



San Francisco Safe and Seamless Mobility Quick-Strike Program (MTC)
County Transportation Authority Project Information Form

Project Name:	Embarcadero Station Platform Elevator Capacity and Redundancy Project
Implementing Agency:	San Francisco Bay Area Rapid Transit District (BART)
Project Location:	Station: Embarcadero BART/Muni Station
Supervisory District(s):	District 03, District 06
Project Manager and Contact Information (phone and email):	Patrick Quinn; PQuinn@bart.gov; office: 510-464-6449; cell: 510-913-2466
Brief Project Description (50 words max):	This project will purchase and install a new redundant elevator at the North end (exit towards Ferry Building) of the Embarcadero BART/Muni Station to improve mobility and access for customers. The Embarcadero BART/Muni Station is in the City and County of San Francisco, a regional hub for employment. Hence, the station serves a diverse population, including Communities of Concern, who travel to and from jobs and activities related to employment. The new elevator at this station will primarily serve BART's platform; however, the elevator will also be able to stop at the Muni platform. The design vision includes a glass enclosed cab and hoistway to increase visual transparency. The scope of work also includes refurbishing Muni's elevator, which will exclusively provide access to Muni's platform once the project is complete. In addition, both the North and South end of station stairs will be rebuilt wider. Current funding for the project includes OBAG, Prop K, and MTC Lifeline Cycle 6 funds, among others.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area, and how the project would meet the program screening criteria (e.g., connection to PDA or TPA, serve a COC, address connectivity, demonstrate partnership and ability to quickly deliver. Please describe how this project was prioritized.	Please see Attached.
Community Engagement/Support (may attach Word doc): 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, etc.).	Please see Attached.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attached.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency: Roger Nguyen; Roger.Nguyen@sfmta.com
Type of Environmental Clearance Required/Date Received:	Categorically Exempt

Project Delivery Milestones Phase	Status		Work		Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year		
Planning/Conceptual Engineering	100%	In-house	March	2016	March	2018		
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A		
Design Engineering (PS&E)	95%	Contracted	April	2018	March	2021		



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Authority	N/A	N/A	N/A	N/A	N/A	N/A
Right-of-Way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	June	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	October	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	August	2024

Comments

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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	Request Amount	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000			\$250,000	
Final Design	\$1,401,966			\$1,401,966	
Construction	\$23,885,034	\$3,144,302	\$1,000,000	\$19,740,732	95% Design
TOTAL PROJECT COST	\$25,537,000	\$3,144,302	\$1,000,000	\$21,392,698	
Percent of Total		12.31%	3.92%	83.77%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming
Safe and Seamless Mobility Quick-Strike Program	\$ 3,144,302	N/A	N/A	\$3,144,302	FY2021/22
MTC Lifeline Cycle 6			\$1,172,942	\$1,172,942	
Regional Measure 2	\$ 1,500,000			\$1,500,000	FY2021/22
OBAG (FTA 5307-3 CA-2019-02 9-00)			\$1,858,456	\$1,858,456	
SFMTA Joint Use Agreement			\$6,971,036	\$6,971,036	
Prop K			\$1,000,000	\$1,000,000	
SFPD CFD Bonds			\$936,981	\$936,981	
Measure RR - BART			\$925,794	\$925,794	
Other BART Funds			\$125,524	\$125,524	
TBD Funding (Measure RR, Prop K, CFD)	\$ 6,250,000			\$6,250,000	FY2022/23
TOTAL	\$ 10,894,302	\$0	\$12,990,732	\$23,885,034	

Comments/Concerns

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Embarcadero Station Platform Elevator Capacity & Redundancy Project

The San Francisco Bay Area Rapid Transit District (BART) seeks Safe and Seamless Mobility Quick-Strike Program funds for the Embarcadero Station Platform Elevator Capacity and Redundancy Project. This is an important Project that can be implemented quickly and is projected to improve mobility and connections to transit for local and regional community members.

