



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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2022

September 7, 2022

Rebecca Saltzman
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Janice Li
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

The Honorable Rafael Mandelman
Chair, San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 941039

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RE: BART Support for One Bay Area Grant Program Cycle 3 Funding Recommendations

Dear Chair Mandelman and San Francisco County Transportation Authority Commissioners,

The San Francisco Bay Area Rapid Transit District (BART) supports the One Bay Area Grant Program Cycle 3 (OBAG 3) Project Nominations recommendation of the San Francisco County Transportation Authority (SFCTA) staff, included in the Community Advisory Committee (CAC) agenda packet dated September 1, 2022.

The projects included in the staff recommendation enhance transit state-of-good-repair, and will improve safety, spur economic development in San Francisco, and help the Bay Area meet climate change and air quality improvement goals by increasing access to transit and active transportation in the City and County of San Francisco.

Specifically, we appreciate that the staff recommendation includes two high-value BART projects in San Francisco:

- **Elevator Modernization Phase 1.3** (Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, and Glen Park - \$13.3M). This project will significantly improve the reliability and maintainability of elevators, which is essential to ensuring equitable access to San Francisco BART stations for riders with mobility challenges, cyclists, families with strollers, and tourists with luggage. BART has been developing implementation plans for this systemwide priority, which would modernize elevators across all stations. Over the past three years, BART has allocated \$8.4M per year of FTA formula funds and BART local match to the Elevator Modernization Program. BART is planning to continue this annual allocation for another seven years for a total of \$84M of FTA formula funds/BART local match. We've also secured millions of dollars in Alameda and San Francisco counties to fund the renovation of BART's highest priority station elevators.
- **Next Generation Fare Gates in San Francisco** (\$9.26M). This project will replace BART's existing fare gates at all eight San Francisco stations, which are approaching the end of their useful life, with new, more attractive, more reliable, and easier to maintain fare gates. Their improved reliability is crucial to avoiding queuing due to out-of-service fare gates. The recommended funding comes close to fulfilling San Francisco's county share of replacing fare gates in the City.

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This project is part of a larger \$90 million systemwide effort to replace fare gates, with each BART District county contributing a 50% cost share for the stations in their counties. In Contra Costa County, BART has already secured \$4 million, more than half of that county's share. Alameda County Transportation Commission's Measure BB Expenditure Plan includes funding for BART Station Modernization, from which we will request an allocation for ACTC's full \$19.5M share in the next few months. BART has already secured funding for our entire share of the Next Generation Fare Gate Program from multiple funding sources, including FTA formula funds and BART funds.

We are deeply grateful for the SFCTA staff's thoughtful approach to developing this recommendation and appreciate that it honors the SFCTA's commitment to support renovation and improvements at San Francisco BART stations. We look forward to continuing to work together to serve San Francisco's transit needs and support the City's economic revitalization.

BART urges the San Francisco County Transportation Authority to adopt the recommended OBAG 3 Project Nominations and transmit them to the Metropolitan Transportation Commission.

Sincerely,



BEVAN DUFTY JANICE LI LATEEFAH SIMON

cc: San Francisco County Transportation Authority
 BART Board of Directors
 Tilly Chang, SFCTA Executive Director
 Robert Powers, BART General Manager