



**San Francisco
County Transportation
Authority**

BD100725

RESOLUTION NO. 26-20

RESOLUTION AMENDING THE ONE BAY AREA GRANT CYCLE 2 PROJECT LIST
AND 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

WHEREAS, In 2017, the Transportation Authority programmed \$2,000,000 in One Bay Area Grant (OBAG) Cycle 2 Funds for the Bay Area Rapid Transit District's (BART's) Embarcadero Station: New Northside Platform Elevator (Project), and in 2019 allocated \$1,000,000 in Prop K funds to help fully fund the Project; and

WHEREAS, The Transportation Authority received a request from BART to amend the OBAG Cycle 2 Project List (Attachment 1) and the Prop K Standard Grant Agreement (SGA) (SGA 120-902064) to reflect a phased project delivery approach for the Project due to cost increases and other factors; and

WHEREAS, As summarized in Attachment 2, BART proposes to divide the project into two phases where the subject Prop K grant and OBAG funds will be used for Phase 1 including renovation and modernization of the existing elevator, demolition and rebuilding of wider south stairs, and relocation of the existing machine room; and Phase 2 will encompass 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, subject to funding availability; and

WHEREAS, BART submitted a revised allocation request form for the Project, included as Attachment 3, which updates the project name, scope, schedule, budget and funding plan to reflect the new, phased approach to the Project; and

WHEREAS, The Metropolitan Transportation Commission, which administers the OBAG program, is supportive of the proposed amendment to OBAG Cycle 2 list; and



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WHEREAS, After reviewing BART's amendment request, Transportation Authority staff recommended amending the OBAG Cycle 2 Project List, as outlined in Attachment 1, and the Prop K SGA for the Project, as described in Attachment 2, to incorporate the information detailed in the revised allocation request form, Attachment 3, which also includes updated deliverables, expiration date, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There is no impact to the Transportation Authority's Fiscal Year 2025/26 budget; and

WHEREAS, At its September 24, 2025 meeting, the Community Advisory Committee was briefed on the subject amendment requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the OBAG Cycle 2 Project List, as detailed in Attachment 1; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the Project, as summarized in Attachment 2 and detailed in Attachment 3; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of Prop K funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedule detailed in Attachment 3; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum Prop K reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further



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RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized.

Attachments:

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



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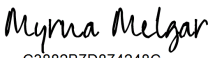
BD100725

RESOLUTION NO. 26-20

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of October 2025, by the following votes:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, and Walton (9)

Absent: Commissioner Sherrill (1)

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Myrna Melgar Date
Chair

ATTEST: DocuSigned by:
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Tilly Chang Date
Executive Director

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)	<p>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.</p> <p>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.</p> <p>See proposed amended allocation request form (Attachment 3 to the memo) for additional details.</p>	

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
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Embarcadero Station Platform Elevator Project

PROPOSITION K AND OBAG 2 AMENDMENT REQUEST
AUGUST 2025



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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.

	Cost Est.
Area to improve customer and Muni platforms	\$10 M
currently serving from 33" to 44" to improve (to be paid by SFMTA)	\$20.64M - \$24.45M
	<p>Phase I - \$24M-\$25 M</p> <p>Phase II - \$30 M</p>

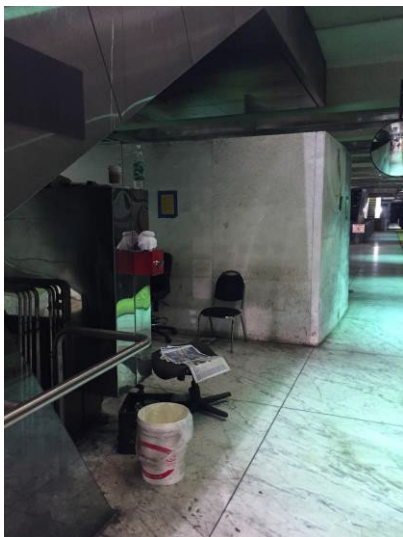
levator on the north side of the station within the
e and both BART and Muni platforms. At that time, the

alleging systemic discrimination against riders with disabilities, including broken elevators, as well as non-functioning escalators and fare gates. In April 2019, the city and MTA agreed to a settlement to improve accessibility systemwide. The agreement included faster repairs, more frequent maintenance, timely repairs and cleaning, improved outage communication, and a new complaint process for accessibility issues. The lawsuit was filed by the Center for Accessible Living Resource Center of San Francisco, and two

o constructing a new elevator on the north side of the
 ulic elevator, demolishing and rebuilding both the south
 ed egress, and developing a new machine room for the
 ecific stairs, to be funded by SFMTA. With these
 project was advertised in September of 2019, with bid
 VID lock-down (California Stay at Home Order) occurred

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.