Advertisement

The Project was advertised in September 2019 and received two bids. The low bidder's bid was over 70% of the engineer's estimate. Staff evaluated bids and recommended that the Board reject all. Bids were rejected by the BART board on January 2020. Given that the project is of priority to BART, the project team re-evaluated contract requirements with respect to elevator and stair construction to assess possible additional costs involved with work. In spring 2020, BART began redesign and is currently scheduled to complete it by March 2021. The current project estimate, of \$25,537,000, includes escalated costs due to re-design. Re-design work items include stairs to be relocated to the north end of the station, lighting for the stairs, security cameras for the stairs, and relocation of the new station elevator machine room.

Scope of Work

The Project will procure and install a new elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni station. A glass-enclosed cab and hoistway will provide visual transparency. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. BART will install a new elevator machine room for the existing elevator on the Muni platform adjacent to the hoistway. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service due to an emergency or another need, the other can be used to maintain accessible service for both operators.

Construction of the new platform elevator hoistway will require that the east staircase be demolished and reconstructed east of and adjacent to the new platform elevator. The existing staircase will not be available for use during the construction of this phase. Similarly, the existing staircase at the south end of the station from concourse to platform will be demolished and reconstructed to be larger to allow additional egress capacity. Additional lighting and security cameras for patron safety and comfort will be added to the stairs. A storage locker will also be added below the north stairs for San Francisco Fire Department fire-life safety equipment.

While construction is taking place, only one of the two concourses to platform staircases will be allowed to be out of service at a time. Although workers will need access to the Muni platform during construction, customers should not be impacted as the work will occur beyond the publicly accessible portion of the platform. Any work that could potentially affect the public will require temporary protective barricades to separate the work from public areas. The barricaded construction or other work that could impact the public will be performed during non-revenue hours. BART anticipates that there will be no impact to fare gates and access during construction other than concourse-to-platform stair closures for stair relocation. BART will provide the public an advanced notice during each phase of the work to minimize any impact.

