



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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2021

April 26, 2021

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 Robert Powers
 GENERAL MANAGER

Mr. John Nemeth
 Executive Director
 West Contra Costa Transportation Advisory Committee
 6333 Potrero Avenue, Suite 100
 El Cerrito, CA 94530

Dear Mr. Nemeth,

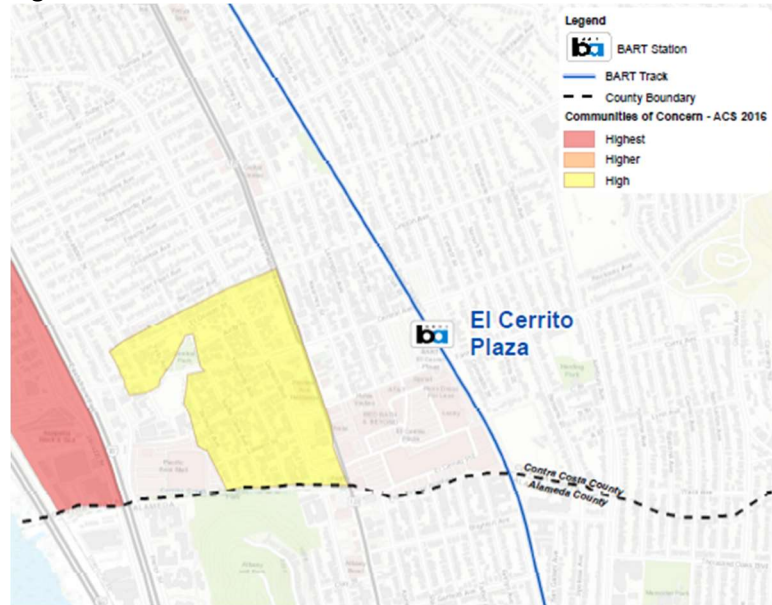
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The San Francisco Bay Area Rapid Transit District (BART) requests \$750,000 in Sub-regional Transportation Mitigation Program (STMP) funds for the BART El Cerrito Plaza Station Modernization and Capacity Enhancements: New Fare Gates and Elevator Enclosures (project) to support Procurement and Construction Phases. This is scheduled to begin September 2021 with a completion date of March 2022 and a public opening in April 2022. The project falls under Project Category 14: West County BART Station Access, Parking, and Capacity Improvements in the 2019 STMP Project List.

Project Location

Figure 1: El Cerrito Plaza Station and MTC Communities of Concern Tracts



Source: Appendix A: 2018 MTC Communities of Concern Tract Geography Map

The project is located at the El Cerrito Plaza station in the City of El Cerrito. Per the 2018 MTC Communities of Concern Tract Geography Map, depicted in Figure 1, El Cerrito Plaza station serves high and highest areas of MTC's Communities of Concern that are located a few blocks from the station. MTC 2018 Communities of Concern (tract geography) is defined by eight American Community Survey 2012-2016 tract-level variables:

- Minority (70% threshold)
- Low-Income (less than 200% of Fed. poverty level, 30% threshold)
- Level of English Proficiency (20% threshold)
- Elderly (10% threshold)
- Zero-Vehicle Households (10% threshold)
- Single Parent Households (20% threshold)
- Disabled (25% threshold)
- Rent-Burdened Households (15% threshold)

A tract is considered an MTC Community of Concern if it exceeds both threshold values for Low-Income and Minority shares or exceeds the threshold value for Low-Income, and also exceeds the threshold values for three or more variables.

BART serves MTC Communities of Concern throughout its system, far beyond the geographical limits of El Cerrito Plaza station as supported by the 2020 BART Customer Satisfaction Study (Study), provided as Appendix B. Based on the Study that surveyed 2,800 BART riders in October 2020, it concluded that the regional ridership across five counties, Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara is comprised of a high level of:

- Zero-vehicle households (53%);
- Minority (75% identify as non-white); and
- Low-Income households (41%).

These three ridership characteristics reflect those of MTC Communities of Concern tracts. Furthermore, if BART service were not available, nearly one in four (23%) riders would not make the trip and 30% would take a bus or other transit. BART serves the critical transit needs of disadvantaged communities within the El Cerrito Plaza station service area as defined by MTC's Communities of Concern as well as beyond city and county lines throughout the BART system.

Project Description

STMP funds will provide secure and reliable entrances and exits for all riders at the El Cerrito Plaza station. Currently, the two elevators at the El Cerrito Plaza Station are exposed between the Concourse (the lower level where riders converge to enter the station) and Platform (where riders board the train) levels which allows riders uncontrolled access or the ability to avoid monitored gates when entering the station as illustrated in **Figures 2 to 5**.

The STMP funds will be used to procure and install (i) two new swing barrier style pneumatic fare gates in front of the elevator entrances and (ii) install metal enclosures around the new fare gates and elevator entrances on the Concourse level as depicted in **Figures 6 and 7**. The construction work will be performed by BART staff with a similar scope of work performed at other stations successfully. The station-specific design is based on a pre-approved standard design by BART's engineering team. This project will allow BART to achieve modernization and capacity enhancement objectives.

Figure 2: Exposed Elevator 1 on Concourse Level



Figure 3: Exposed Elevator 1 on Platform Level



Figure 4: Exposed Elevator 2 on Concourse Level



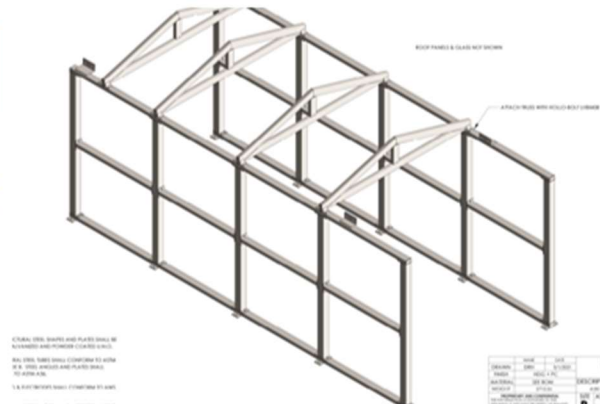
Figure 5: Exposed Elevator 2 on Platform Level



Figure 6: New Fare Gate Rendering and Photo



Figure 7: Elevator Enclosure Photo and Rendering



Improving Transit Service

The new elevator enclosures and fare gates provide a more secure and equitable transit riding environment for patrons by limiting uncontrolled access to the system. The new installation encourages transit riders to enter the system via monitored gates, promoting equity whereby all riders contribute to the transit system. This increase in equitable contribution enables BART to optimize its operating performance thereby providing riders with reliable and frequent train service they rely upon. Therefore, the new elevator enclosures and fare gates provide secure access to the station and promote a more equitable contribution towards the best BART service possible for all riders.

Schedule

Plans, Specifications, and Estimate (PSE) Start: May 2021

Procurement & Construction Start: September 2021

Construction Complete: March 2022

Opening to Public: April 2022

Committed Funding Sources

The project's total cost is \$900,000. BART has committed \$150,000 to the PSE phase of the project. BART requests \$750,000 to complete the procurement and construction phase and thus complete the project. BART is ready to start spending STMP funds in September 2021.

We appreciate your consideration in awarding STMP funds for this vital project that will provide a more equitable, secure, and reliable transportation system for Bay Area transit riders.

Sincerely,

Celestine Do

Celestine Do
Senior Grants Officer
San Francisco Bay Area Rapid Transit District

Attached Appendices:

- Appendix A: MTC Communities of Concern Tract Geography Map
- Appendix B: 2020 BART Customer Satisfaction Study