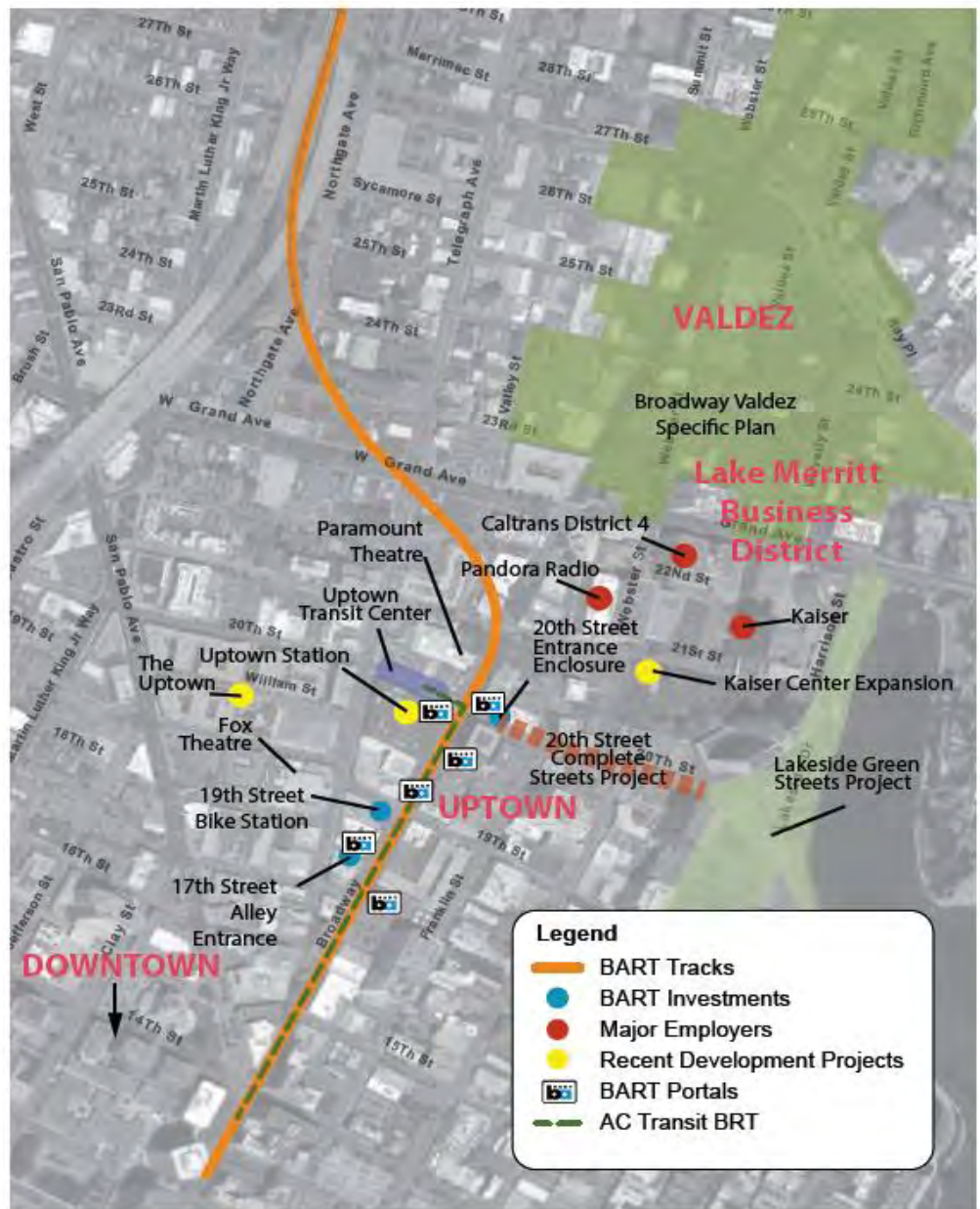


GO Uptown

Gateway to Oakland
Uptown



Lead Applicant

San Francisco Bay Area Rapid Transit (BART) District

Supporting Applicant

City of Oakland, California

Contact Information

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Project Type

Urban, Transit, Complete Streets

Project Cost

\$30.1 million

TIGER 2015 Funds Requested

\$18.1 million



TIGER 2015 Grant Application: *GO Uptown*



The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

San Francisco Bay Area Rapid Transit (BART) District and the City of Oakland are proud to submit to you our "Gateway to Oakland Uptown" (**GO Uptown**) joint project for consideration of an \$18.1 million TIGER 2015 grant award. As evidenced by the enclosed application, we believe that **GO Uptown** is an extremely worthy TIGER investment, both in terms of its transportation benefits and the community revitalization outcomes it supports.

GO Uptown will fulfill a shared BART/City vision to better connect existing and future transit riders, support the revitalization of Oakland's emerging Uptown District, and demonstrate a commitment to urban sustainability. **GO Uptown** consists of two complementary transportation investments. First, the modernization of BART's 42 year-old 19th Street/Oakland BART station, which spans Oakland's historic Broadway between 19th and 21st Streets, will improve the safety and circulation of passengers between train platforms, the station concourse and the street level. A new elevator on the north end of the station will provide a direct ADA-accessible connection to AC Transit's Uptown Transit Center, Broadway Shuttle, and new San Leandro to Oakland Bus Rapid Transit (BRT) line, which is funded largely by a FTA Small Starts grant. The project will also replace and relocate worn and inefficient paid area barriers to spatially "open up" the station, implement an enhanced wayfinding system and a comprehensive station re-lamping with energy efficient LED lights. Public art reflecting the vibrancy of the Uptown District will also be incorporated into the new station design.

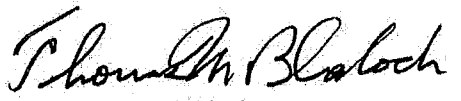
Second, implementation of the City's 20th Street Complete Streets Plan will provide an enhanced multimodal transportation corridor between the 19th Street/Oakland BART station and nearby housing, employment, retail, entertainment, as well as link to recreational opportunities at Lake Merritt. The proposed redesign of 20th Street towards Lake Merritt includes a "road diet" which would reconfigure the roadway from six to four lanes, widen overcrowded sidewalks, and install bike lanes. Landscaping and the installation of public art will transform an under-used and inappropriate urban arterial into a public place and community asset - a multi-modal transit hub at its heart – a safer and more attractive Gateway to serve the exciting revitalization of the Uptown District.

GO Uptown is a key piece of City of Oakland's development plans for Uptown, which include the recently adopted Broadway-Valdez Specific Plan which calls for a "socially and economically sustainable

mixed-use development (including affordable housing); increases the generation and capture of local sales tax revenue; celebrates the cultural and architectural influences of the neighborhood's past and present day prosperity; and implements a 'green,' 'transit-first' commitment to the environment. By coordinating investments in transit with the City's economic development, land use, bicycle and pedestrian plans, *GO Uptown* truly serves as a *Ladder of Opportunity* for the transportation disadvantaged population that lives in the surrounding community, as well as those who use the 19th Street/Oakland BART station to access jobs, hospitals, schools, or transfer to AC Transit.

We believe that *GO Uptown* is an exceptionally strong candidate for TIGER funding. We invite USDOT to be a part of the transformative changes this project will bring. We look forward to a positive response to our TIGER application.

Sincerely,


Thomas M. Blalock, P.E.
President, Board of Directors
San Francisco Bay Area Rapid Transit

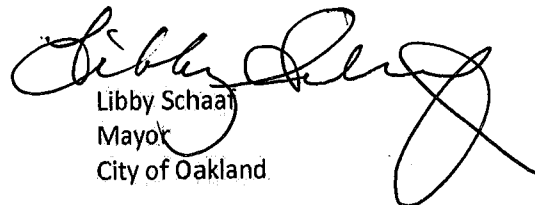

Libby Schaaf
Mayor
City of Oakland

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TIGER 2015 Grant Application: *GO Uptown*

1. PROJECT INTRODUCTION AND DESCRIPTION

San Francisco Bay Area Rapid Transit (BART) is a critical component to the region's economy. Each weekday, the BART heavy rail system carries over 430,000 passengers to jobs, education and training, healthcare, and other destinations over a 93 square mile service area. The Bay Area Economic Council has estimated that a temporary loss of BART service costs the region over \$73 million per day in lost productivity¹. Indeed, BART is the backbone of the 19th largest economy in the world² - and serves as a lifeline of prosperity to the 27 percent of its daily ridership which does not have access to a private vehicle³.



Figure 1: 19th St/Oakland Station Platform

Source: 19th St/Oakland BART Station Conceptual Design Plan

On a micro scale, BART's 44 stations are anchors for economic development in the communities they serve. BART's 19th St/Oakland station is one such community asset. One of the system's first stations when it opened in September 1972, the 19th St/Oakland station serves the northern end of downtown Oakland – commonly referred to as the “Uptown” neighborhood – as well as the Lake Merritt Business District and surrounding residential areas. The underground station sits between the intersections of 17th and 21st Streets and Broadway – Oakland's “main street” and historic shopping district. A once thriving commercial area, the area experienced economic stagnation in the 1980's and '90's, with job growth and development in the region tending to concentrate (often around BART and other high capacity transit services) in the City of San Francisco and throughout the Peninsula, rather than Oakland and other East Bay communities. As recent as 2007, of the 200 largest publicly traded companies in the Bay Area, Oakland was home to only three, despite being the third largest city in the region⁴

Figure 2: Uptown District

Source: Greg Linhares



More recently, economic conditions have begun to improve in the Uptown area. Demand for office space is on the rise, and office and retail vacancy rates are declining. It all started in the early 2000's when former Mayor (and current California Governor) Jerry Brown designated the Uptown District as the entertainment center of the city, and promoted new housing as part of his “10 K Program” to house 10,000 new residents in and around Downtown Oakland. More than 4,000 market rate and affordable housing units were built during that time, followed by a huge influx of new restaurants, bars, and small entertainment venues. Other significant development projects in the area – as discussed in Sections 5.1.2 *Economic Competitiveness* and 5.1.3 *Quality of Life* - include the recent restoration of

¹ <http://www.bayareacouncil.org/economy/bay-area-council-economic-institute-puts-economic-cost-of-bart-strike-at-73-million-a-day/>

² <http://www.sfgate.com/business/article/S-F-Bay-Area-economy-thriving-despite-challenges-3414997.php>

³ 2008 BART Station Profile Study. BART.

⁴ Taking Stock of Oakland's Economy. Oakland Metropolitan Chamber of Commerce. 2007.

TIGER 2015 Grant Application: *GO Uptown*

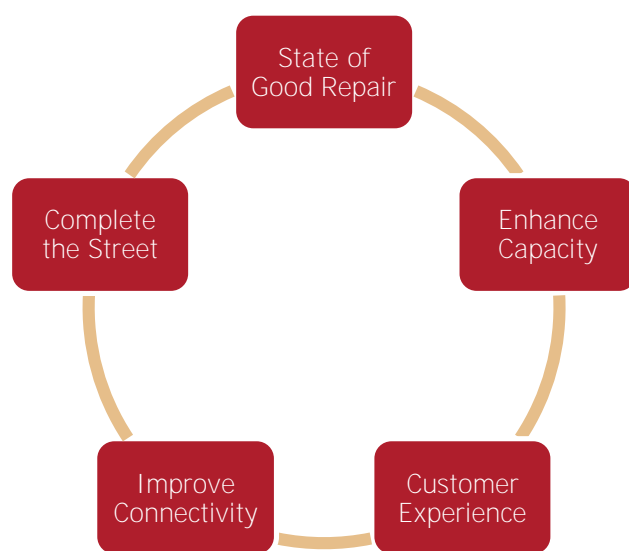
the historic Fox Theater, the current renovation of the iconic Sears building at the corner of 20th Street and Broadway into creative office space, and the planned expansion of the Kaiser Center, expected to result in over 3,200 new jobs. Today there are several thousand units of new housing in the development pipeline.

The emerging revitalization of the area has resulted in an increase in BART ridership. Over the last ten years, the 19th St/Oakland BART station has experienced the most ridership growth of any BART station in Oakland, and second most in the entire East Bay. Moreover, BART forecasts 44,000 entries/exits at the station - an 80 percent increase - by 2040. A subsequent capacity analysis indicated that the 19th St/Oakland station is expected to suffer serious future passenger capacity constraints, particularly on its lower platform⁵. The analysis further noted the need for the replacement of worn station fixtures as the facility enters its 43rd year of service.

Addressing future station capacity constraints, improving its state of repair, and supporting the revitalization of surrounding communities are all goals of BART's innovative *Station Modernization Program*, as discussed in greater detail in Section 5.1.1 *State of Good Repair*. It is also the goal of the proposed "**Gateway to Oakland Uptown**"

transportation project – or *GO Uptown*, which is the subject of this TIGER 2015 application. The result of a partnership between BART and the City of Oakland, *GO Uptown* is a unique multimodal transportation project intended to revitalize the 19th St/Oakland BART station and improve its connectivity to the Uptown and Lake Merritt Business Districts. The project includes the enhancement of station access points and horizontal and vertical circulation; the modernization of station amenities; and the improvement of pedestrian and bicycle linkages between the station and surrounding destinations. Specifically, *GO Uptown* features the following project elements:

Figure 3: GO Uptown Project Components



State of Good Repair Investments – Station flooring will be refurbished, damaged wall and bench bricks replaced, and the ceiling and platform walls repainted. All fixtures will be upgraded to be water efficient. Out-dated and inefficient fluorescent lighting will be replaced with improved LED lighting at all station portals, elevators, and signs. The goal of the new lighting installation will be to improve visibility and the perception of safety, as well as reduce ongoing energy costs.

