONES)
22	EXPAND INSTALLATION OF REAL-TIME TRAIN DEPARTURE INFORMATION SYSTEMWIDE
23	TTY PHONE ON PLATFORM (TTY)
24	STREET CURB RAMPS IN SIDEWALKS TO BART
25	HEARING LOOP AT STATION AGENT BOOTH AND PLATFORM
26	WAYFINDING SIGNAGE LEADING TO ACCESSIBLE FARE GATES
27	REAL-TIME DIGITAL: INCREASE SIZE OF TEXT DISPLAYED
28	ADD A FARE GATE AT ELEVATORS OUTSIDE BART PAID AREA WHICH ACCEPTS CLIPPER CARDS ONLY
29	ADDITIONAL SEATING IN PASSENGER BUS LOADING AREAS
30	REAL-TIME DIGITAL: IMPROVE COLOR SCHEME OF DISPLAY FORMAT
31	USE OF PICTOGRAMS AS MUCH AS POSSIBLE IN LIEU OF WORDS
32	SMART PHONE APPLICATIONS TO AID IN WAYFINDING
33	ADDITIONAL SEATING ON PLATFORM AND PASSENGER DROP-OFF AREAS
34	TALKING SIGNS
35	ADD A CARD READER AT TOP OF ACCESSIBLE FARE GATES
36	BEACONS
37	PA SYSTEM: TRANSLATION OF NEXT TRAIN AND ELEVATOR STATUS MESSAGES
38	PA SYSTEM: TRANSLATION OF ALL PUBLIC ADDRESS MESSAGES
39	EMERGENCY ALARM EQUIPPED WITH FIRE HORN AND FLASHING STROBE LIGHTS
40	PA SYSTEM: TRANSLATION OF STATION OPERATIONAL MESSAGES
41	REAL-TIME DIGITAL: NEED FOR MULTIPLE LANGUAGES
42	ADD HANDRAIL BELOW EXISTING HANDRAIL FOR SHORTER OR YOUNG RIDERS
43	ADDITIONAL SEATING ON CONCOURSE
44	BRILLE STATION MAPS AVAILABLE AT STATION AGENT BOOTHS AS HANDOUTS

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	BART Station Wayfinding		
Implementing Agency:	Bay Area Rapid Transit District		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	8-BART Station Access, Safety & Capacity		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Glen Park Station		
Supervisory District(s):	District 08, District 09		
Project Manager:	Joe Lipkos		
Phone Number:	510-464-6489		
Email:	jlipkos@bart.gov		
Brief Project Description for MyStreetSF (80 words max):	Project will remove and replace outdated wayfinding signs at street, concourse and platform levels. New LED backlit signs will be installed at the concourse and platform levels and will provide clear and understandable information to transit patrons with use of standard pictograms or icons. Real-time displays and transit information displays will be installed at concourse level. The transit information displays provide station maps, transit stop and transit routes maps with points of interest to help patrons with trip planning. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District, including Glen Park. Prop K funds will be used on Glen Park.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>MTC adopted the Transit Connectivity Plan in 2006 which developed regional transit wayfinding guidelines and standards. BART developed signs according to these standards which could be installed at stations to create a cohesive, integrated wayfinding system to help passengers and residents better navigate the BART system and surrounding areas. BART has implemented this wayfinding program at more than half of the system's BART stations, including several stations in San Francisco. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District. Packaging several stations into one contract will improve implementation efficiencies and reduce costs. The requested Prop K funds would fund implementation of wayfinding signage at the Glen Park Station in San Francisco. Program goals include the following:</p> <ol style="list-style-type: none"> 1) Provide consistent and understandable signage information to better direct BART and bus riders including: a) improved station identification at platforms; b) improved route information to end-destinations, transfer platforms, exits, elevators, escalators, and stairs; c) real-time departure times; d) transit information displays providing direction to other available transit options and points of interest to help patrons with trip planning. 2) Provide timely and accurate departure information. 3) Provide transit information consistent with MTC Regional Transit Wayfinding Guidelines and Standards 		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The MTC Transit Connectivity Plan (2006) included community outreach and focus groups in order to collect input for developing the regional transit wayfinding guidelines and standards. The 2018 Coordinated Public Transit-Human Services Transportation Plan documented a need for increased availability of real-time information.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	This project will include stakeholder meetings with staff from the SFMTA		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>Example Wayfinding Improvements</td> </tr> </table>	Yes	Example Wayfinding Improvements
Yes	Example Wayfinding Improvements		

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q3-Jan-Feb-Mar	2016/17	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2018/19	Q4-Apr-May-Jun	2018/19
Advertise Construction			Q1-Jul-Aug-Sep	2019/20		
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2021/22