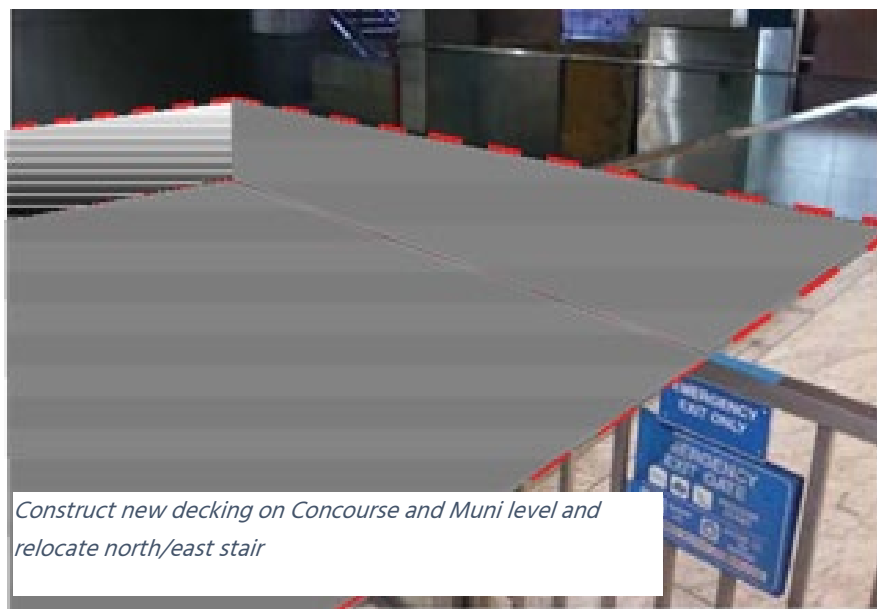
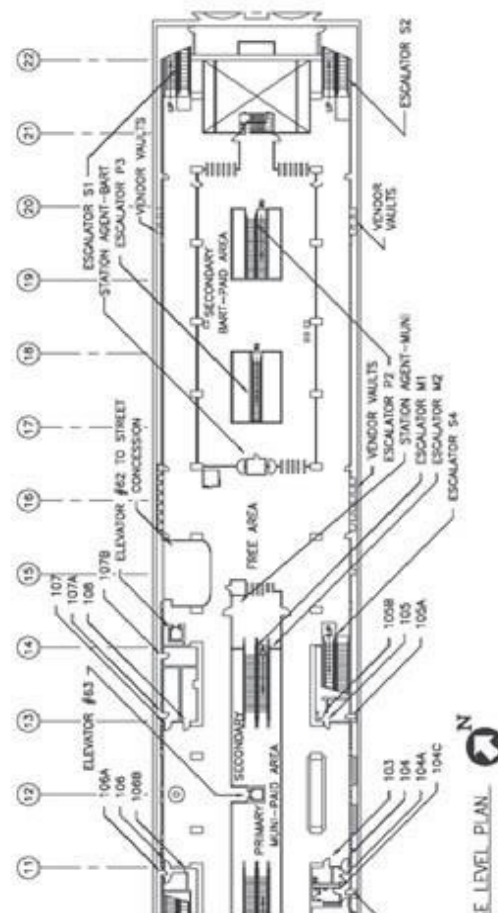
This phased approach allows work to proceed in a logical sequence while managing funding availability, but also reflects the expanded scope and increased costs over time.



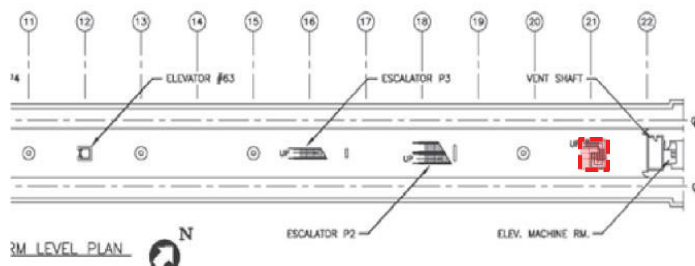
Construct machine room on MUNI Level and connect to the existing elevator



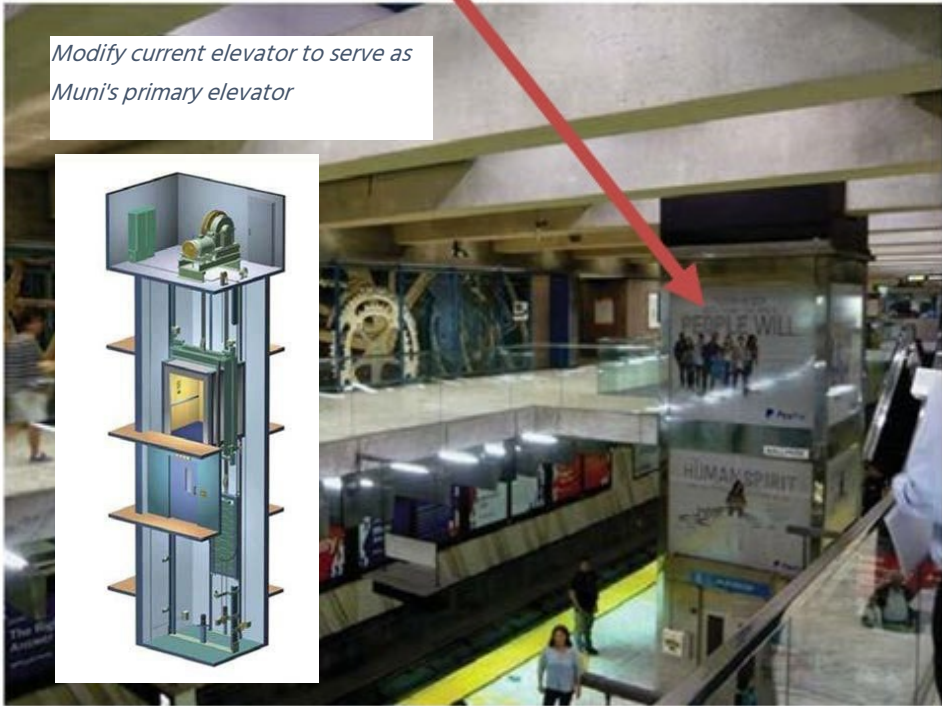
Relocate existing utilities and reconfigure platform areas