Capacity Enhancement -The requested TIGER grant will permit BART to implement a series of improvements to optimize the layout of the 19th St/Oakland concourse, thereby enhancing passenger circulation within the facility. A new faregate array at the north end of the concourse, including the relocation of the station agent booth and the installation of an additional gate, will eliminate the increasing queuing and associated delays that passengers encounter when they enter and exit the station during peak periods. The re-allocation of

⁵ 19th Street/Oakland BART Station Conceptual Design Plan. BART. October 2014.

space between paid and non-paid areas on the station concourse will permit more efficient passenger circulation. The railing used to separate the two areas will be replaced with a more modernized rail to ensure compliance with local safety codes, reduce fare evasion, and enhance the station aesthetic. Unused rooms along the west concourse will be consolidated and re-purposed to store maintenance equipment which is currently stored on the open concourse, in public view.

Figure 4: Modernized Interior of 19 St/Oakland Station

Source: 19th St/Oakland BART Station Conceptual Design Plan



Customer Safety Experience - GO Uptown will also result in significant improvement to passenger safety and comfort. An important component of distributing access to and within the station will be the implementation of new wayfinding elements, identified as BART's *Wayfinding +Plus* program, which will help guide passengers to nearby destinations and be tied to any artistic improvements that are recommended for the station. Modern and accessible platform seating would be installed, as would new recycling and trash receptacles. Consistent with BART's new Arts Policy, art installations which reflect the character and vibrancy of Uptown and adjacent neighborhoods would be integrated throughout the station.

Improve Connectivity – Currently, the only station elevator is located at the far south end of the station – three blocks from 20th Street and AC Transit's Uptown Transit Center. Opened in 1972, the elevator is not ADA-compliant. **GO Uptown** would install a new, ADA-compliant elevator at the northern end of the concourse, near the intersection of Broadway and 20th Street. In addition to new lighting at station portals, bike stairway channels would be implemented to ease the transport of bikes from the surface to bicycle parking located inside the station.

In addition to these station-oriented improvements, **GO Uptown** will **Complete the Street** – that is, provide "last-mile" connectivity between the 19th St/Oakland BART station (and its 24,000 daily passengers) to the adjacent neighborhood. The 20th Street entrances to the station are the facility's most used portals; in fact, BART recently completed implementation of a pilot canopy at the

TIGER 2015 Grant Application: *GO Uptown*

northeast 20th and Broadway portal, providing passengers (and the existing escalator) with shelter from adverse weather and providing street-level real-time BART system information, previously only available inside the station. 20th Street to the immediate west of the station features AC Transit's Uptown Transit Center, while 20th Street to the east leads to the heart of the Lake Merritt Business District and, beyond that, Lake Merritt, Oakland's premier recreational asset.

20th Street is a preferred east-west route for bicyclists and pedestrians, but oriented for automobile use. In fact, 20th Street has significantly higher auto capacity than is needed to accommodate current and future vehicular traffic. Meanwhile, during commute hours, sidewalks become overcrowded, unable to accommodate the more than 2,000 pedestrians that walk 20th Street during the morning commute peak hour.

Recognizing this, the City of Oakland developed the *20th Street Complete Streets Plan*. The Plan would reduce roadway capacity by 50 percent while expanding sidewalks and implementing new dedicated bike lanes. Bus islands would be built as sidewalk extensions to improve bus operations in the corridor, allow for comfortable passenger queuing areas for boardings and alightings, and remove bicycle-bus conflicts at bus stops. Improvements would also facilitate multimodal transfers to BART from private shuttles, and passenger drop-off.

Collectively, these station and adjacent street improvements constitute *GO Uptown*. The project's location, benefits, and other information is described in the remainder of this TIGER grant application.



Figure 5: 20th Street (Before)

Source: City of Oakland



Figure 6: 20th Street (After)

Source: City of Oakland

2. PROJECT LOCATION

GO Uptown is located between Broadway on the west, 21st Street to the north, Harrison Street on the east, and 17th Street on the south, with the intersection of 20th Street and Broadway serving as the project epicenter. While the project's physical improvements are limited to this nine-block area, its positive impacts extend to areas far beyond the project border which benefit from the improved access that **GO Uptown** provides. These locations include Downtown Oakland, Lake Merritt, and the emerging Broadway Valdez neighborhood. Figure 6 on page 6 presents a map of the project area, highlighting not only the 19th St/Oakland BART station and *20th Street Complete Streets* project, but several nearby existing or planned multimodal transportation facilities, developments, and major employers discussed later in this application.

GO Uptown is located entirely within the 13th Congressional district in the City of Oakland. Oakland is home to over 406,000 residents with a median household income of \$49,721, compared to the San Francisco Bay Area's median household income of \$75,989. The share of Oakland residents' living below the poverty line is almost twice that experienced across the region (18.7 percent v 9.7 percent).⁶ The unemployment rate of City residents in 2014 was 8.4 percent, 50 percent higher than the national rate. In the project area, 19 percent of home-end users of the 19th St/ Oakland BART station have an annual household income of less than \$25,000, as compared to 13 percent throughout the BART system⁷. In fact, more than 42 percent of home-end 19th St/Oakland station users come from households below the city's median household income. In addition, whereas 10 percent of systemwide BART ridership is African American, 18 percent of home-origin 19th St/Oakland riders are African American.

Despite the lower-income profile of area residents, the Uptown District and nearby neighborhoods provide several *Ladders of Opportunities* for economically disadvantaged populations. In addition to arts and entertainment, Uptown is quickly becoming a center for technology and small business development, while the Lake Merritt Business District is home to Kaiser Permanente and several other large employers. As discussed in Section 5.1.2 *Economic Competitiveness*, economic development – particularly new jobs – around East Bay BART stations not only contributes to the revitalization of surrounding communities but helps balance travel by transit through the region, resulting in the more efficient use of existing system capacity. The improvements resulting from **GO Uptown's** 19th St/Oakland BART station modernization will facilitate safe and convenient travel through and around the station for the growing number of commuters expected to use the facility, while the *20th Street Complete Streets* component better connects the station to current and future jobs in the area.

⁶ U.S. Census Bureau, American Community Survey (2006-2010)

⁷ BART, 2008 Station Profile Study, Available: https://www.bart.gov/sites/default/files/docs/2008StationProfileReport_web.pdf

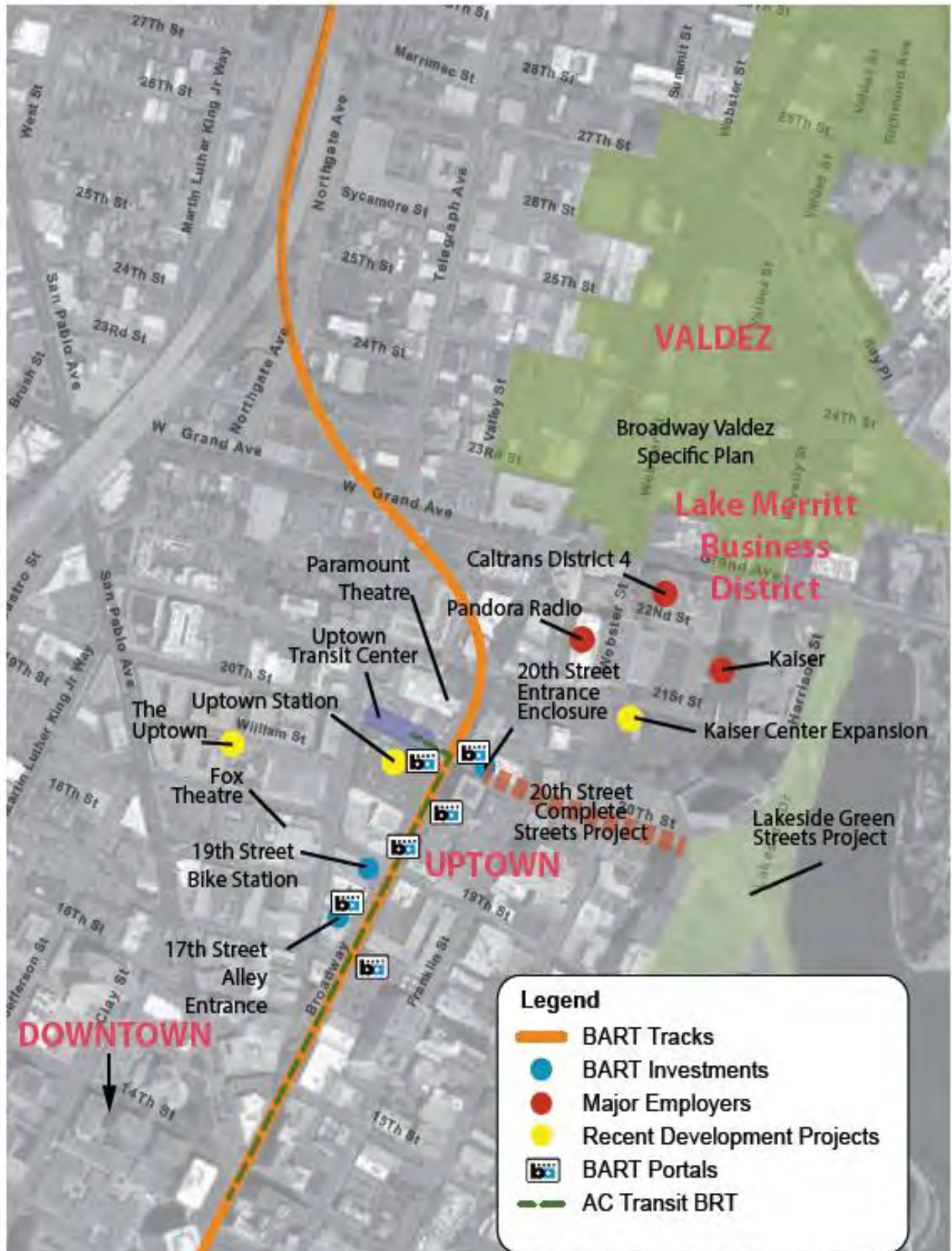


Figure 7: Project Location

Source: BART

3. PROJECT PARTIES

The following introduces each of the key *GO Uptown* project partners and supporters. The roles and responsibilities of BART and the City of Oakland in delivering the project are presented in Section 5.2 *Partnership*.

The **San Francisco Bay Area Rapid Transit (BART) District** is the project sponsor and TIGER grant applicant. BART is the fifth-busiest heavy rail rapid transit system in the United States, carrying more than 400,000 daily riders. The BART system comprises 104 miles of track, 44 stations, and 669 revenue vehicles to provide access to many of the region’s key destinations for work, school and recreation throughout the San Francisco Bay Area.⁸ BART has a combined annual capital and operating budget of over \$1.5 billion.

The **City of Oakland** is a project partner, and will be responsible for implementing the *20th Street Complete Streets* component of *GO Uptown*. The City has an annual operating budget of over \$982 million for its fiscal year (FY) 2015.

The **Alameda-Contra Costa (AC) Transit District** is a project supporter, and the third largest public bus system in California. The agency operates a fleet of 575 buses to serve 13 cities and adjacent unincorporated areas in Alameda and Contra Costa counties. AC Transit has an operating budget of over \$344 million for FY 2015.

The **Lake Merritt/Uptown District Association** is a strong supporter of the project. The Association is a Business Improvement District (BID) which supports a 37-block area in the northern section of Downtown Oakland. The BID provides special benefit services such as district maintenance, safety and security management, as well as maintaining its cultural community. The Lake Merritt/Uptown District Association was formed in 2009 by property owners who supported a voluntary property tax which will deliver non-City provided services to the community over the next 10 years. BART is a member of the Association.

In addition, on May 27, 2015, the **Metropolitan Transportation Commission (MTC)**, the metropolitan planning organization for the San Francisco Bay Area endorsed the “19th St/Oakland BART Station Modernization & Multimodal Transit Improvements” (*GO Uptown*) as one of five regional priority projects for TIGER 2015 funding.

Figure 8: Project Parties



⁸ BART, System Facts, Available: <http://www.bart.gov/about/history/facts>

4. GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

4.1. Capital Sources of Funds

The estimated total cost of *GO Uptown* is \$30.1 million. BART has committed \$12.0 million of its dedicated State of California Proposition 1B revenues to cover 40 percent of project costs. Passed in 2006, Proposition 1B has generated nearly \$20 billion for transportation capital and safety investments throughout the State of California. BART has received \$209 million in Proposition B revenues dedicated to station modernization projects throughout the system. Evidence of BART’s capital match commitment to *GO Uptown* is provided as Appendix III to this application.

4.2. Capital Uses of Funds

The available Proposition B revenues allows BART to fund some basic state of good repair investments and upgrade lighting at the 19th St/Oakland station. It does not, however, cover the costs of the complete set of *GO Uptown* improvements that will truly transform the Broadway and 20th Street intersection into the Gateway to Uptown that is envisioned by both BART and the City of Oakland. Specifically, funding is not available to construct the north end ADA-compliant elevator linking the station concourse with the street level (providing an improved connection to AC Transit’s Uptown Transit Center and future BRT service), nor the *20th Street Complete Streets* improvements. New faregates and additional station art would also need to be deferred. BART is therefore seeking \$18.1 million in TIGER 2015 funding to complete the *GO Uptown* project.

The *GO Uptown* project cost, by component, is summarized in Table I. Components which can be funded with BART’s Proposition B funds are presented below, while the transformative project features requiring TIGER 2015 funds are presented on the following page.

Table 1: GO Uptown Project Cost Estimate

Description	Cost
Proposition B Funded Costs	
Demolition	\$ 399,412
Refurbish flooring on concourse and platform levels	\$ 896,171
Repaint ceiling/trackwalls	\$ 2,134,834
Replace / Repair damaged tile	\$ 85,223
Consolidated bike parking in concourse at southern end	\$ 138,584
LED lighting upgrades surrounding station	\$ 350,000
New Recycling and Trash Receptacles	\$ 131,250
Replace florescent lights with LED lights with selective switching and new lighting fixtures	\$ 5,103,932
Upgrade all fixtures to be water efficient	\$ 131,250
Consolidated storage area for maintenance equipment	\$ 61,250
Replace paid-area railing within station	\$ 2,002,112
Bench and passenger waiting upgrades	\$ 227,500
Stairway lightboxes	\$ 350,000
TOTAL	\$ 12,011,518

Table 1 (cont): GO Uptown Project Cost Estimate

Description	Cost
Proposed TIGER 2015 Funded Costs	
North End Elevator	\$ 8,278,813
New faregate array	\$ 1,709,313
New station agent booth	\$ 1,400,000
Bike stairway channels on entrances	\$ 224,123
Station Wayfinding +PLUS	\$ 875,000
Art reflecting the Uptown community	\$ 525,000
20th Street Complete Streets Project	\$ 5,112,216
TOTAL	\$ 18,124,464
TOTAL PROJECT COST	\$ 30,135,982

The requested TIGER funding would further leverage several local investments to improve the 19th St/Oakland station in just the past few months. At a cost of \$2.2 million, a new enclosure to the 20th Street entrance of the station protects patrons and the escalator from the weather while providing street-level real-time BART system information. The canopy was completed in early 2015. Also opening earlier this year is the City of Oakland’s *19th Street Uptown Bike Station*, located adjacent to the 19th St/Oakland BART station, and discussed in Section 5.1.3 *Quality of Life* of this application. BART and the City share the facility’s annual \$125,000 operating costs. In March, the City completed improvements to the 17th Street alley that connects Broadway with Telegraph Avenue, providing a direct pedestrian link from Telegraph to the 19th St/Oakland station’s most southwesterly entrance. The alley, which also features a new art installation above the station portal, cost \$1.8 million.

4.3. Summary of Operating Sources and Uses of Funds

Implementation of *GO Uptown* is expected to result in operating and maintenance (O&M) cost savings for the 19th St/Oakland station. The installation of new LED lighting is expected to save BART approximately \$80,000 in annual O&M costs when installed in 2018.

5. SELECTION CRITERIA

5.1. Primary Selection Criteria

The following presents the benefits of *GO Uptown* for each of the TIGER program’s primary selection criteria. As the narrative shows, *GO Uptown* is the unique transportation project that substantively addresses all TIGER criteria, as well as provide significant *Ladders of Opportunity* for transportation disadvantaged populations living both in and around Uptown but also – through the vast reach of the BART system – across the entire region.

5.1.1 State of Good Repair

GO Uptown includes a number of improvements to upgrade the existing 19th St/Oakland station – one of BART’s original and therefore oldest passenger facilities - through the systematic replacement of aging components and infrastructure to create a safe and positive customer

TIGER 2015 Grant Application: *GO Uptown*

experience. The project includes not only the rehabilitation or replacement of infrastructure after more than 40 years of service, but the optimization of existing station capacity and the expansion of street-level access to the station concourse to meet future needs. Finally, *GO Uptown* features reinvestment in high-tech and more efficient infrastructure, including lighting, fare machines, and passenger information systems.

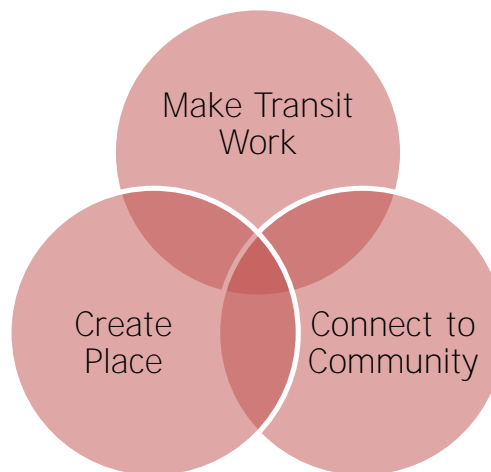
Specific state of good repair investments – as identified on page 2 of this application - total approximately 10 percent of the *GO Uptown* capital costs. As these assets will be at the beginning of their useful life, some minor operations and maintenance cost reductions are likely. More specifically, the upgrading of lighting to more energy efficient LED technologies is expected to save BART approximately \$80,000 per year in station energy costs.

Station Modernization Program

Improving the 19th St/Oakland BART station is part of the agency's larger *Station Modernization Program*, established to prioritize the investment of limited recapitalization resources into its core stations – and surrounding communities - of greatest need. BART's *Station Modernization Program* has established three primary goals for station reinvestment, as illustrated in Figure 9:

- ***Make Transit Work*** – that is, to ensure that the BART system is safe, reliable, and has the capacity to meet customer and employee needs.
- ***Connect to Community*** – improve the connectivity to and within BART stations and connect to the community by responding to *their* priorities. Ensure that BART investments align with regional goals and future growth, and are equitable.
- ***Create Place*** - incorporate community and customer input into the redesign of stations and how they contribute to their livability, safety, and vitality.

Figure 9: Modernization Program Goals



BART's *Station Modernization Program* aspires to improve the look, feel, efficiency, and usability of BART stations for riders, as well as enhance the safety and comfort of the work environment for BART employees. The program combines short-term “early wins,” such as replacing lighting, freshening paint, repair work, and scrubbing walls and floors with medium- and long-term efforts intended to optimize station capacity, improve energy efficiency, and ultimately create a more desirable passenger experience.

Asset Management

Given the limited resources available, the ability to gather data, evaluate information, and develop the most cost effective strategies for maintenance and capital replacement is of increasing importance to the aging BART system. BART's asset management approach utilizes a broad risk framework to systematically assess the likelihood of near-term failure for each asset and the consequent impact on the BART systems, rather than merely looking at the asset's age or condition.

TIGER 2015 Grant Application: *GO Uptown*

By doing this, the agency is able to prioritize and allocate limited resources to high value investments in order to achieve and maintain a state of good repair.

BART considers a number of factors when determining which capital projects are allocated given the limited funding that is available, including whether a project will maximize value for the money spent, help manage and address risk, close an identified need, minimize lifecycle cost, yield operational cost savings through increased efficiency or reduced risk, and align with the agency's strategy for long-term financial sustainability. In all cases, projects related to worker and customer safety receive priority and immediate attention.

Investment in State of Good Repair

BART's FY 2015 capital budget allocated \$312.8 million for system reinvestment, a figure which climbs to \$365 million – an increase of 17 percent – in its preliminary FY 2016 budget.⁹ This increase is attributed to BART's emphasis on and prioritization of several reinvestment projects in operational areas of high risk exposure (i.e., track condition, traction power transformers and substations, rail tie/switch replacement, wayside equipment, and existing train control rehabilitation). BART's system reinvestment budget includes improvements identified through BART's *Station Modernization Program*, as well as the replacement of its rail fleet, modernization of its obsolete train control system, and passenger and worker safety related projects (e.g., life safety systems, access control, structure fail protection, etc.).

5.1.2 Economic Competitiveness

GO Uptown is a gateway for both area residents and commuters from throughout the region to access economic opportunities. These include significant *Ladders of Opportunities* for economically disadvantaged populations that will benefit from the proposed TIGER investment, as described below.

Regional Competitiveness

As noted in the introduction to the **GO Uptown** project, BART been a foundation of the San Francisco Bay Area's growth and development. The efficient mobility provided by BART supports the Bay Area economy, which is considered to be one of the strongest in the world. In addition to transporting over 430,000 passengers per day to jobs, school, shopping, healthcare, and other destinations, BART has served a key role in guiding the Bay Area's growth and development. During the 1980s, BART helped preserve the preeminence of downtown San Francisco as a regional economic center when the downtowns of major cities in similar metropolitan regions experienced significant losses in employment.¹⁰ In 2012, UC Berkeley and the Bay Area Economic Council released the "BART State of Good Repair Study," which estimated a net



Figure 10: Bay Area Rapid Transit

Source: BART

⁹ BART, FY16 Preliminary Budget Memo, Available:

<https://www.bart.gov/sites/default/files/docs/FY16%20PBM%20FINAL%2003.31.15.pdf>

¹⁰ UC Berkeley, A State of Good Repair for BART: Regional Impacts Study, Available:

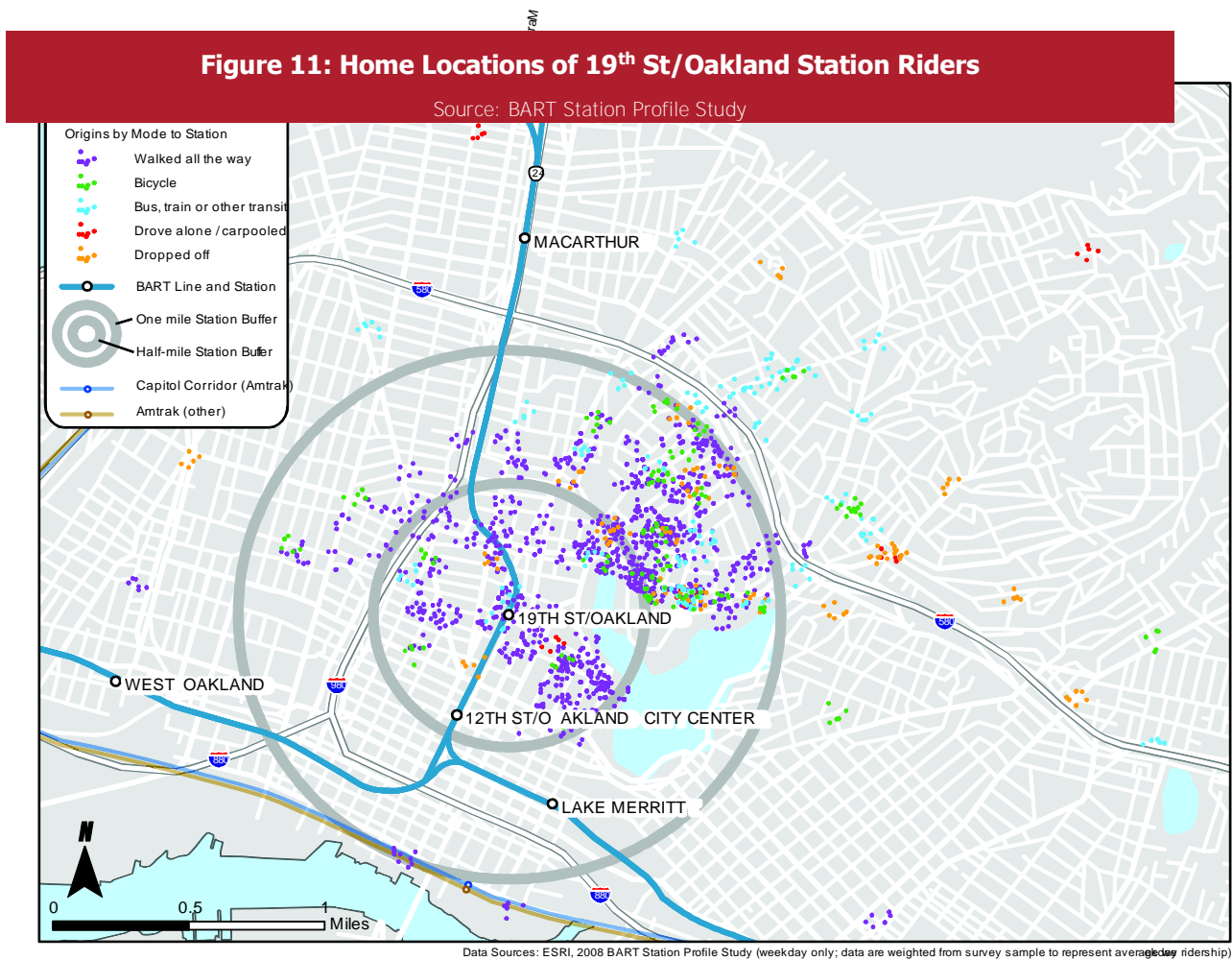
http://www.bayareaeconomy.org/media/files/pdf/BART_SGR_-_Regional_Impacts_-_Final_Report_May_2012.pdf

TIGER 2015 Grant Application: GO Uptown

economic loss of between \$22 and \$33 billion dollars to the region over the next 30 years if BART is unable to maintain its reliable service. The study also found that BART contributes a number of economic benefits to the region, including:

- Travel and vehicle ownership cost savings for riders.
- Reduce traffic congestion.
- Business operating cost savings associated with the reliability effects of reduced congestion.
- Increased business productivity due to expansion in access to labor markets.