Comments/Concerns



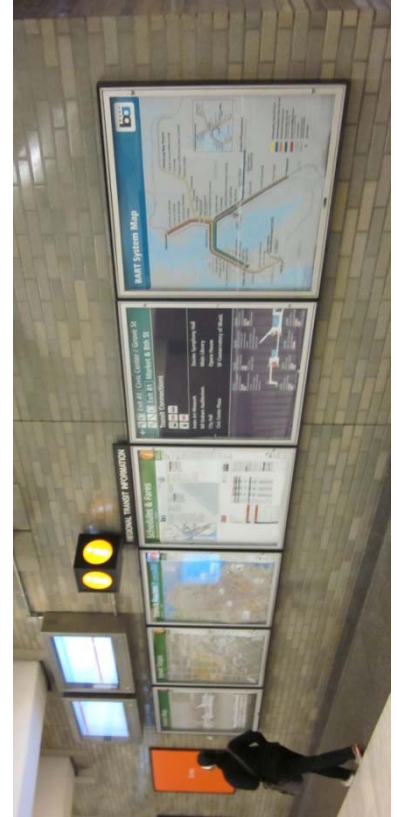
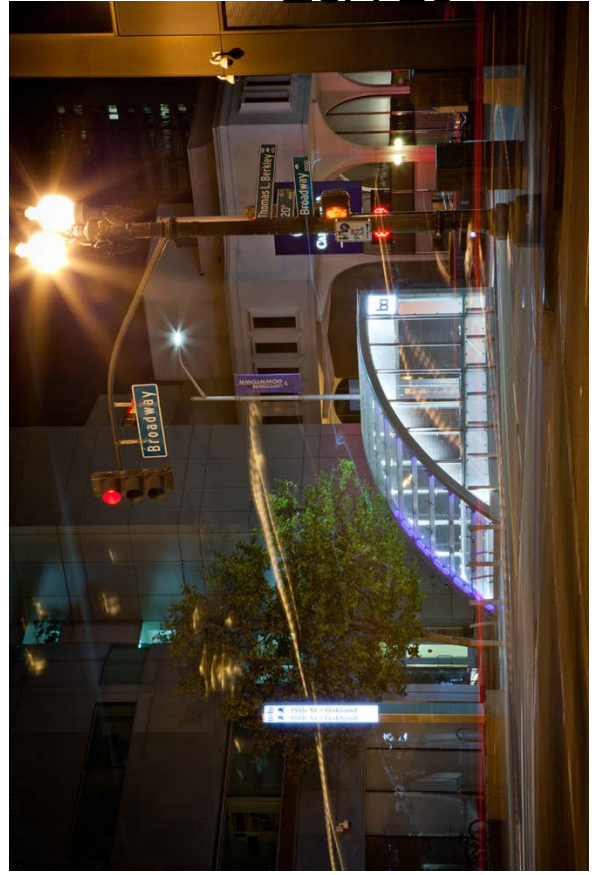
San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name: BART Station Wayfinding

Project Cost Estimate Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 450,000	\$ -	\$ 450,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 1,900,000	\$ -	\$ 1,900,000	
Construction	\$ 12,650,000	\$ 400,000	\$ 12,250,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 15,000,000	\$ 400,000	\$ 14,600,000	
Percent of Total		3%	97%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	
FTA 5307 BART Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Design Engineering (PS&E)	Programmed	Previous	\$ 1,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K BART Funds	8-BART Station Access, Safety & Capacity	Construction	Planned	2019/20	\$ 400,000	\$ -	\$ 100,000	\$ 200,000	\$ 100,000	\$ -	\$ -	
		Construction	Planned	2019/20	\$ 12,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total By Fiscal Year					\$ 15,000,000	\$ -	\$ 100,000	\$ 200,000	\$ 100,000	\$ -	\$ -	

Comments



**2014 Prop K 5-Year Prioritization Program – Program of Projects
 BART Station Access, Safety and Capacity (EP 8)
 Cash Flow (\$) Maximum Annual Reimbursement**

Approved 6/24/2014

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Balboa Park Station Improvements [NTIP]	PLAN/ CER	\$200,000	\$210,000				\$410,000
24th and Mission Northeast Plaza Redesign	PS&E			\$220,500	\$106,525		\$327,025
Civic Center Station Improvements	PLAN/ CER					\$243,101	\$243,101
Cash Flow Programmed in 5YPP							
Total Cash Flow in 2014 Strategic Plan		\$200,000	\$210,000	\$220,500	\$106,525	\$243,101	\$980,126
Cumulative Remaining Cash Flow Capacity		\$9	\$9	\$9	\$9	\$9	\$9

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
BART Station Access, Safety and Capacity (EP 8)
Programming and Allocations to Date

Pending September 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SUBCATEGORY									
BART	Balboa Park Station Improvements [NTIP]	PLAN/CEER	Programmed	\$0					\$0
BART	Balboa Park Station Eastside Connections	CON	Allocated	\$2,030,000					\$2,030,000
BART	Balboa Park Station Eastside Connections - Supplemental Funds	CON	Allocated			\$653,101			\$653,101
BART	24th and Mission Northeast Plaza Redesign	PS&E	Programmed			\$0		\$0	\$0
BART	Powell Station Modernization	CON	Pending					\$327,025	\$327,025
BART	Civic Center Station Improvements	PLAN/CEER	Programmed					\$0	\$0
				Total Programmed in 5YPP					
				\$2,030,000	\$0	\$653,101	\$0	\$327,025	\$3,010,126
				Total Programmed in 2014 Strategic Plan					
				\$2,440,000	\$0	\$327,025	\$0	\$243,101	\$3,010,126
				Cumulative Remaining Programming Capacity					
				\$410,009	\$410,009	\$83,933	\$83,933	\$9	\$9

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
BART Station Access, Safety and Capacity (EP 8)
Cash Flow (\$) Maximum Annual Reimbursement

Pending September 2018 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
SUBCATEGORY							
Balboa Park Station Improvements [NTIP]	PLAN/CER	\$0	\$0				\$0
Balboa Park Station Eastside Connections	CON			\$2,030,000			\$2,030,000
Balboa Park Station Eastside Connections - Supplemental Funds	CON				\$400,000	\$253,101	\$653,101
24th and Mission Northeast Plaza Redesign	PS&E			\$0		\$0	\$0
Powell Station Modernization	CON						\$327,025
Civic Center Station Improvements	PLAN/CER					\$0	\$0
Cash Flow Programmed in 5YPP							
Total Cash Flow in 2014 Strategic Plan		\$200,000	\$210,000	\$2,250,500	\$106,525	\$243,101	\$3,010,126
Cumulative Remaining Cash Flow Capacity		\$200,009	\$410,009	\$630,509	\$337,034	\$327,034	\$9

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation