



Memorandum

AGENDA ITEM 7

DATE: September 15, 2025

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/7/2025 Board Meeting: Amend the One Bay Area Grant Cycle 2 Project List and the Prop K Standard Grant Agreement for the Bay Area Rapid Transit District's Embarcadero Station: New Northside Platform Elevator Project to Reflect a New Phased Approach to Project Delivery

RECOMMENDATION ☐ Information ☒ Action

- Amend the One Bay Area Grant (OBAG) Cycle 2 Project List for the Bay Area Rapid Transit District's (BART's) Embarcadero Station: New Northside Platform Elevator (Project) to reflect a phased project delivery approach due to cost increases and other factors.
- Amend the Prop K Standard Grant Agreement (SGA) for the Project, consistent with the requested amendment to the OBAG Cycle 2 Project List.

SUMMARY

In September 2017, the Transportation Authority Board approved \$2,000,000 in OBAG Cycle 2 funds for construction of BART's Embarcadero Station: New Northside Platform Elevator project, and in July 2019, the Board allocated \$1,000,000 in Prop K funds for construction of the project. The original scope included, among other elements, installation of a new elevator at the north end of the BART/Muni Station between the BART platform and the mezzanine area. Due to several factors including significantly higher than expected contract bids, location-specific restrictions, and the COVID pandemic, BART has restructured the project into two phases to enable delivery of benefits to the public sooner, while seeking additional funding for the full scope. Phase 1

- ☐ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____



prioritizes renovation of the existing elevator and widening the south stairs. BART expects Phase 1 to be open for use by Fall 2029. The new north-side elevator will be constructed in Phase 2, subject to future funding availability. BART staff will attend the meeting to answer any questions the Board may have.	
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BACKGROUND

As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for prioritizing San Francisco projects for the OBAG county program. In 2017 and 2018, the Transportation Authority Board programmed \$42,286,000 in OBAG 2 funds to the six projects shown in Attachment 1, including \$2,000,000 for construction of BART's Embarcadero Station: New Northside Platform Elevator project (Project). In 2019, the Board allocated \$1,000,000 in Prop K funds to help fully fund the Project, consistent with the OBAG 2 funding plan. The original scope included a new elevator at the north end of the Embarcadero BART/Muni Station, in between the BART platform and the mezzanine area, as well as expansion of the paid area to include the new elevator, relocation of the east staircase, and expansion of the south staircase. The construction phase cost estimate at the time of approval of OBAG 2 was \$15,000,000.

DISCUSSION

BART has requested amendment of the OBAG Cycle 2 Project List and of the aforementioned Prop K SGA to reflect that the Project will be delivered in two phases to enable the public to enjoy benefits sooner while BART continues to look for additional funds to cover the cost increase for the full project scope. Under the proposed phased approach, BART will use existing Project funds, including OBAG and Prop K, to construct Phase 1 which includes modernization of the existing elevator, widening of the south stairs, and relocation of the existing machine room. BART estimates Phase 1 total project cost (planning through construction) at \$24,817,461 compared to \$15,000,000 estimated for the original Project scope, which was more expansive.

Phase 2, to be built when funds are secured, encompasses construction of the new north-side elevator, development of a new machine room for the new elevator, demolition and reconstruction of the wider north stairs, and implementation of a Muni stair option (to be funded by Muni), at an estimated cost of \$30 million.



The updated allocation request form for the proposed amended project (Attachment 3) provides a timeline and history of the project, detailing the various factors contributing to cost increases and scope modifications over time, as well as lessons learned by BART.

Recommendation. We recommend amending the OBAG Cycle 2 Project List and Prop K SGA, as requested by BART. Attachment 2 summarizes the proposed OBAG Cycle 2 Project List and Prop K amendment, and Attachment 3 includes detailed information on the updated phased scope, schedule, budget, funding, and deliverables.

BART has concurrently submitted an amendment to the Transportation Improvement Program to reflect the phased approach to the project. Metropolitan Transportation Commission (MTC) staff is supportive of this request and the MTC Commission is expected to approve the amendment on October 22, 2025.

If the proposed amendments are approved, BART anticipates advertising the construction contract by the end of the 2025 calendar year, awarding the construction contract by June 2026, and opening the Project for use by Fall 2029.

FINANCIAL IMPACT

The recommended action would amend the aforementioned Prop K SGA to allow the previously allocated \$1,000,000 to be applied to the revised scope as described above. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form (Attachment 3).

There is no impact to the Transportation Authority's Fiscal Year 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its September 24, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Amended OBAG Cycle 2 List
- Attachment 2 – Proposed Prop K Standard Grant Agreement (120-902064) Amendment
- Attachment 3 – Allocation Request Form

Attachment 1
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)
Proposed Amended Project List

Sponsor Agency¹	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	Approved OBAG 2 Funds
SFPW	Better Market Street ^{2,3}	Design	3, 5, and 6	\$ 603,720,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project	Construction	6, 10	\$ 1,980,253,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School ³	Construction	3	\$ 4,200,000	\$ 3,366,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)	Construction (Non-Infrastructure)	all	\$ 3,177,752	\$ 2,813,264
BART	Embarcadero Station: New Northside Platform Elevator and Faregates Embarcadero Station Platform Elevator Phase 1	Construction	3, 6	\$15,000,000 \$24,817,461	\$ 2,000,000

TOTAL	\$ 2,680,824,213	\$ 42,286,000
TOTAL OBAG 2 FUNDS \$ 42,286,000		

¹ Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

² On November 27, 2018, the Transportation Authority Board approved a Prop K fund exchange with Better Market Street to help backfill the Central Subway RIP commitment. See Resolution 19-22 for more detail.

³ On July 23, 2019, the Transportation Authority Board approved a Prop K/OBAG fund exchange between Better Market Street and John Yehall Chin to assist with project delivery. See Resolution 20-02 for more detail.

Attachment 2

Proposed Grant Amendment - BART: Embarcadero Station New Northside Platform Elevator

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
20-03	120-902064	Embarcadero Station: New Northside Platform Elevator (Amendment)	BART requests concurrent amendment of the One Bay Area Grant Cycle 2 Project List and Prop K Standard Grant Agreement (SGA) to reflect a phased project delivery approach for the subject project due to cost increases and other factors. The original scope included a new elevator at the north end of the Embarcadero BART/Muni Station, in between the BART platform and the mezzanine area, as well as expansion of the paid area to include the new elevator, relocation of the east staircase, and expansion of the south staircase. Due to several factors, including higher than expected contract bids, location-specific restrictions, and the COVID-19 pandemic, BART has restructured the project into two phases. The subject Prop K grant will be used for the Embarcadero Station Platform Elevator Phase 1 and includes renovation and modernization of the existing elevator, demolition and rebuilding of wider south stairs, and relocation of the existing machine room. Phase 1 is expected to be open for use by Fall 2029. Phase 2 will include the procurement and installation of the new elevator, subject to funding availability. See proposed amended allocation request form (Attachment 3 to the memo) for additional details.	

Attachment 3

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Supervisory Districts	District 03, District 06
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REQUEST

Brief Project Description

Phase 1 will modernize an existing elevator at Embarcadero Station to improve reliability and accessibility for BART riders, including people with disabilities, seniors, families with strollers, and bicyclists. The work will also expand the south stairs and relocate the machine room. The project directly addresses accessibility needs, ensuring that people with disabilities and other riders who rely on elevators have safe, reliable access to one of the system's busiest stations. Phase 2 to install a new platform elevator will proceed in the future, subject to funding availability.

Detailed Scope, Project Benefits and Community Outreach

See attachment.