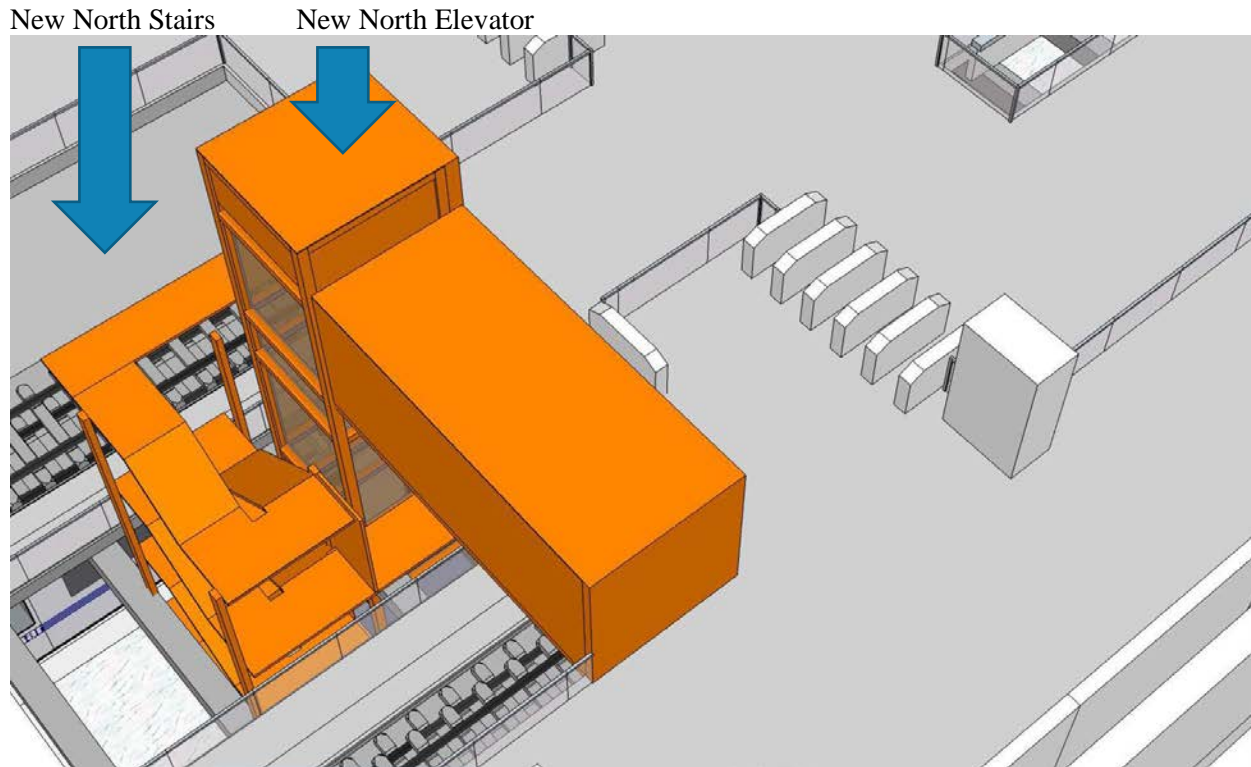
Project Location

The Embarcadero BART/Muni station serves thousands of community members daily, from San Francisco and the region, as the station is in a key regional area of employment, education hubs, and tourist attractions. Based on daily ridership data from FY18-19 and FY19-20, the average overall exit count at the station was as follows:

Station	FY18	FY19
Embarcadero	47,887	48,569

Project Design

The design is currently 95% complete. BART can submit a 3-D rendering should this be requested by SFCTA. Please find below a rendering of the new elevator.



Project Benefits

- Increased elevator redundancy (interoperability). Having two elevators per station, provides redundancy and significant improvement in case one elevator stops working. Currently, if the elevator at Embarcadero station stops working, all BART and Muni customers, who need to use an elevator, must exit at an alternative BART station in downtown San Francisco. This process is both complex and difficult for community members with mobility issues, including customers who have physical disabilities and seniors.
- Increased elevator reliability for new elevator and existing elevator.
- Increased access due to direct path from street elevator. Customers will no longer need to go in and out of paid area to process their clipper card for payment.
- Increased mobility for customers as the elevator destination will be programmed with one stop.
- Increased capacity in the stairways as the wider stairs will improve emergency egress.

Community Engagement and Needs

BART conducted extensive community outreach as part of the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study. The outreach included a series of open houses, surveys, fliers, BART news stories, email alerts, and social media engagement events. The purpose of the outreach was to inform BART riders and the public about BART's planning process, efforts to implement capacity and modernization

efforts at the stations, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. BART will continue to conduct public outreach and will ensure to provide advance public notice for each of the construction phases to ensure minimal impact to both BART and Muni customers.

Additionally, BART has been obtaining information from customers using the station through customer surveys. In 2015, BART conducted the largest customer survey, the “Station Profile survey.” Nearly 44,000 weekday customer interviews were completed, covering a range of topics including household income. The station was estimated to have 7% of total home entries. Among those who were traveling from home, 18% had a Household Income (HHI) under \$50K. Taking both HHI and household size into account, 10% of those entering the station from home were determined to be of low income. Among those entering the station from non-home origins like place of employment, 16% had HHI under \$50K. Taking both HHI and household size into account, 10% of customers entering the station from work were determined to be of low income.

The Embarcadero BART/Muni station is in a High to Highest Community of Concern area in Downtown San Francisco, please see Figure 1.