GO Uptown provides a gateway not only to the Uptown and Lake Merritt Business Districts, but for area residents who use BART to travel to jobs across the region. In fact, in 2013, 380,000 East Bay residents commuted out of Alameda and Contra Costa counties each day, while only 187,000 workers commuted in from San Francisco, San Mateo, and Santa Clara counties – a difference of almost 200,000 commuters¹¹. 25 percent of 19th St/Oakland station users are “home-based;” that is, use BART to travel elsewhere in the region on a daily basis. Figure 11 plots the home-end of these riders in 2008. With no park-and-ride access, 70 percent of passengers walk to the station while six percent bicycle to it. In fact, the station features one of the highest bicycle-access rates in the entire BART system¹². 19th St/Oakland BART passengers will particularly benefit from the improved bike/ped access provided by the 20th Street Complete Streets component of the **GO Uptown** project.



¹¹ East Bay Economic Outlook: 2014-2015. East Bay Economic Development Alliance. 2014

¹² 2008 BART Station Profile Study.

Uptown Employment

An important objective of BART is to provide employers an alternative to locating in the crowded San Francisco Market Street corridor, and to redistribute demand to existing job centers that could support job growth and sustainable commutes. For example, shifting commutes from between Contra Costa County and San Francisco to between Contra Costa County and Alameda County – both in the East Bay - relieves the capacity-constrained Transbay BART tunnel from endemic crowding. The presence of BART in Oakland and elsewhere east of the tunnel, coupled with the efforts of local government to focus new development and employment around BART stations, helps to achieve this regional transportation – and economic - balance. Employer proximity to BART also results in strong commercial real estate opportunities. In 2014, approximately 30 million square feet of office space was located within ½ mile of East Bay BART stations, yielding an estimated \$80 million in additional rent revenue¹³.

Proximity to BART results in significant transit mode share for work trips. A survey of workers in Downtown Oakland (surrounding the nearby 12th St/Oakland BART station) for the City's *Downtown Transportation and Parking Plan* found that 55 percent commuted by transit¹⁴. As employment opportunities grow in and around Uptown (as described below and on the following page), the area may begin to approach similar mode splits.

There are currently approximately 70,000 jobs within a one-half mile walking distance of the 19th St/Oakland station. The area is home to several notable employers, including:

- **Kaiser Permanente** purchased the 1950 Franklin building in 1985 to house its Northern California Region administrative departments and has additional office space in the Kaiser Center Building at 300 Lakeside Drive. Approximately 11,000 employees work at its Lake Merritt offices. A planned expansion includes construction of two new office towers, retail space, additional parking spaces, and reconfiguration of a roof garden. At full build out, the project is expected to result in a total net increase of over 3,200 new employees.¹⁵
- **Pandora Radio** moved into 2101 Webster Street in 2010, which is located only a few blocks from the **GO Uptown** project site. There are approximately 800 employees located at the headquarters office.¹⁶
- **Bay Area Rapid Transit's** main administrative office is located in the Kaiser Center building. BART has 1,200 employees at this location.

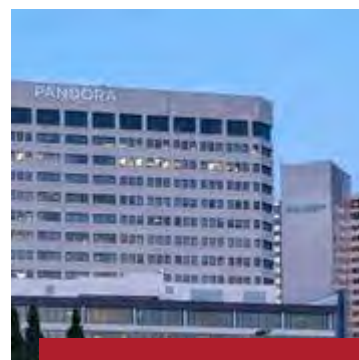


Figure 12: Pandora Radio

Source: Greg Linhares

¹³ Benefits of BART for Office and Apartment Properties (Draft). BART. April 2015.

¹⁴ City of Oakland. Downtown Transportation and Parking Plan. 2003.

¹⁵ City of Oakland, Kaiser Center Final EIR, Available: <http://ec2-54-235-79-104.compute-1.amazonaws.com/Government/o/PBN/DOWD009158.htm>

¹⁶ SF Gate, Office Space: Pandora perks include free gadget vending machine, Available: <http://www.sfgate.com/business/article/Office-Space-Pandora-perks-include-free-gadget-5940432.php>

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- The **State of California Department of Transportation (Caltrans)** District 4 headquarters is located within four blocks of the 19th St/Oakland BART station. Caltrans District 4 has nearly 3,300 employees in this facility.

Figure 13: “Uptown Station”

Source: Steelblue



Emerging Uptown Tech Sector

The MTC forecasts an increase of 18,500 jobs by 2040 in the area adjacent to the **GO Uptown** project area. Such growth aligns with BART’s ridership forecasts for the 19th St/Oakland station, thus supporting the need for **GO Uptown’s** capacity and other station improvements, as well as 20th Street’s enhanced “last-mile” connections.

The Bay Area leads the nation in the information technology sector. In 2012, 75 percent of San Francisco office leases were for technology, whereas the share in Oakland was only 30 percent¹⁷. As rents rise in San Francisco, however, more and more innovators are locating in the East Bay – including the Uptown neighborhood. Located three blocks from the 19th St/Oakland station, **Pandora Radio** is the largest tech company in Oakland. Lane Partners is currently renovating the former Capwells/Sears building, a 400,000 square foot structure at the corner of 20th Street and Broadway, into **Uptown Station**, which is attracting interest from prospective tech tenants because of its spacious floor plans that are conducive to creating creative and collaborative space. When complete, the building’s basement will open up directly on to the north concourse of the 19th St/Oakland BART station.

¹⁷ Vision 2020: Commercial Real estate Overview. (Presentation). Oakland Chamber of Commerce. 2013

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Perhaps even more significant are the emerging opportunities for smaller tech business in the Uptown District. **Oakland Impact Hub** is a 16,000 square foot collaborative at Broadway and 23rd Street whose mission is to build an “entrepreneurial community and co-working space to create solutions for a world that works for all. Impact Hub provides a range of programs to develop and support innovating businesses¹⁸. Next door, **the Hive** houses small businesses, retail space, and restaurants in a converted industrial warehouse.¹⁹ These tech incubators are attracting a new class of innovators which contribute to both the economy and the eclectic nature of the area, as described in greater detail in Section 5.3 *Quality of Life*.

Job Training

Although the Bay Area is a national economic driver, its own middle class is shrinking as more jobs are being added at the bottom and very top of the pay scales. The *Regional Economic Prosperity Strategy* - funded by a US Department of Housing and Urban Development (HUD) *Economic Resiliency Regional Planning Grant* - found that the share of Bay Area employees earning a middle wage (\$18 - \$30 per hour) is declining, comprising only 22 percent of job growth versus 27 percent of total jobs in 2010. In part this is because the majority of middle and upper wage jobs require workers to have attained a bachelor's degree. One key strategy to address this decline is to support industries and employers with a higher share of "middle skill jobs," or jobs requiring long term on-the-job training or educational programs that provide specific skills.

BART itself is one of the employers ready to support the augmentation of middle skill jobs. Half of current BART jobs are skilled positions that do not require a bachelor's degree, but require some level of longer term on the job training and internal training programs provided by BART. Three-quarters of BART positions do not require a bachelor's degree, and yet pay above the \$18/hour target.

BART has also applied to FTA for \$1 million from its *Innovative Public Transportation Workforce Development Program* to create a **Transit Career Ladders Training (TCLT) Program**. In order to meet the growing needs of the transit workforce, this program strives to improve training access for traditionally under-represented individuals by developing streamlined pathways into transportation employment through partnerships with such agencies as local Workforce Investment Boards (WIB) and Bay Area Community Colleges. Program goals include: (1) advertisement and promotion of transportation careers to low income areas, unemployed and underemployed communities, minorities, veterans, and women; (2) support and enhancement of existing college technical training programs with transit agency collaboration; and (3) establishment of an additional career pathway for the transit employment pipeline. Clearly, an investment in BART is an investment in *Ladders of Opportunity*.

Workforce development is a major priority of many East Bay business interests. According to the East Bay Economic Development Alliance (EDA), “the East Bay is creating more job opportunities for both higher-skilled and lower-skilled workers in the region relative to other parts of the State. The millions of dollars which have been invested in the East Bay for workforce development through local community colleges, curricular practical training grants, and trade adjustment assistance career training programs have made a difference.” The EDA notes that while elevated,

¹⁸ <http://oakland.impacthub.net/>

¹⁹ <http://hiveoakland.com/>

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the unemployment rate for East Bay residents under 25 is lower than that for the same age range throughout the State of California²⁰.

Monetized Economic Benefits

Finally, ***GO Uptown*** includes a number of improvements which are expected to result in time savings for BART riders traveling through the 19th St/Oakland station. Like travel time, time spent prior or subsequent to boarding the train is considered a cost to users, and its value depends on the disutility that users attribute to time spent traveling. A reduction in station usage time therefore translates into more time available for work, leisure, or other activities.

Time-saving improvements of the project include optimizing the layout of the station concourse, thereby enhancing passenger circulation within the facility, and facilitating faster movement from the train to street level (and vice-versa). When monetized according to USDOT measures for the value of time, these travel time savings can be valued at \$26.7 million when discounted at a three percent rate of return, or \$52.9 million at a seven percent discount rate. In total, travel time benefits account for 77 percent of all monetized benefits included in the BCA.

5.1.3 Quality of Life

The New York Times ranked Uptown Oakland # 5 on its list of “45 Best Places to Go in 2012.” Indeed, recent years have seen considerable investment and increasing activity in the Uptown District surrounding the 19th St/Oakland BART station. The improved transportation access provided by ***GO Uptown*** is expected to enhance the economic growth of the area – and region. But more than that, the project seeks to improve the overall *quality of life* of area residents, and of visitors attracted to the neighborhood’s charm. Specifically, ***GO Uptown*** seeks to reflect the energy of the surrounding community and enhance the station’s existing strengths by:

- Incorporating art that reflects the creativity of the Uptown District.
- Coordinating with the City of Oakland and area stakeholders to prioritize further neighborhood improvements and identify opportunities to integrate placemaking into the community.
- Attracting riders to stop and explore the Uptown Neighborhood.

Using investments in transportation to improve the quality of life of the communities they serve is a guiding principle of USDOT’s TIGER program. USDOT – along with the HUD and the US Environmental Protection Agency – have further joined forces in a *Partnership for Sustainable Communities*. The Partnership has identified six principles for “Livability,” including the enhancement of economic competitiveness, which is addressed in Section 5.1.2 of this application. The following summarizes how ***GO Uptown*** supports the attainment of each of the five other *Livability* tenets.



Figure 14: First Friday Festival

Source: Greg Linhares

²⁰ East Bay Economic Outlook: 2015-2016. East Bay Economic Development Alliance. 2015

Provide More Affordable and Convenient Transportation Choices

The **GO Uptown** project is located at the heart of a major transportation hub. BART's 19th St/Oakland station serves as the system entry for over 24,000 transit trips each weekday, and connects to a number of additional bus lines.

- The City's "Free B" Broadway shuttle offers free circulator service between BART, the San Francisco Bay Ferry, the Amtrak Capitol Corridor, and Downtown Oakland. Service operates as frequently as every 10 minutes during weekday commute and lunch hours, and carried over 720,000 passengers in 2014. The Broadway Shuttle is a program of the City of Oakland's Economic & Workforce Development Department which sees the value of investing in transportation to attract employment and other development to Downtown Oakland.
- Nearly a dozen AC Transit bus routes serve the project area, connecting passengers to locations throughout the East Bay. Approximately 16,500 passengers travel on these routes each weekday.
- Starting in 2017, the station will be served by AC Transit's first Bus Rapid Transit (BRT) line, which will provide service between AC Transit's Uptown Transit Station and the City of San Leandro. The service is expected to carry approximately 27,000 passengers per day, travelling at speeds that are up to 28 percent faster than local bus service. As part of the **GO Uptown** project, BART has been coordinating with AC Transit on the location and design of the proposed BRT station to facilitate intermodal connectivity. Specifically, the northbound BRT platform would be located in close proximity to the 19th St/Oakland BART station's central entrance, while the southbound BRT platform would be located adjacent to the proposed location of the elevator that would be implemented as part of the **GO Uptown** project scope.

The 19th St/Oakland station is also located only three blocks from Greyhound's Oakland terminal.

In February 2015, the *19th Street Uptown Bike Station* opened, which is located adjacent to the BART station. The indoor bicycle parking facility includes space for 130 parked bicycles and a retail operation that offers bike repair and accessories. There is additional bicycle parking available at street level and on the concourse level at the 19th St/Oakland station, all of which are at capacity nearly every day. The bike stairway channels implemented as part of the 19th St/Oakland BART station improvements will significantly ease the transport of bicycles between the concourse and the street. With the implementation of bike lanes as part of the *20th Street Complete Streets Plan*, **GO Uptown** will result in the provision of even



Figure 15: Uptown Bike Station

Source: BART


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greater access by bicyclists to transit. The City of Oakland estimates the bike lanes added by the project would attract nearly 2,500 bicycle trips in the corridor, 1,350 of which are commute trips²¹.

Finally, the proposed elevator will provide an entirely new connection between the north end of the 19th St/Oakland station and the Uptown Transit Center, as well as all other destinations on or north of 20th Street. Today, disabled passengers in need of an elevator to travel between the concourse and street must board a non-ADA compliant elevator at 18th Street and then walk north. The new elevator will permit those passengers more direct – and weather protected – access to 20th Street.