Project Location

Embarcadero BART Station

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2022	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2025
Advertise Construction	Oct-Nov-Dec	2025		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2029
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2030

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
BART	\$225,996	\$0	\$0	\$225,996
CCSF CFD	\$0	\$0	\$2,429,348	\$2,429,348
FTA 5307	\$903,985	\$0	\$4,928,388	\$5,832,373
Measure RR	\$0	\$0	\$434,117	\$434,117
OBAG 2	\$0	\$0	\$2,000,000	\$2,000,000
Prop K	\$0	\$0	\$1,000,000	\$1,000,000
SFMTA JMA	\$0	\$0	\$7,928,503	\$7,928,503
Phases In Current Request Total:	\$1,129,981	\$0	\$18,720,356	\$19,850,337

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
BART	\$225,996	\$0	\$250,000	\$475,996
CCSF CFD	\$0	\$0	\$4,417,754	\$4,417,754
FTA 5307	\$903,985	\$0	\$4,928,388	\$5,832,373
Measure RR	\$0	\$0	\$1,250,000	\$1,250,000
OBAG 2	\$0	\$0	\$2,000,000	\$2,000,000
Prop K	\$0	\$0	\$1,000,000	\$1,000,000
SFMTA JMA	\$0	\$0	\$9,841,338	\$9,841,338
Funding Plan for Entire Project Total:	\$1,129,981	\$0	\$23,687,480	\$24,817,461

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$412,731	Actual cost
Environmental Studies	\$0	N/A
Right of Way	\$0	N/A

Phase	Total Cost	Source of Cost Estimate
Design Engineering	\$4,554,393	Actuals plus estimate to complete
Construction	\$19,850,337	Engineer's estimate as of August 2025
Operations	\$0	
Total:	\$24,817,461	

% Complete of Design:	100.0%
As of Date:	09/30/2025
Expected Useful Life:	25 Years

San Francisco County Transportation Authority

Prop K/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of phase	BART	Contractor
1. Contract				
Task 1: Construction	\$ 10,793,240			\$ 10,793,240
Subtotal	\$ 10,793,240			\$ 10,793,240
2. Construction				
Management/Support	\$ 5,429,093	27%	\$ 2,469,091	\$ 2,960,002
3. Contingency	\$ 3,628,003.66	18%		\$ 3,628,004
TOTAL CONSTRUCTION PHASE	\$ 19,850,336		\$ 2,469,091	\$ 17,381,245

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,000,000	Total PROP K Recommended	\$1,000,000

SGA Project Number:	120-902064	Name:	Embarcadero Station Platform Elevator Phase 1
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	03/31/2030
Phase:	Construction	Fundshare:	5.04%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	FY2028/29	Total
PROP K EP-120U	\$400,000	\$500,000	\$100,000	\$1,000,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	94.96%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	95.97%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

RA

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michael Gerbracht	Aileen Hernandez
Title:	Senior Manager of Engineering Programs	Principal Grants Officer
Phone:		(510) 464-6564
Email:	MGerbra@bart.gov	ghernan@bart.gov



Embarcadero Station Platform Elevator Project

PROPOSITION K AND OBAG 2 AMENDMENT REQUEST
AUGUST 2025



Contents

Project Scope 2

 Details..... 2

 Project Location..... 6

 Conclusion..... 7



Summary

The San Francisco Bay Area Rapid Transit District (BART) requests amending grant number OBA-902012 (OBAG 2) and 120-902064 (Prop K) which fund the Embarcadero Station Platform Elevator project. The requested amendment includes a **revised scope of work** as well as a **new requested end date for Prop K from 12/31/2026 to 6/30/2027** to align with the end date for OBAG 2.

Project Scope

Details

This project will renovate an existing elevator at Embarcadero Station to improve reliability and accessibility for BART riders, including people with disabilities, seniors, families with strollers, travelers with luggage, and bicyclists. The work will also expand the south stairs and relocate the machine room.

The original plan called for a new elevator connecting the BART platform and concourse at the north end of the Embarcadero BART/Muni Station. As part of the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study, BART conducted extensive community outreach through open houses, surveys, fliers, news stories, email alerts, and social media. The outreach aimed to inform riders about the planning process, build understanding of station capacity challenges, gather feedback on potential solutions, and gauge preferences for improvements. Elevators were identified as a top capital priority in BART's 2019 Short Range Transit Plan and Capital Improvement Plan.

