

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**BART Station Access, Safety and Capacity Category (EP 8)**  
**Programming and Allocations to Date**

Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
BART	Powell Station Modernization	CON	Allocated	\$672,975					\$672,975
BART	BART Accessibility Improvement Program <sup>1</sup>	CON	Programmed			\$700,000			\$700,000
BART	BART Accessibility Improvement Program <sup>1</sup>	CON	Planned			\$400,000			\$400,000
BART	BART Station Wayfinding <sup>4</sup>	CON	Programmed	\$400,000					\$400,000
<b>Total Programmed in 2019 5YPP</b>				\$672,975	\$0	\$1,100,000	\$0	\$0	\$1,772,975
<b>Total Allocated and Pending</b>				\$672,975	\$0	\$0	\$0	\$0	\$672,975
<b>Total Unallocated</b>				\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
<b>Total Programmed in 2021 Strategic Plan</b>				\$672,975	\$0	\$1,100,000	\$0	\$0	\$1,772,975
<b>Deobligated Funds</b>						\$0	\$0	\$0	\$0
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

**FOOTNOTES:**

<sup>1</sup> 5YPP amendment to reprogram \$400,000 from BART Station Wayfinding to the BART Accessibility Improvement Program in FY2021/22.

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**BART Station Access, Safety and Capacity Category (EP 8)**  
**Cash Flow (Maximum Annual Reimbursement)**

Pending November 16, 2021 Board

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 <sup>1</sup>	CON			\$0	\$400,000	\$300,000	\$700,000
BART Accessibility Improvement Program <sup>1</sup>	CON					\$400,000	\$400,000
<del>BART Station Wayfinding</del> <sup>4</sup>	<del>CON</del>	<del>\$100,000</del>	<del>\$200,000</del>	<del>\$100,000</del>			<del>\$400,000</del>
<b>Cash Flow Programmed in 2019 5YPP</b>		\$200,000	\$472,975	\$0	\$400,000	\$700,000	\$1,772,975
<b>Total Cash Flow Allocated and Pending</b>		\$200,000	\$472,975	\$0	\$0	\$0	\$672,975
<b>Total Cash Flow Unallocated</b>		\$0	\$0	\$0	\$400,000	\$700,000	\$1,100,000
<b>Total Cash Flow in 2021 Strategic Plan</b>		\$200,000	\$472,975	\$0	\$400,000	\$700,000	\$1,772,975
<b>Deobligated Funds</b>				\$0	\$0	\$0	\$0
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

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



<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	BART Accessibility Improvement Program
<b>Implementing Agency:</b>	Bay Area Rapid Transit District
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	A. Transit
<b>Subcategory:</b>	i. Major Capital Projects (transit)
<b>EP Line (Primary):</b>	8-BART Station Access, Safety & Capacity
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2021/22
<b>Project Information</b>	
<b>Project Location:</b>	Embarcadero, Powell, 24th St Mission Stations.
<b>Supervisory District(s):</b>	District 06
<b>Project Manager:</b>	AR Rassai
<b>Phone Number:</b>	510-464-6499
<b>Email:</b>	<a href="mailto:arassai@bart.gov">arassai@bart.gov</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements include public address system improvements at Powell Street station and hearing loops at station agent booths in San Francisco BART stations.
<b>Detailed Scope (may attach Word document):</b> 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 this 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, accessible TTY phones, and 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 focuses on the public address system improvements at Powell Street station and hearing loops at station agent booths in San Francisco BART stations. The project is scheduled for construction between June 2022 and June 2024 and will cover all San Francisco County stations.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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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	2017/18	Q3-Jan-Feb-Mar	2018/19
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	100%	Contracted	Q2-Oct-Nov-Dec	2018/19	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**



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

<b>Project Name:</b>	BART Accessibility Improvement Program
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ 200,000	\$ -	\$ 200,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 400,000	\$ -	\$ 400,000	
Construction	\$ 3,150,000	\$ 1,100,000	\$ 2,050,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 3,750,000</b>	<b>\$ 1,100,000</b>	<b>\$ 2,650,000</b>	
<b>Percent of Total</b>		<b>29%</b>	<b>71%</b>	

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	2021/22	2022/23	2023/24	Cash Flow Total
FTA Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Design Engineering (PS&E)	Programmed	2019/20	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	8-BART Station Access, Safety & Capacity	Construction	Programmed	2021/22	\$ 700,000	\$ -	\$ -	\$ 400,000	\$ 300,000	\$ 700,000
Prop K	8-BART Station Access, Safety & Capacity	Construction	Planned	2021/22	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000
BART Funds		Construction	Planned	2021/22	\$ 2,050,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 3,750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 700,000</b>	<b>\$ 1,100,000</b>

**Comments**

Requires a 5YPP amendment to reprogram \$400,000 in BART Station Wayfinding, which is delayed, to the BART Accessibility Improvement Program (increased to \$1,100,000). BART has determined that Phase IV of the Station Wayfinding Project cannot move forward until other priority projects are implemented. Additionally, Phase IV work in San Francisco includes wayfinding signage at the Glen Park station, which was listed on the National Register of Historic Places in 2019. BART anticipates it will need additional time to implement wayfinding work at the station to comply with potential National Register requirements.