Promotion of Equitable Affordable Housing

The City of Oakland is committed to providing affordable housing for its residents and the **GO Uptown** project will provide improved transportation access to opportunity for these populations. Since 1988, the City has funded the development of over 6,000 units of affordable housing. During the mid- to late 2000s, the \$253 million Uptown Residential Project – part of Mayor Brown’s “10 K” downtown housing program - served as a major catalyst for the provision of affordable housing, among other community assets. Phase I of the initiative included the cleanup of a brownfield site to create **The Uptown**, where 20 percent of the units are affordable to households earning less than 50 percent of area median income. Phase II, spearheaded by the Coalition for Workforce Housing and 15 other community organizations, features 100 percent affordable housing for households earning less than 60 percent of area median income. In total, the project has resulted in 1,200 mixed income apartments and student housing.



In 2014, the *American Planning Association* named Oakland’s Uptown district the **#1 “great neighborhood”** in the country

Several affordable housing developments are planned or have opened in the past few years near the **GO Uptown** project site:

- **Cathedral Gardens** is an affordable rental housing community consisting of 100 apartment homes located ¼ mile from the 19th St/Oakland BART station. The development was completed in Fall 2014 and includes two new buildings on either side of a rehabilitated 110 year old historic Rectory building. This development is a public/private joint venture between the Oakland Housing Authority and nonprofit developer EAH.
- **Satellite Central** is a 150 unit high-rise senior community located a short walk from the station. It features 75 studios, 41 jumbo studios and 34 one-bedroom units. A significant rehabilitation began in January 2012 and included a complete make-over of the exterior, renovation and expansion of the interior common spaces, and accessibility and seismic upgrades.
- The **Savoy** building opened in 2013 and is a \$25 million project that transformed two rundown hotels into one combined building with 100 studios. The building, which is located just a few blocks from Oakland City Center and the Uptown District, is occupied by residents who earn less than half the area median income or were formerly homeless.²²
- **AvéVista** will be a new development located in the Grand Lake District near Lake Merritt. Plans to develop the site include construction of a mid-rise building with four floors of residential use over parking and retail to create 68 affordable rental homes for families and

²¹ City of Oakland Active Transportation Grant Application. 2015.

²² San Francisco Business Times, Developer turns two rundown Oakland hotels into new housing. Available: <http://www.bizjournals.com/sanfrancisco/blog/real-estate/2013/10/satellite-affordable-housing-oakland.html>

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larger households. The development targets households with maximum incomes of up to 60 percent of the area median income. AvéVista is anticipated to be completed in Fall 2015.

- **11th and Jackson** is a proposed development that will consist of 71 apartments for low income families along with ground floor commercial space. This development is the result of a partnership between the East Bay Asian Local Development Corporation and the Oakland Housing Authority.

It should also be noted that BART is a joint applicant, along with Meta Housing Corporation, for a State of California *Affordable Housing and Sustainable Communities* grant, a new program born out of the state's innovative "cap-and-trade" revenue plan. The 40-unit affordable housing complex is accessible to both the 12th St and 19th St/Oakland BART stations, and demonstrates the commitment of the City, BART and the community to affordable housing, particularly in Downtown Oakland.

Coordination of Policies Which Leverage Investments

GO Uptown is itself an example of a transportation investment which has benefited from the coordination of BART and City of Oakland policies to achieve an outcome which is greater than the sum of its parts. As discussed in Section 5.1.1 *State of Good Repair*, BART's *Station Modernization Program* seeks to invest in station improvement projects which a) **Make Transit Work**; b) **Connect Community**; and c) **Create Place**. Working closely with the City of Oakland and other stakeholders, BART's planning and current design efforts draw upon these principles to optimize mobility and access while transforming a transit hub into a neighborhood center.



In 2012, the *New York Times* ranked the Uptown District **#5 on its list of "45 Best Places to Go"**

This center is strengthened by the project's *Complete Streets* component. The proposed 20th Street redesign involves a road diet which reduces the current cross-section from four to six travel lanes to two travel lanes, new buffered bike lanes, a widened sidewalk, and a landscaped median. Current sidewalk widths vary between four and 11 feet along both sides of 20th Street; this project would double the widths to between eight and 20 feet. This would expand pedestrian space along the congested north side of the street, which serves as one of the primary pedestrian routes to businesses from the 19th St/Oakland station.

The *20th Street Complete Streets Plan* is the result of – and consistent with - the City's 2013 comprehensive *Complete Streets Policy* to ensure that its streets provide safe, attractive, and comfortable access for all users, including pedestrians, bicyclists, motorists, public transportation operators, and others. The policy recognizes that a more balanced transportation system that offers an array of safe and convenient choices to travelers makes communities more livable.²³ The *20th Street Complete Streets* component of the **GO Uptown** project is part of the city's larger effort to improve transportation safety and comfort. The City has already completed the engineering and design of the **Lakeside Green Street Project**, which will begin construction in 2016. The project will calm traffic, increase park space, add bike lanes, and create a safer crossing at the pedestrian-hostile intersection of 20th Street, Lakeside Drive, and Harrison Street.²⁴ The City is also implementing a *Complete Streets* project along Telegraph Avenue between 20th Street and 57th Street, which is a major north-

²³ City of Oakland, *Complete Streets Policy*, Available:

<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/marketingmaterial/oak039959.pdf>

²⁴ City of Oakland, *Lakeside Green Street Concept Plan*, Available:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/MeasureDD/OAK025942>

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south corridor that provides a critical link between Downtown Oakland and Downtown Berkeley for all travel modes. This project also recommends implementing a road diet to calm traffic and improve conditions for all users.

Support Existing Communities



Figure 16: Uptown Art Park

Source: Greg Linhares

In addition to housing, **The Uptown** created retail opportunities and a 25,000 square foot public park in its center, and was named the best newly constructed urban development by the California Redevelopment Association²⁵. In 2005 the City purchased land two blocks from the 19th St/Oakland station slated to become a parking lot. While un-occupied, a temporary art park was created on the property, funded in part with a \$200,000 grant from the National Endowment of the Arts. The site proved popular, and today the Uptown Arts Park is Oakland's first and only 24/7 permanent outdoor sculpture park, hosting rotating works by Oakland and Bay Area artists. In the Summer of 2015, the 17th Street Art Alley adjacent to the 19th St/Oakland BART station will welcome visitors with a color-shifting LED exhibit created by nationally-acclaimed artist Dan Corson.

Uptown Oakland is the City's pre-eminent center for the visual and performing arts, and **GO Uptown** is designed to re-enforce this character. The project will serve as a gateway to two of the city's

most popular cultural events, the **Oakland Art Murmur Art Gallery Walk** and the **First Friday Festival**. During the Art Gallery Walk, member galleries and mixed-use venues in the neighborhood are collectively open to the public and hold artist receptions. The First Friday Festival includes street performances, food and craft vending, one-night art installations, receptions and shows at art venues. This event attracts up to 20,000 pedestrians, bicyclists, and BART riders each month.

In 2009, a renovated **Fox Theater** opened up to the public for the first time since its closure in 1973. The vacant theater – located one block from the 19th St/Oakland station - was purchased by the Oakland Redevelopment Agency in 1996, and the result of the investment is a mixed-use project which includes a fully-restored theater, a new home for the Oakland School for the Arts, and a restaurant and bar. The theater has been an anchor for the thriving arts and entertainment movement of the Uptown District, and a powerful catalyst for new investment and development in the neighborhood. During construction, the project created approximately 150 full time jobs and since its completion, the theater employs 60 permanent, full-time employees and over 100 part-time employees. In addition, seven new restaurants have opened within a five-block area of the theater, and existing businesses are showing increased sales.²⁶ Three blocks away, the **Paramount Theater** –the largest multi-purpose theatre on the West Coast when opened in 1931 – has also been restored and is one of the Bay Area's premier venues for popular music concerts.

²⁵ www.planning.org/greatplaces/neighborhoods/2014/uptown.htm

²⁶ City of Oakland, 2010 CRA Award Fox Theater, Available: <http://ec2-54-235-79-104.compute-1.amazonaws.com/Government/o/CityAdministration/d/EconomicDevelopment/DOWD009001.htm>

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GO Uptown will reinforce the neighborhood's unique arts character. BART is in the process of creating an *Arts in Transit Policy* intended to enrich the rider experience, strengthen identity, connect to communities, and support a distinctive sense of place at stations and beyond. By including art as a tool in the service of accomplishing BART's overall mission and strategic goals, BART will advance its reputation as a 21st century transit system. Modernization of the 19th St/Oakland station reflects these objectives, and will serve as a pilot for introducing BART's *Arts in Transit Policy* for replication across the entire system.

The Value of Communities and Neighborhoods

Uptown is booming. In addition to several thousand units of new housing in the development pipeline, more than 100 new restaurants, bars, and entertainment venues have opened in the area. More than just arts, and entertainment, however, the Uptown neighborhood can be characterized as a center for creative change and social inclusiveness. Located one block north of the 19th St/Oakland station, the **Kapor Center for Social Impact** creates and funds creative strategies which leverage information technology for positive social impact. The foundation works extensively with underrepresented communities, focusing on income and education gap-closing endeavors. The Kapor Center is a valued neighbor to area residents, and shares BART's and the City of Oakland's values for supporting *Ladders of Opportunity* for disadvantaged populations.



Figure 17: Uptown District Slice of Life

Source: Greg Linhares

The *Broadway Valdez Specific Plan* was adopted by the Oakland City Council in 2014 and encompasses the areas surrounding Broadway just north of the 19th St/Oakland BART station. The Plan recognizes the station as a gateway to the neighborhood and calls for significant growth north of the station that would change the character of the Broadway Valdez area and increase future BART ridership. The Plan further re-imagines the area as a complete neighborhood that supports socially and economically sustainable mixed-use development that celebrates the cultural and architectural influences of the neighborhood's past and present-day prosperity.²⁷

Apart from strengthening Uptown's identity as a creative and diverse community, the project supports broader social goals for improving the health and well-being of its people. **GO Uptown** seeks to enhance the Uptown and Lake Merritt Business Districts by facilitating healthy, safe, and walkable neighborhoods. The project – particularly its *Complete Streets* component - is expected to improve public health by removing significant barriers to walking and biking and by encouraging new trips to be made in an "active transportation" mode, thereby reducing auto pollutants and increasing physical activity in the area.

5.1.4 Environmental Sustainability

GO Uptown demonstrates BART's commitment to environmental sustainability by incorporating sustainable materials and technologies which increase the lifecycle value of the 19th St/Oakland

²⁷ BART, 19th St/Oakland BART Station Modernization Program Conceptual Design Plan, Available: <http://www.bart.gov/sites/default/files/docs/FINAL%2019th%20Street%20Conceptual%20Design%20Plan%2020141031.pdf>

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BART station's infrastructure, conserves natural resources, and protects the reliability of the public investment.

The following sustainable design strategies are included in the project:

- LED lighting fixtures, light timers, daylight sensors.
- Recycling receptacles.
- Materials and site furnishings made from recycled products.
- Water efficient taps, urinals, and toilet flushing systems in restrooms and janitor areas. The replacement of conventional plumbing fixtures with modern, low-flow designs could achieve water savings of up to 60 percent.²⁸



Figure 18: LED Lighting Replacement

Source: BART

Two stations in the BART system – the 16th St/Mission and 24th St/Mission stations - were recently relamped to demonstrate new lighting configuration levels that would save energy while still maintaining or enhancing comfort and safety. The relamping resulted in an energy reduction of over 1.5 million kWh/year for the two stations, which translates to an annual savings of nearly \$150,000. The 19th St/Oakland station is anticipated to realize similar savings as a result of the planned LED upgrades at all station entrances.

The project also recognizes the opportunity for the City of Oakland to implement strategies that encourage sustainable trips on BART in preference to private vehicle trips by residents, employees, and visitors. By increasing multimodal access to and from the station and improving transit and bicycle/pedestrian facilities, BART is encouraging reduced automobile dependency, which results in the reduction of VMT and GHG emissions. According to the City of Oakland, the *20th Street Complete Street* project is expected to result in nearly five times the number of

bicycle trips experienced today, and 2.5 times the number of trips forecast in 2020 absent the implementation of new bike lanes and other corridor improvements²⁹.

5.1.5 Safety

In 2013, 36 crimes were reported at the 19th St/Oakland station. One of the major goals of BART's *Station Modernization Program* is to implement improvements which may increase visibility, such as by improving lighting, opening up obscured sight lines, and removing barriers within the station. Increasing visibility permits station agents and BART police to observe more areas of the station and allows patrons to feel more secure.

With over 10,000 additional entries at the 19th St/Oakland BART station projected by 2040, **GO Uptown** will mitigate a corresponding increase in circulation incidents. Without capacity improvements, areas of crowding on the lower platform are expected to worsen, making it difficult for customers to move along the platform once they reach the bottom of the stairs and escalators. The **GO Uptown** project features a new elevator at the northern end of the station (the most heavily trafficked access point of the station) to increase vertical circulation between the street and concourse levels as ridership continues to grow. Additional vertical circulation also encourages passengers to spread out along the platform rather than concentrating in the center, which eases crowding on both the platform as well as within the trains.