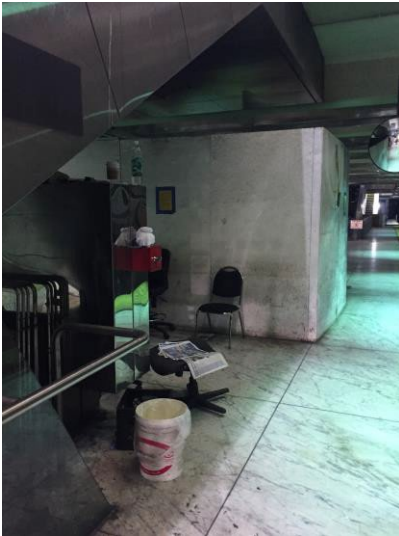
In 2019, the project went out to bid, but all proposals came in 75–100% above the engineer's estimate. Although BART secured additional funding, all bids were ultimately rejected, and the project approach was re-evaluated.

During redesign, several new challenges emerged. A limited pool of qualified contractors and location-specific restrictions complicated delivery. One key lesson learned was that materials could only be moved below grade during non-revenue hours, adding complexity and cost. These factors led to extensive internal reviews and schedule delays. To improve efficiency, BART consolidated elevator modernization and new elevator projects under a single management team.

The COVID-19 pandemic further disrupted progress. Staffing shortages, leadership transitions, and retirements slowed project momentum, while rising construction and material costs drove expenses higher. Together, these factors have significantly increased the project's overall cost and extended its delivery timeline.

In 2022, the project was **restructured into phases** to prioritize renovation of the existing platform elevator and widening the south stairs only. Construction of a new north side elevator and widening of the north stairs was deferred to a subsequent phase. **Phase I** includes renovating and modernizing elevator #63, demolishing and rebuilding the wider south stairs, and relocating the existing machine room, with an updated estimate of \$24.8M. **Phase II** encompasses construction of the new north-side elevator, development of a new machine room, demolition and reconstruction of the wider north stairs, and implementation of the Muni stair option, at an estimated cost of \$30 million.