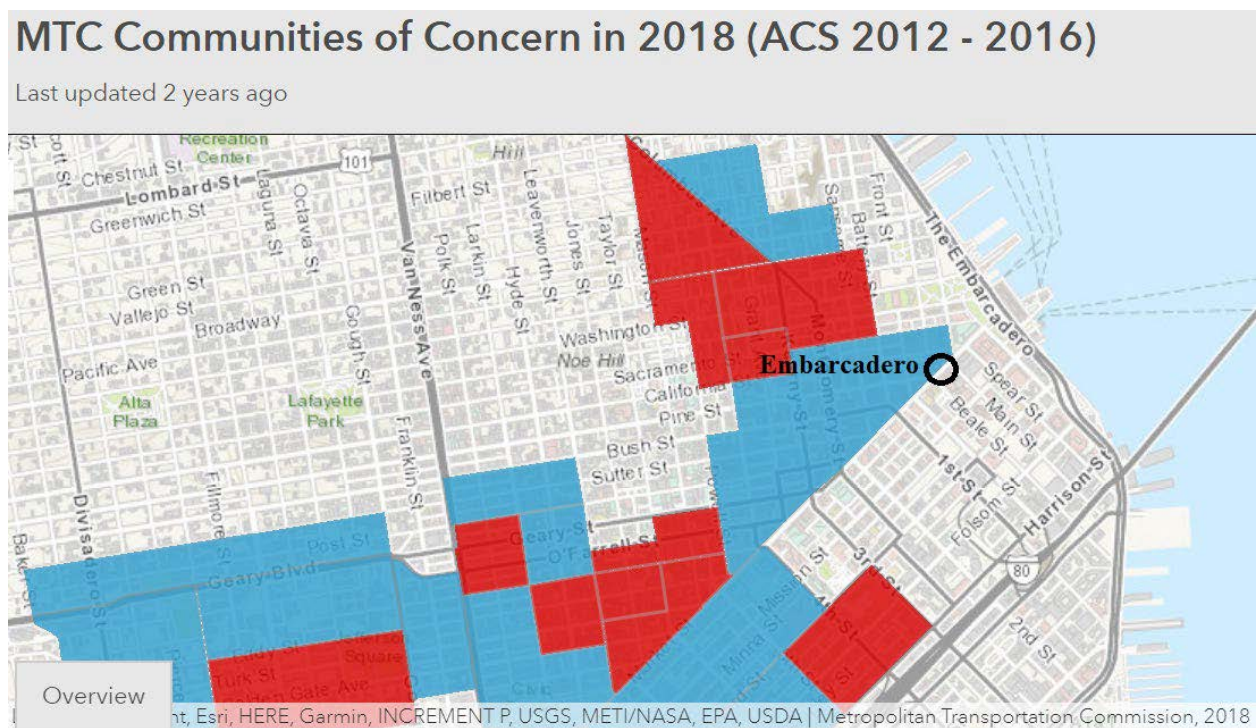


Figure 1: MTC Communities of Concern

BART has also obtained positive feedback about the Elevator Attendant Program services at the Embarcadero station, funded with SFCTA, SFMTA, and BART funds. The Elevator Attendant Program serves to address sanitation, safety, and security issues in the station elevator. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and deter inappropriate behavior in the elevator. The program has received positive feedback from BART customers, especially by people who rely on the elevators to travel to and from the concourse. The program has led to a drop in reports of elevators being soiled and improved elevator conditions for people who use wheelchairs, people with strollers and seniors, according to BART’s System Service reports. Prior to the current Covid-19 pandemic, Elevator Attendants, working at the Embarcadero station, aided approximately 42,562 monthly customers.

Prioritization

The Project was included in MTC's Bay Area Core Capacity Transit Study. The Study identified the need to improve vertical circulation at Embarcadero Station because it was approaching its effective capacity to efficiently and comfortably process passengers, please see pgs. 23, 24, 33, and 38:

https://mtc.ca.gov/sites/default/files/CCTS_Final_Report.pdf

The Project was also identified in BART's 2019 Short Range Transit Plan and Capital Improvement Plan, please see pg. 65: <https://www.bart.gov/sites/default/files/docs/FINAL%20FY19%20SRTP%20CIP.pdf>