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

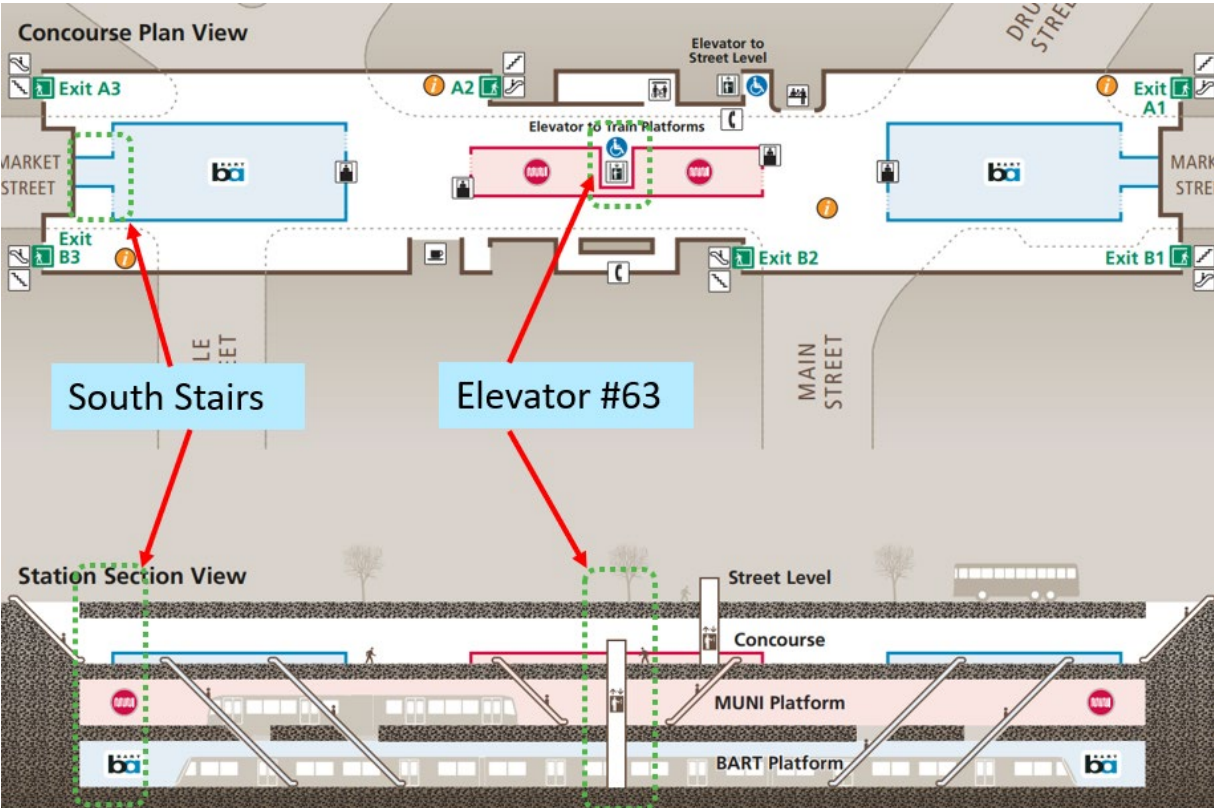


Install new elevator cab and connect to new machine room

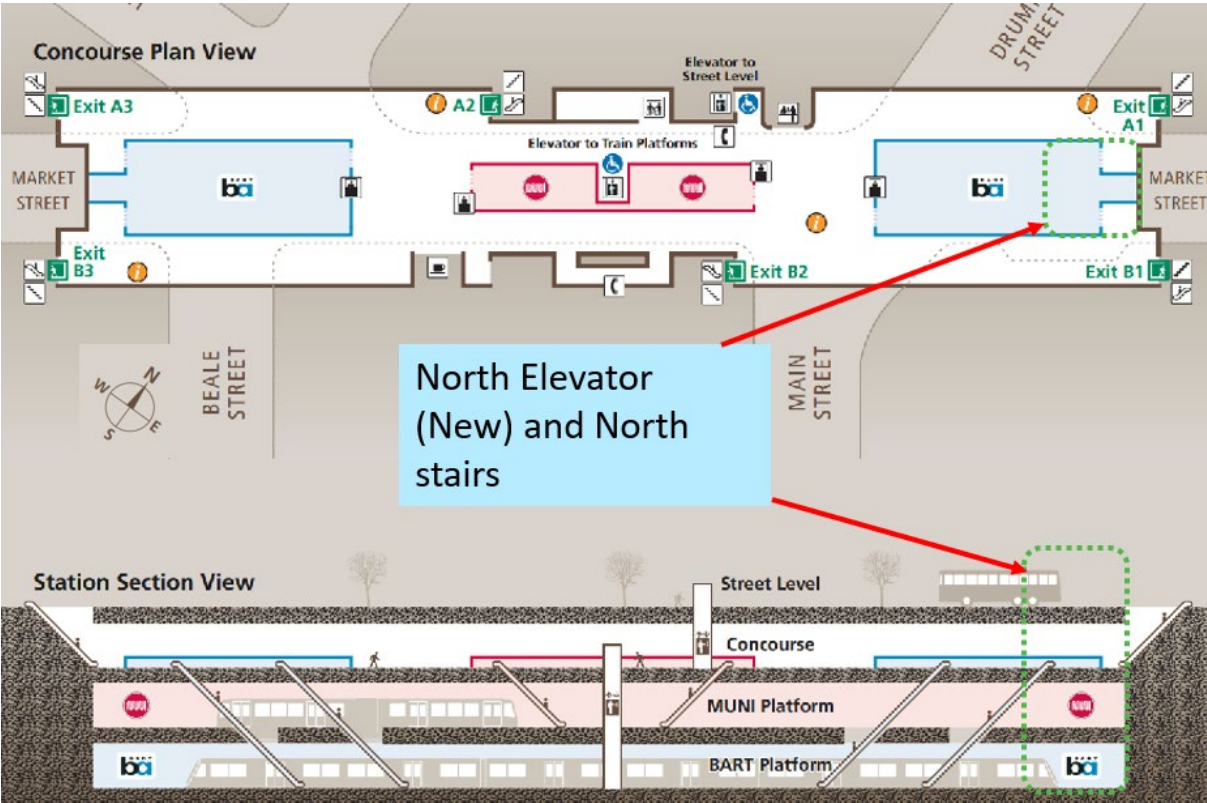


Project Location

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.