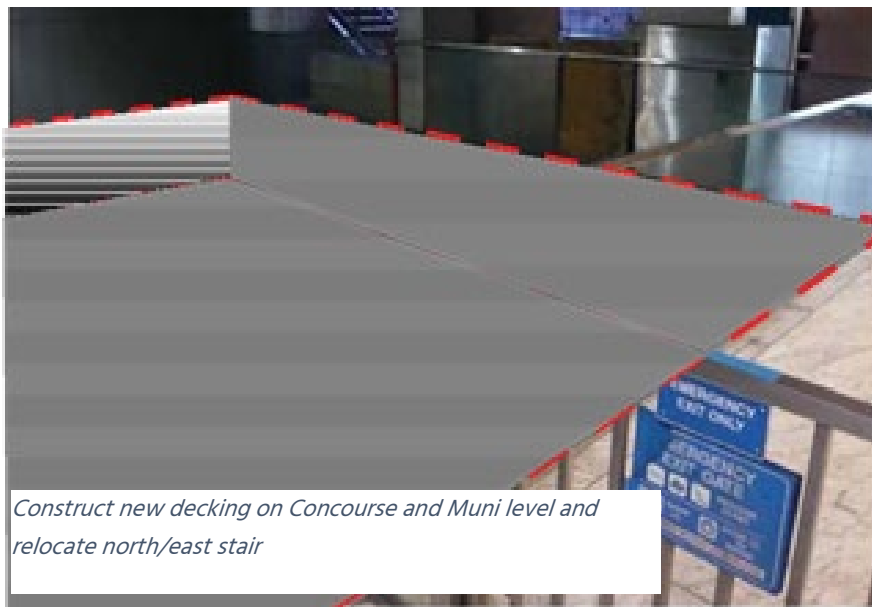
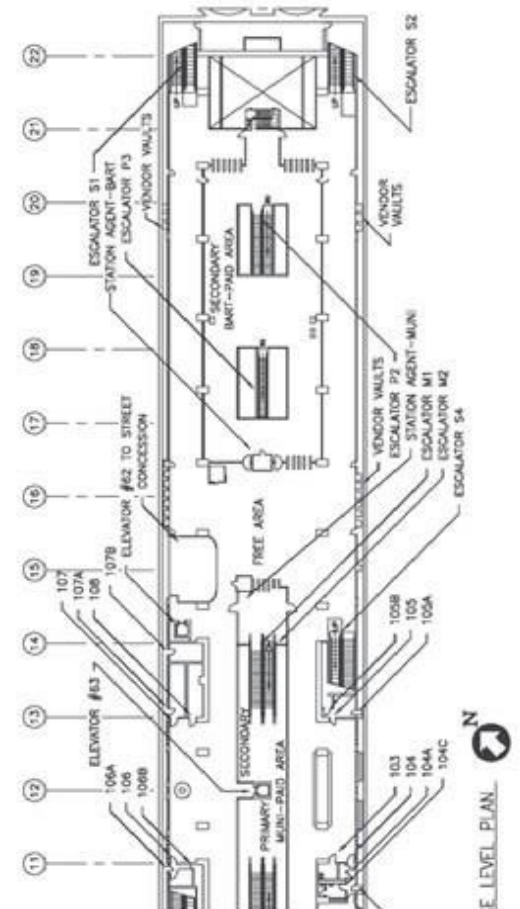
This phased approach allows work to proceed in a logical sequence while managing funding availability, but also reflects the expanded scope and increased costs over time.



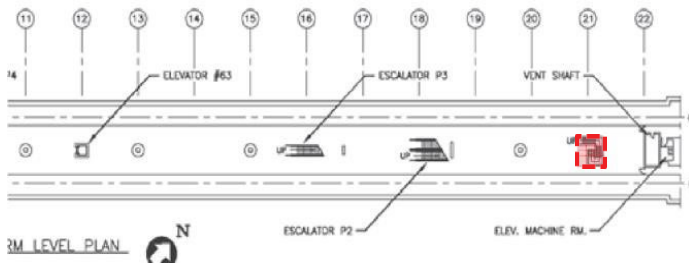
Construct machine room on MUNI Level and connect to the existing elevator