²⁸ BART, 19th St/Oakland BART Station Modernization Program Conceptual Design Plan, Available:

<http://www.bart.gov/sites/default/files/docs/FINAL%2019th%20Street%20Conceptual%20Design%20Plan%2020141031.pdf>

²⁹ City of Oakland Active Transportation Grant Application. 2015.

In the case of an emergency that requires the closure of the Transbay tunnel, the 19th St/Oakland station serves as the point of departure for BART passengers to access AC Transit's Transbay Bus Bridge. In such circumstances, significant volumes of passengers are off-loaded at the train-level platform who must then exit north end station portals to access AC Transit's pulse express service out of the Uptown Transit Center. The reallocated concourse space and relocated and additional faregates made possible by **GO Uptown** will significantly ease the crowding associated with this security event.

On a nearly daily basis there is also substantial crowding outside of the station during the peak morning commute. The surges in pedestrian flow exiting the station can conflict with an array of activities taking place at the station entrance, include the arrival of passengers entering the station, bicyclists parking and locking their bikes or entering the station, passengers being dropped off and picked up, and passengers waiting to be picked up by AC Transit or employer shuttles. **GO Uptown's 20th Street Complete Streets** improvements will address the circulation issues by nearly doubling the width of the sidewalk in the vicinity of the 19th St/Oakland BART station, as well as provide more pedestrian level lighting and buffered bike lanes to relieve the congested north side of the street.

5.2. Secondary Criteria

5.2.1 Innovation

The LED relamping of the 19th Street/Oakland station will be based upon BART's recently updated facility standards, which includes the utilization of lighting technologies, such as selective switching, which are geared towards the efficient use of energy and optimizing the patron's environment. The *Wayfinding +Plus* element of the **GO Uptown** project is also an innovative method of using artistic design elements that help patrons to navigate towards their final destination. A goal of the *Wayfinding +Plus* program is to facilitate passenger movement within and outside stations, thereby reducing passenger congestion within high-use areas of the station.

The inclusion of art at stations aligns with the Uptown District's cultural renaissance. There are many opportunities to incorporate and integrate art and placemaking within the station. Many regional riders and visitors may pass through the station with little knowledge of the Uptown neighborhood's vibrancy and attractions. Integrating art at the platform level that can be seen from passengers on the train presents an innovative opportunity to introduce riders to the area's vitality and invite them to visit the neighborhoods. Art can also be used to attract customers to underutilized areas of the station and encourage efficient use of the platforms. There is also the opportunity to incorporate art and placemaking into the redesign of functional components of the station, such as lighting, bike racks, and paid area barriers.

BART's Poster Art program aims to enhance the physical environment of BART stations by featuring artwork that conveys the experience of riding BART, as seen through the eyes of local Bay Area artists.

5.2.2 Partnership

BART's *Station Modernization Program* includes a goal to protect the public's investment in rail transit through strategic partnerships and the leveraging of outside funding to match its own investments. The *Station Modernization Design Concept Plan* for the 19th St/Oakland BART station was developed in close coordination with the City of Oakland, the Lake Merritt/Uptown District Association, and local business and community stakeholders. Stakeholders provided input in identifying existing conditions and needs, discussed and vetted proposed improvements, and

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helped prioritize the recommended improvements. The coordination re-enforced shared goals and helped to strengthen the proposed improvements. Further public meetings are scheduled in June 2015 and throughout the station planning and design process.

The City coordinated with the same partnership in the development of its *20th Street Complete Streets Plan*. BART and the City have also partnered to design and deliver the *19th Street Uptown Bike Station*, as well as the 17th Street alley an dart installation adjacent to the southern-most 19th St/Oakland BART station portal.

Figure 19: Uptown District Housing

Source: Greg Linhares



Bridging the *Innovation* and *Partnership* criteria, BART has joined with other regional public agencies (MTC, the Association of Bay Area Governments, and the Bay Area Regional Collaborative), nonprofits (Transform, Nonprofit Housing Association of Northern California, California Housing Partnership Corporation), CDFIs (Enterprise, LIIF), and foundations (San Francisco Foundation) to develop innovative tools that will help implement *Plan Bay Area* - the region's first sustainable communities strategy. Together, this group is working closely with five cities with BART stations across the Bay Area, including Oakland, to address barriers to sustainable, equitable development. Last year, the group received one of three national grants from the Kresge Foundation to advance its innovative work in the field of Capital Absorption. This TIGER application supports the infrastructure components of that innovative work by accelerating the much-needed transit, pedestrian, and bicycle network to help support nearby development.

In addition to strong regional partnerships, BART, AC Transit, and the City of Oakland have all benefitted from an extraordinary relationship with the Federal government. In November 2014, the Federal Transit Administration awarded \$81 million – including \$50 million in Capital

TIGER 2015 Grant Application: *GO Uptown*

Investment Grant program Small Starts funding – to AC Transit for its *San Leandro to Oakland BRT* project. The new BRT route, scheduled to open in 2017, begins service at the Uptown Transit Center, directly adjacent to the 19th St/Oakland BART station. The project includes 7.4 miles of dedicated bus lanes – about 78 percent of the route – as well as 34 new bus stations with real-time arrival information, level boarding platforms, and ticket vending machines. As one terminus of this intra-county bus line, the 19th St/Oakland BART station is likely to see an increase in bus-rail transfers.

More recently, BART requested FTA approval of its *Transbay Corridor Core Capacity* project into “Project Development.” Peak period ridership travelling through the Transbay Corridor currently exceeds capacity, which can only be expanded through a comprehensive and coordinated program to increase train lengths and frequency on each of the BART lines that pass through the Transbay Tube between San Francisco and Oakland. The *Transbay Corridor Core Capacity* project includes communication-based train control, expansion of the rail car fleet, added traction power, expansion of the Hayward Maintenance Complex to provide additional maintenance and storage capacity, station capacity improvements at the most heavily used and most crowded stations, and selected track improvements to facilitate movement of trains on closer headways. This program of core capacity improvements would increase BART’s Transbay Tube capacity by greater than 10 percent.

BART awaits FTA approval to advance the project into Project Development. BART is also awaiting an FTA decision on its 2014 application for \$1.1 million in funding under FTA’s *Pilot Program for Transit-Oriented Development Planning*. The planning grant would support the development of a strategy to address critical gaps in TOD implementation in the Transbay Corridor. While San Francisco has a robust pipeline of TOD in place, it lacks the capacity needed to absorb planned growth. At the same time, Oakland has more measured growth and available transit capacity. BART’s *Transbay Corridor TOD Implementation Strategies* project would result in the development of a coordinated TOD strategy across the four Oakland core BART stations – West Oakland, 12th St/Oakland, 19th St/Oakland – and Lake Merritt – to enhance economic development and encourage multi-directional BART ridership to better balance travel demand throughout the region. The results of this TOD study would further enhance the ability of the 19th St/Oakland BART station to help catalyze economic growth and opportunity for the Oakland Uptown community.

Finally, BART and AC Transit are partners to the MTC’s successful TIGER 2014 planning grant award for a *Bay Area Core Capacity Transit Study*. The grant will support the evaluation and prioritization of short-, medium-, and long-term transit investments and other strategies to address existing and forecast capacity constraints in the core of the region. Specifically, the resulting study will result in the identification of a package of investments that expand transit capacity and connectivity to in the Transbay and MUNI Metro corridors.

6. BCA RESULTS

A benefit-cost analysis (BCA) was conducted for the *GO Uptown* project as a requirement of the discretionary grant application for the TIGER 2015 program. The analysis was conducted in accordance with USDOT’s benefit-cost methodology. The detailed BCA is provided as Appendix I to this application.

In real 2014 dollars, *GO Uptown* creates \$36.0 million in present value benefits when discounted at seven percent and \$69.5 million when discounted at three percent. The major benefit categories are passenger time savings for station users traveling within the station, reduction in criminal activities and incidences due to enhanced security measures, O&M savings in the areas of lighting and waste

management, and elimination of fare evasion. These benefits indicate a project with a benefit cost ratio of 1.33 assuming a seven percent discount rate, and 2.41 at a three percent discount rate.

7. PROJECT READINESS

7.1. Technical Feasibility

BART has planned, designed, built and operates on a daily basis over 104 miles of Heavy Rail Transit. It has experience in the planning and implementation of capital projects of the most complex nature. Most recently, BART has substantially completed its \$900 million Warm Springs Extension project, scheduled to open for revenue service in late Fall 2015. The Warm Springs Extension will add 5.4 miles of new heavy rail transit from the existing Fremont station south to a new station in the Warm Springs District of the City of Fremont. The complex project alignment crosses over Walnut Avenue; under Stevenson Boulevard, Fremont Central Park and the Union Pacific Railroad track in a subway; over Paseo Padre Parkway; under Washington Boulevard; under Auto Mall Parkway; and over South Grimmer Boulevard. Systemwide, BART's FY 2015 capital budget exceeds \$711 million.

BART's *Station Modernization Program* has already resulted in the implementation of state of good repair improvements to the Ashby, Pleasant Hill, and Union City stations. BART has established a station modernization team that features experienced planners and designers whose sole focus is the rehabilitation and improvement of its existing stations. Current projects include improvements to BART's Powell Street station in Downtown San Francisco, and the initiation of a *Capacity Implementation Plan* for the Embarcadero and Montgomery Street stations, the system's two busiest passenger facilities.

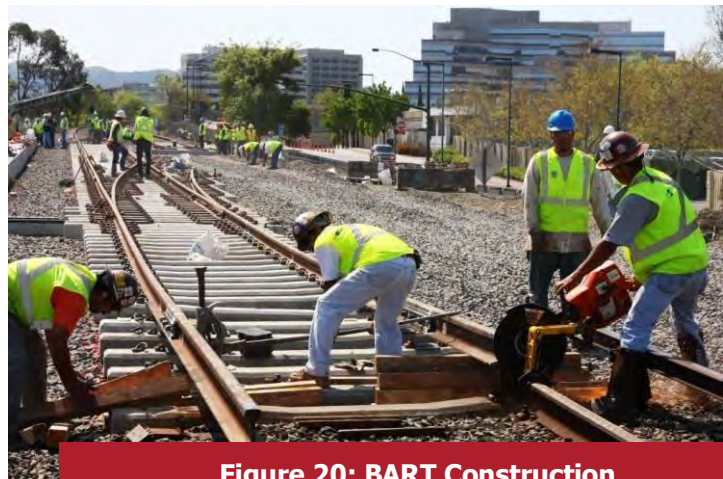


Figure 20: BART Construction

Source: BART

BART manages approximately \$150 million in Federal Transit Administration funding each year, and is a grantee in good standing. If selected for an award of TIGER funds, BART will lead the Federal environmental review of the **GO Uptown** project, administer the TIGER grant, and will implement the 19th St/Oakland station improvements. BART will pass through \$5.1 million to the City of Oakland to implement the 20th Street Complete Street Plan, ensuring rigorous oversight of – and ultimate responsibility for – the appropriate use of USDOT discretionary funding.

The City of Oakland adopted a *Complete Streets Policy* in 2013 and has a Complete Streets Program Manager responsible for enacting it. Each year, the City undertakes hundreds of road infrastructure projects of various complexities. Currently under construction, the \$6 million Latham Square urban street and plaza project is located at a prominent and architecturally important intersection of two of Uptown's most significant streets (Telegraph Avenue & Broadway). The project required the balancing of demand for transit, bicycles, pedestrians, and automobiles, with the provision of a new public gathering space. The City developed and is currently overseeing a scope of work to

TIGER 2015 Grant Application: *GO Uptown*

permanently expand and enhance the plaza area that offers a larger pedestrian space adjacent to the commercial businesses, while preserving and improving a two-way roadway on Telegraph Avenue between 16th Street and Broadway.

7.2. Financial Feasibility

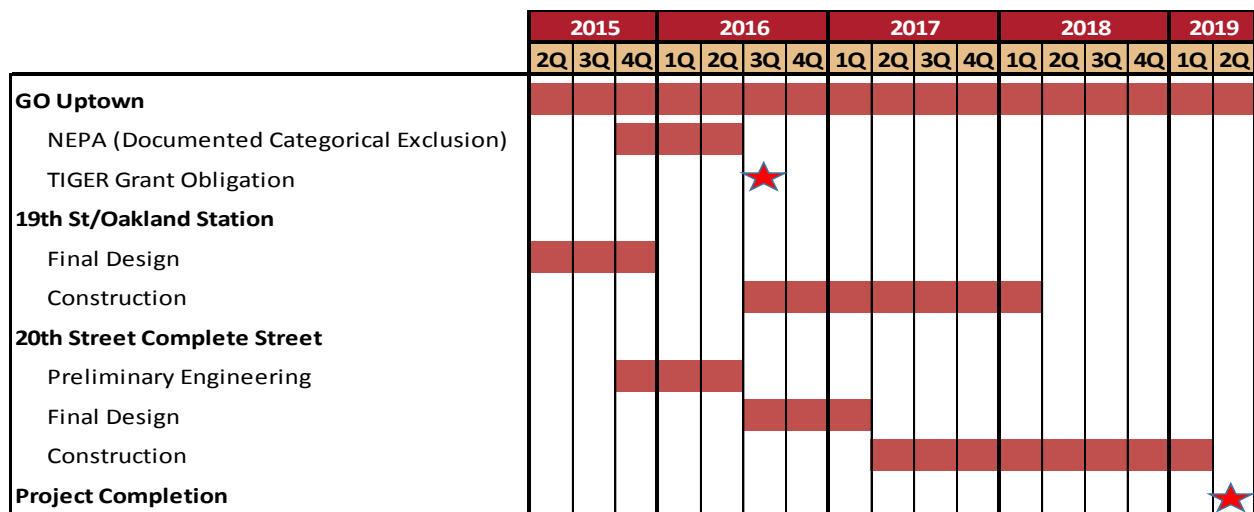
The *GO Uptown* project cost estimate is presented in Section 4.2 *Capital Uses of Funds*. The project cost reflects a 35 percent level of design and carries appropriate contingencies at this stage of project development. The estimates are probable construction costs based on current market conditions as of March 2015 and previous BART experience. The estimate assumes approximately four responsible and responsive bids under a competitive bidding environment for a fixed price lump sum contract. Allowances have been used for items which are required but currently not defined.