Relocate existing utilities and reconfigure platform areas

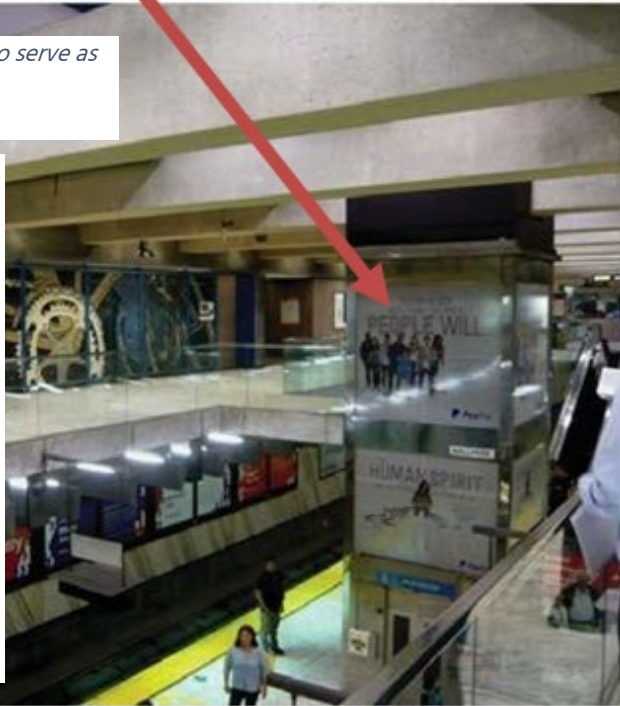


Construct new decking on Concourse and Muni level and relocate north/east stair



Install new elevator cab and connect to new machine room

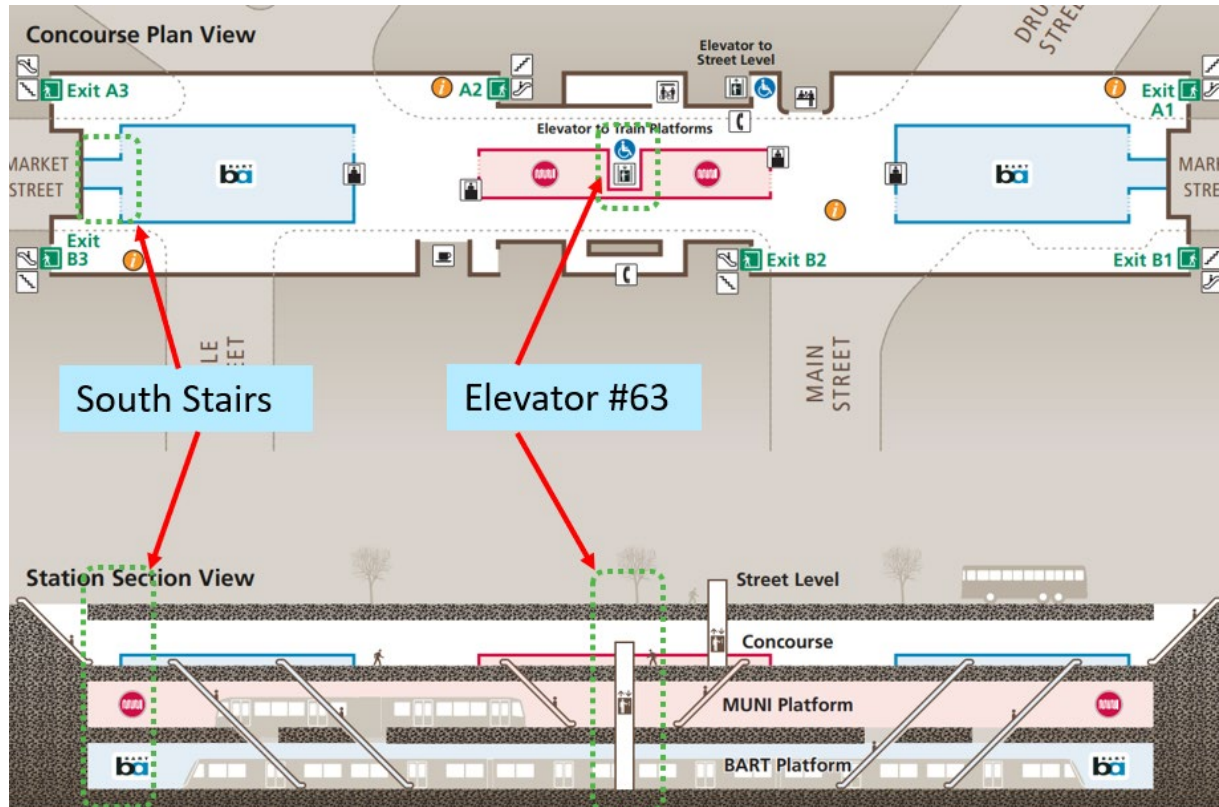
Modify current elevator to serve as Muni's primary elevator



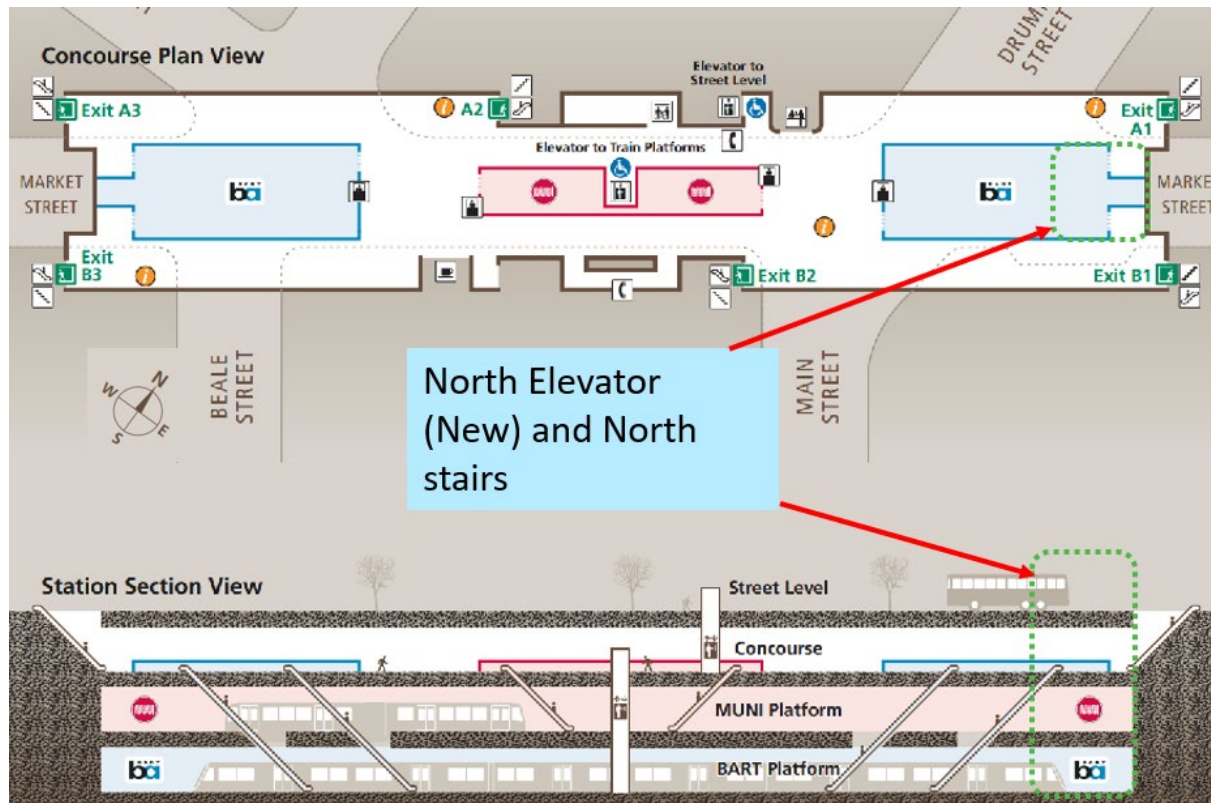
Construct new elevator and machine room at current stairway location

Project Location

Phase 1 Project Location



Phase 2 Project Location



Conclusion

Despite the project's evolving scope, updated costs, and pandemic-related delays, the Embarcadero Station Platform Elevator improvements remain a critical and appropriate use of Prop K and OBAG funds. The project directly addresses accessibility needs identified in BART's capital priorities and reinforced by the 2024 ADA settlement, ensuring that people with disabilities and other riders who rely on elevators have safe, reliable access to one of the system's busiest stations.

By modernizing a key station elevator, widening stairs to improve passenger flow, and upgrading supporting infrastructure, the project advances regional goals of equity, safety, and system modernization. Leveraging Prop K and OBAG to deliver these improvements maximizes local and regional investment in a project that is not only legally mandated but also essential for maintaining BART's role as a dependable, inclusive transit system.

It is for this reason that BART requests amending grant number OBA-902012 (OBAG 2) and 120-902064 (Prop K) to include this revised scope of work as well as a new requested end date for Prop K to 6/30/2027. Approval of this amendment will ensure consistent funding, allow the project to remain on schedule, and enable BART to deliver critical accessibility and capacity improvements at one of the system's busiest stations.