BART is in excellent financial condition, but has capital needs far in excess of available resources. As noted, BART's FY 2015 capital budget is \$711.5 million. The City of Oakland is less financially secure. Its FY 2015 budget carries a deficit of over \$200 million, and the *20th Street Complete Streets Plan* cannot be funded under its Capital Improvement Program or by other local funding. The City's challenged financial condition amplifies the strong need for TIGER funding in order to fully execute the *GO Uptown* vision.

7.3. Project Schedule

Figure 14 provides the overall *GO Uptown* project schedule, highlighting both the 19th St/Oakland station and *20th Street Complete Streets* improvements. Obligation of a TIGER 2015 grant is anticipated by July 2016. Having already accomplished 35 percent design on the station, BART is confident that it can complete final design by the end of 2015, and that construction can commence upon grant obligation. Although earlier in design, the City of Oakland is committed to accelerating project development. If awarded a TIGER grant, the City believes that it can begin construction of the *20th Street Complete Streets* component by mid 2017, with completion by March 2019.

Figure 21: *GO Uptown* Project Schedule



7.4. Required Approvals

Given the environment in which ***GO Uptown*** will be implemented – within and below (but within already constructed infrastructure) the existing transportation right-of way – it is expected that a Documented Categorical Exclusion (DCE) is the appropriate Class of Action for compliance with the National Environmental Policy Act (NEPA) of 1969. BART has sufficient staff and consultant resources under contract to perform the NEPA analysis, which would begin no later than 30 days after being selected by USDOT for a TIGER grant award. A signed DCE would be expected by Summer 2016.

The project is identified in *Plan Bay Area*, MTC's financially constrained long range transportation plan. MTC has endorsed the project as a strong candidate for TIGER funding. Should ***GO Uptown*** be selected for award of a TIGER 2015 grant, the MTC will take action to place it in its Transportation Improvement Program (TIP) as soon as practicable.

Proposition 1B funds allocated to BART require no further approval for use.

8. FEDERAL WAGE RATE CERTIFICATION

CERTIFICATION

TIGER Discretionary Grants

Subchapter IV of Chapter 31 of Title 40, United States Code

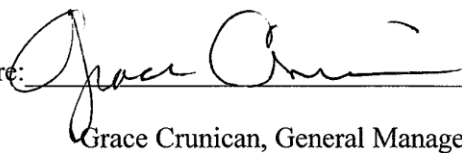
Under the Consolidated and Further Continuing Appropriations Act, 2015

Name of Applicant: San Francisco Bay Area Rapid Transit District

Authorized Representative: Grace Crunican, General Manager

The San Francisco Bay Area Rapid Transit District hereby certifies that it will comply with requirements of United States Code Title 40, Chapter 31, Subchapter IV, Federal Wage Rate Requirements.

This certification is made pursuant to the TIGER FY 2015 Discretionary Grant requirements found in the Federal Register, Vol. 80, No. 64, Friday, April 3, 2015, Notices, Section D.2.ii.h. Federal Wage Rate Certification.

Signature:  _____
Grace Crunican, General Manager

Date: 5/15/15

APPENDICES

Appendix I Benefit-Cost Analysis

Appendix II Letters of Support

Appendix III Evidence of Proposition 1B Funding Commitment



GO Uptown Project Benefit-Cost Analysis

Prepared for the San Francisco Bay Area Rapid Transit (BART) District

June 4, 2015

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Executive Summary

A benefit-cost analysis (BCA) was conducted for the GO Uptown project for submission to the U.S. Department of Transportation (U.S. DOT) as a requirement of a discretionary grant application for the TIGER 2015 program. The analysis was conducted in accordance with the benefit-cost methodology as recommended by the U.S. DOT in the Federal Register (80 FR 18283) and conducted for a 30-year analysis period after 2018.

GO Uptown consists of the modernization of BART's 19th St/Oakland station and implementation of the City of Oakland's 20th Street Complete Streets Plan. The overall cost of the Project is expected to be \$30,135,981 in undiscounted 2014 dollars. At a 7 percent discount rate, the total costs are \$26.9 million, while at a 3 percent discount rate the total costs are \$28.7 million.

Capital Cost Category	Costs (2014 \$)	Costs (2014 \$ discounted at 7%)	Costs (2014 \$ discounted at 3%)
Total	30,135,981	26,936,111	28,690,113

Source: BART, 2015

In real 2014 dollars, the Project creates \$36 million in present value benefits when discounted at 7 percent or \$69.5 million when discounted at 3 percent. The major benefit categories are: passenger time savings for station users traveling within the station, reduction in criminal activities and incidences due to enhanced security measures, O&M savings in the areas of lighting and waste management, and elimination of fare evasion. The overall project benefit matrix can be seen in Table 1. The appendix lists the detailed benefits and costs by year.

Table 1: GO Uptown Impact and Benefits Matrix

Current Status/Baseline & Problem to be Addressed	Change to Baseline/Alternatives	Type of Impact	Population Affected by Impact	Economic Benefit	Summary of Results (at 7% discount rate)	Summary of Results (at 3% discount rate)	Page Reference in BCA
Congestion across the station	Enhanced wayfinding and in-station infrastructure improvements	Improved pedestrian flows and decrease in navigation time	BART Riders	Passenger time savings	\$26.7 million savings	\$52.9 million savings	p.2
In-station crime	Improved security features	Reduction in criminal incidences	BART Riders, Staff, and Wider Study Region	Improved safety	\$5.8 million savings	\$10.2 million savings	p.5
Costs related to outdated station lighting and waste management	LED lighting and more efficient waste management collection	Reduction in O&M costs	BART and Wider Study Region	O&M Cost Savings	\$2.4 million savings	\$4.4 million savings	p.7
Loss of revenue due to fare evasion	Decrease in fare evasion	Increase in fare collection	BART and Wider Study Region	Fare Revenues	\$1.1 million savings	\$2.1 million savings	p.7

Source: Parsons Brinckerhoff, 2015

The overall Project impacts can be seen in Table 2, which shows the magnitude of change and direction of the various impact categories.

As a result of GO Uptown, the first 30 years of the Project after opening will see: total time savings of 5.6 million hours for BART riders; a reduction of 45 robberies, 90 aggravated assaults, and 435 thefts; a reduction of \$7.5 million in O&M costs (undiscounted); and a reduction of \$3.5 million in fare evasion losses (undiscounted).

Table 2: Project Impacts for Go Uptown Cumulative 2018-2048

Category	Quantity
Transit user time (hours)	5.6 million ▼
Robbery (incidences)	45 ▼
Aggravated Assault / Battery (incidences)	90 ▼
Property Crime / Theft (incidences)	435 ▼
O&M costs (dollars)	7.5 million ▼
Fare evasion costs (dollars)	3.5 million ▼

Source: Parsons Brinckerhoff, 2015

Table 3 below shows the overall results of the BCA. At a 7 percent discount rate, the Project yields a benefit-cost ratio of 1.33 over a 20 year analysis period and using a 3 percent discount rate a benefit-cost ratio of 2.41.

Table 3: Benefit Cost Analysis Summary Results

Scenario	Net Present Value (2014 \$)	Benefit Cost Ratio
Case A (7 percent discount rate)	\$8.9 million	1.33
Case B (3 percent discount rate)	\$40.5 million	2.41

Source: Parsons Brinckerhoff, 2015

Introduction

A benefit-cost analysis (BCA) was conducted for the GO Uptown project for submission to the U.S. Department of Transportation (U.S. DOT) as a requirement of a discretionary grant application for the TIGER 2015 program. The analysis was conducted in accordance with the benefit-cost methodology as recommended by the U.S. DOT in the Guide to Preparing Benefit-Cost Analyses for TIGER Grants¹ and the Notice of Funding Availability (80 FR 18283).

Analytical Assumptions

Discount Rates

For project investments, dollar figures in this analysis are expressed in constant 2014 dollars. In instances where certain cost estimates or benefit valuations were expressed in dollar values in other (historical) years, the U.S. Bureau of Labor Statistics' Consumer Price Index for Urban Consumers (CPI-U) was used to adjust them.²

The real discount rates used for this analysis were 3.0 and 7.0 percent, consistent with U.S. DOT guidance for TIGER 2015 grants³ and OMB Circular A-4.⁴

Evaluation Period

For the GO Uptown project, the evaluation period includes the relevant (post-design) construction period during which capital expenditures are undertaken, plus 30 years of operations beyond the Project completion within which to accrue benefits.

For the purposes of this study, it has been assumed that construction of the project begins as early as 2016. The construction period continues through 2017 and 2018. The analysis period, therefore, begins with the first expenditures in 2016 and continues through 30-years of operations, or through 2047.

All benefits and costs are assumed to occur at the end of each year, and benefits begin in the calendar year immediately following the final construction year.

¹ TIGER 2015 NOFA: Benefit-Cost Analysis Guidance, Updated March 27, 2015; <http://www.dot.gov/tiger/guidance>

² U.S. Bureau of Labor Statistics. Consumer Price Index, All Urban Consumers, U.S. City Average, Series CUSR0000SA0. 1982-1984=100

³ TIGER 2015 NOFA: Benefit-Cost Analysis Guidance, Updated March 27, 2015; <http://www.dot.gov/tiger/guidance>

⁴ White House Office of Management and Budget, Circular A-94, *Guidelines and Discount Rates for Benefit-Cost Analysis of Federal Programs* (October 29, 1992). (http://www.whitehouse.gov/omb/circulars_a094).

Annualizing Factor Assumptions

Ridership models produce outputs on daily or sub-daily basis. An annualization factor is thus necessary to convert the outputs into to yearly values, and in this case an annualizing factor of 300 was applied.

Ridership Estimates and Projection Sources

Ridership numbers and projections for the 19th St/Oakland station from the BART Ridership Model was used a basis throughout this analysis, including to estimate the station user time savings and to apply growth rates to fare evasion rates.

As shown in Table 4, the BART Ridership Model estimates that total entries and exits into the station will grow from 24,219 in 2012 to 44,711 in 2040, for a CAGR of 2.21 percent. With changes in travel and commute patterns, the growth rate for non-peak travel at the station is higher, at 2.32 percent, than that of peak travel, at 1.91 percent.

Table 4: Existing and Forecasted Daily Ridership at 19th St/Oakland Station

	2012	2040	Annual Growth Rate
Peak	6,739	11,455	1.91%
Non-Peak	17,480	33,256	2.32%
Total	24,219	44,711	2.21%

Source: BART Ridership Model

PRISM™

This benefit cost analysis was done using PRISM™, a benefit cost analysis tool that uses a methodology consistent with the most recent guidelines developed by USDOT. The tool determined benefits according to the following five categories: State of Good Repair; Economic Competitiveness; Livability; Sustainability; and Safety.

Economic Benefits Included

The following identifies and groups the benefits that are included in the BCA for the GO Uptown project.

Economic Competitiveness

Travel Time Savings

The GO Uptown project includes a number of components which will lead to time savings for BART riders traveling through the 19th St/Oakland station. Like travel time, time spent prior or subsequent to boarding the train is considered a cost to users, and its value depends on the disutility that users attribute to time spent traveling. A reduction in station usage time also translates into more time available for work, leisure, or other activities.

Time-saving improvements of the project include optimizing the layout of the concourse and lower platforms, thereby enhancing passenger circulation within the facility, and facilitating faster movement

from the train to street level (and vice-versa). Based on information in the Station Conceptual Design Plan, an assessment of the station, feedback from BART staff, and benchmarking against other BART stations, this analysis assumes that the station improvements would equate to 1 minute of total time savings per peak-time rider and 30 seconds of total time savings per off-peak rider using the station, which in this case, is defined as a rider traveling from the street to the train platform, or vice-versa. These time savings apply to current year riders, and are assumed to grow at the same rate as station passenger growth as shown in Table 4 to account for increased congestion.

Value of Time Assumptions

Travel time savings must be converted from hours to dollars in order for benefits to be aggregated and compared against costs. This is performed by assuming that travel time is valued as a percentage of the average wage rate, with different percentages assigned to different trip purposes (Table 5).

Values are broken down as low, medium and high for use in the PRISM™ analysis based on the percentages in Table 6, as recommended by U.S. DOT.⁵

Table 5: U.S. DOT Recommended Values of Time, 2014; (per person-hour as a percentage of total earnings)

Category	Surface Modes (Except High-Speed Rail)			Air and High-Speed Rail Travel		
	Low	Likely	High	Low	Likely	High
Local Travel						
Personal	35%	50%	60%	-	-	-
Business	80%	100%	120%	-	-	-
Intercity Travel						
Personal	60%	70%	90%	60%	70%	90%
Business	80%	100%	120%	80%	100%	120%
Vehicle Operators						
All	80%	100%	120%	80%	100%	120%

Source: Office of the Secretary of Transportation, 2014.

⁵ Office of the Secretary of Transportation. (2014). *Revised Departmental Guidance: Valuation of Travel Time in Economic Analysis*, p. 11-12. (http://www.dot.gov/sites/dot.gov/files/docs/USDOT%20VOT%20Guidance_0.pdf)

Values of time used for 2015 are as follows:

Table 6. U.S. DOT Recommended Values of Time, 2014 \$

Category	Values of time (2014 U.S \$ per person-hour) Low	Values of time (2014 U.S \$ per person-hour) Likely	Values of time (2014 U.S \$ per person-hour) High
Surface (except High-Speed Rail)			
Local Travel			
Personal	\$10.16	\$12.70	\$15.24
Business	\$19.84	\$24.80	\$29.76
All Purposes	\$10.61	\$13.26	\$15.91
Intercity Travel			
Personal	\$14.22	\$17.78	\$21.34
Business	\$19.84	\$24.80	\$29.76
All Purposes	\$15.43	\$19.28	\$23.14
Air and High-Speed Rail			
Intercity Travel			
Personal	\$26.99	\$33.74	\$40.49
Business	\$49.34	\$61.68	\$74.02
All Purposes	\$36.02	\$45.03	\$54.03
Other			
Truck Drivers	\$20.98	\$26.22	\$31.46
Bus Drivers	\$21.70	\$27.13	\$32.56
Transit Rail Operators	\$37.64	\$47.05	\$56.46
Locomotive Engineers	\$31.46	\$39.33	\$47.20
Airline Pilots and Engineers	\$68.46	\$85.57	\$102.68

Source: Office of the Secretary of Transportation, 2015.

Because the exact division between personal and business travel is not known for trips potentially impacted by this project, the values of time for “all purposes” are used; these represent a weighted average of the personal and business values of time according to national proportions of personal and business as calculated by the U.S. DOT.⁶

Additionally, U.S. DOT guidance accepts the use of a real growth rate of 1.2 percent a year for the value of time.⁷

⁶ Ibid.

⁷ Office of the Secretary of Transportation. (2014). *Revised Departmental Guidance: Valuation of Travel Time in Economic Analysis (Revision 2)*, p. 14. (<http://www.dot.gov/sites/dot.gov/files/docs/USDOT%20VOT%20Guidance%202014.pdf>)

Safety

Crime Reduction

Various security enhancements as a result of the GO Uptown project will reduce criminal activities within the station, which has significant costs to BART riders, staff, and society at-large.

Baseline criminal activity rates for this analysis were obtained from crime statistics as reported by BART Police Department Alliance, which provided crime rates by type for 19th St/Oakland BART station for 2012 and 2013. This data is shown in Table 7 below.

Based on an assessment of the station, feedback from BART staff, and benchmarking against other BART stations, this analysis assumes that there would be a 50 percent reduction in existing crime rates as a result of project implementation.

Table 7: Crime Rates in 19th St/Oakland Station, 2012 – 2013

Criminal Activity	Average Annual Incidences '12 – '13
Robbery (incidences)	3.0
Aggravated Assault / Battery (incidences)	5.5
Property Crime / Theft (incidences)	28.5

Source: BART Police Department Alliance, 2015

The cost savings that arise from a reduction in the number of criminal incidences include direct savings to the victim, as well as significant avoided costs to society. Monetized values for crimes categorized above were obtained from the best social science research in the field currently available. In 2010, RAND published the report *"Hidden in Plain Sight"* and an associated cost-of-crime calculator to help policy makers determine the economic return of various crime control investments. This research includes monetized values of a wide range of criminal activities, shown in Table 8, which was applied in this analysis to estimate the benefit of crime reduction related to the GO Uptown project. These values were reported in 2010 dollars, and have been updated to current and future dollars for this analysis using a CPI adjustment.

Table 8: Monetized Crime Values

Criminal Activity	Monetized Value (in 2010\$)
Robbery (incidences)	\$70,641
Aggravated Assault / Battery (incidences)	\$91,694
Property Crime / Theft (incidences)	\$2,264

Source: RAND Corporation, Cost of Crime Calculator, 2010

State of Good Repair

The GO Uptown project will accrue benefits directly to the agency (BART) in the form of a net decrease in operations and maintenance expenditures, as well as through an expected increase in fare revenues due to a decrease in fare evasion rates. Increased farebox recovery and decreased O&M expenditures will allow BART to direct additional resources elsewhere across its system, including undertaking additional system maintenance, increasing service levels, decreasing reliance on outside operating subsidies, or other potential uses that benefit the transit user base and the entire study region.

O&M Savings

The project will result in a net benefit in terms of operations and maintenance expenditures over the life of the project. O&M benefits accrue from two primary sources: the implementation of LED lighting, and the outsourcing of waste management services to the “Bigbelly” smart waste and recycling system. According to a Lighting Strategy and Financial Analysis conducted by BART in 2015, LED lighting implementation at 19th St/Oakland station would lead to \$41,354 in annual energy savings and \$38,206 in annual O&M savings, for a total of \$79,560 per year. According to current costs from the 4 BART stations currently employing the “Bigbelly” waste management services, implementation of this service at the 19th St/Oakland Station would lead to annual savings of \$65,366. For this analysis, the assumed growth rate for all O&M expenditures is 3 percent.

Reduced Fare Evasion

The Project will eliminate fare evasion rates attributed to the station through additional fare barriers and enhanced guardrails. According to a Fare Evasion Study conducted by BART, the system-wide losses attributed to fare evasion was estimated to be approximately \$3.45 million, which divided out by the 44 stations, equates to \$78,409 attributable to each station. The growth rate assumption for fare evasion is assumed to equal to that of ridership growth rates for the station – 2.21 percent.

It should be noted that while included in this analysis, revenue losses from fare evasion are an indirect measure of total economic costs. The revenue loss to the agency due to fare evasion is considered an “economic or welfare” gain to the free rider. However at a price of zero, more riders are likely to have no stake in the system, are likely to abuse transit equipment, may be more prone to committing crimes, and may experience a “shame factor” if caught evading a fare. To accommodate a high percentage of fare evaders, the agency must pay their marginal cost, but the economic benefit of the ride to fare evaders is low. As such, the benefit accrued by the agency through increased payment of fares is considered an estimate that does not consider the small economic benefit lost by the fare evaders.

ADA Access Improvements

This work will improve the experience of ADA users of the facility. However, since the magnitude of improvement varies by location and there is limited information on the number of ADA users, this benefit is not monetized. Nevertheless, these improvements are important to maintain compliance with ADA accessibility standards and ensure access for all persons regardless of ability.

Economic Costs Included and Assumptions

In the benefit-cost analysis, the term “cost” refers to the additional resource costs or expenditures required to implement, and maintain the investments associated with the GO Uptown project.

The BCA uses project costs that have been estimated for the GO Uptown project on an annual basis. Operations and maintenance costs were initially expressed in real dollars while the capital costs were initially expressed in current dollars. All costs were converted to real dollars based on CPI-U adjustments.⁸

Initial Project Investment Costs

Initial project investment costs include engineering and design, construction, other capital investments, and contingency factors. These costs were reported by BART and included costs beginning in 2016 and ending in 2017. The enhanced facility is expected to be operational in 2018.

Annual Operating and Maintenance Costs

O&M costs are reported as marginal operating costs, or the costs above and beyond those expected in the no-build scenario. Because the proposed project consists of improvement in station operations, including lighting and waste management, but not adding labor or other expenses to the no-build scenario, the annual costs of operating and maintaining the proposed GO Uptown project results in a net benefit over the no-build scenario. Therefore operations and maintenance costs associated with lighting and waste management are included in this analysis as a net benefit, rather than cost.

Residual Value

The GO Uptown project is assumed to have a 30-year life cycle, which coincides to the end of this BCA, thus this analysis assumes the residual value, or remaining capital value, to be zero using a straight line depreciation method.

Key Benefit-Cost Evaluation Measures

The benefit-cost analysis converts potential gains (benefits) and losses (costs) from the GO Uptown project into monetary units and compares them. The following three common benefit-cost evaluation measures are included in this BCA.

Net Present Value (NPV): NPV compares the net benefits (benefits minus costs) after being discounted to present values using the real discount rate assumption. The NPV provides a perspective on the overall dollar magnitude of cash flows over time in today's dollar terms.

Benefit Cost (B/C) Ratio: The evaluation also estimates the benefit-cost ratio; the present value of incremental benefits is divided by the present value of incremental costs to yield the benefit-cost ratio. The B/C ratio expresses the relation of discounted benefits to discounted costs as a measure of the extent to which a project's benefits either exceed or fall short of their associated costs.

⁸ Bureau of Labor Statistics, Consumer Price Index, All Urban Consumers, U.S. City Average, All Items, Series CUSR0000SA0.

Benefit-Cost Analysis Results

Results in Brief

There were two “Cases” conducted for this analysis. Case A assumes a 7.0 percent discount rate, and Case B assumes a 3.0 percent discount rate, as prescribed by the U.S. DOT.

- For the Case A at a 7 percent discount rate, the proposed GO Uptown project yields a net present value of \$8.9 million, and a benefit-cost ratio of 1.33.
- For the Case B at a 3 percent discount rate, the proposed GO Uptown project yields a net present value of \$40.5 million, and a benefit-cost ratio of 2.41.

Table 9 presents the evaluation results for the two cases. All benefits and costs were estimated in constant 2014 dollars over an evaluation period extending 30 years beyond system completion in 2047.

Table 9: Benefit Cost Analysis Summary Results

Scenario	Net Present Value (2014 \$)	Benefit Cost Ratio
Case A (7 percent discount rate)	\$8.9 million	1.33
Case B (3 percent discount rate)	\$40.5 million	2.41

Source: Parsons Brinckerhoff, 2015

Benefits by Category

Table 10 below outlines the changes in some of the impact categories. As a result of GO Uptown, the first 30 years of the project will see: total time savings of 5.6 million hours for BART riders, a reduction on 45 robberies, 90 aggravated assaults, and 435 thefts, a reduction of \$7.5 million in O&M costs (undiscounted), and a reduction of \$3.5 million in fare evasion losses (undiscounted).

Table 10: Project Impacts for Go Uptown Cumulative 2018-2047

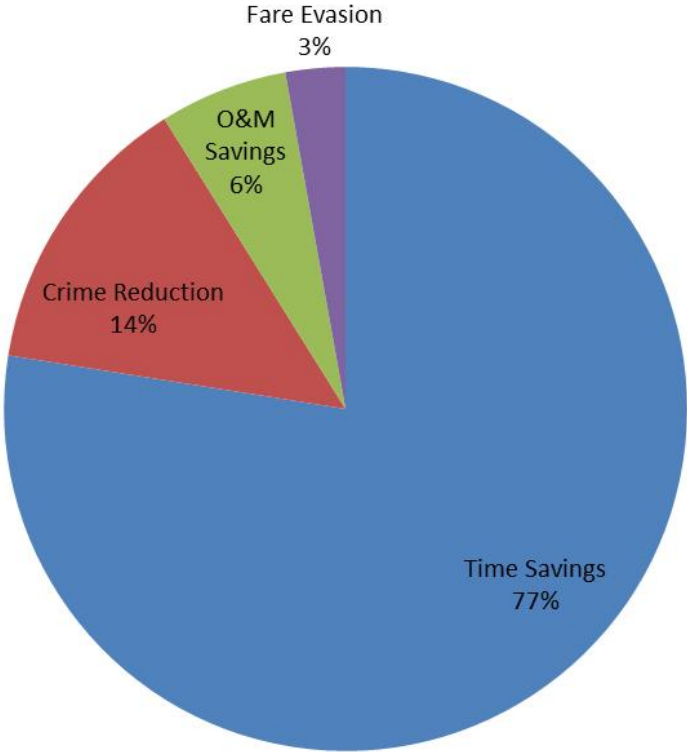
Category	Quantity
Transit user time (hours)	5.6 million ▼
Robbery (incidences)	45 ▼
Aggravated Assault / Battery (incidences)	90 ▼
Property Crime / Theft (incidences)	435 ▼
O&M costs (dollars)	7.5 million ▼
Fare evasion costs (dollars)	3.5 million ▼

Source: Parsons Brinckerhoff, 2015

Over the 30-year analysis period, GO Uptown creates \$36 million in present value benefits when discounted at 7 percent or \$69.5 million when discounted at 3 percent. The major benefit categories are: passenger time savings for station users traveling within the station, reduction in criminal activities and incidences due to enhanced security measures, O&M savings in the areas of lighting and waste management, and elimination of fare evasion. On net, the Project provides significant benefits.

The majority of benefits occurs in the passenger time savings (77 percent), while crime reduction is 14 percent of benefits, O&M savings is 6 percent, and fare evasion savings is 3 percent.

Figure 1: Cumulative Benefits by Category



Costs over Time

The total capital investments (\$30.1 million) were assumed to begin in 2016 and conclude by the end of 2017. These capital costs translate to \$26.9 million when discounted at 7 percent and \$28.7 million when discounted at 3 percent.

Table 11: GO Uptown Capital Costs

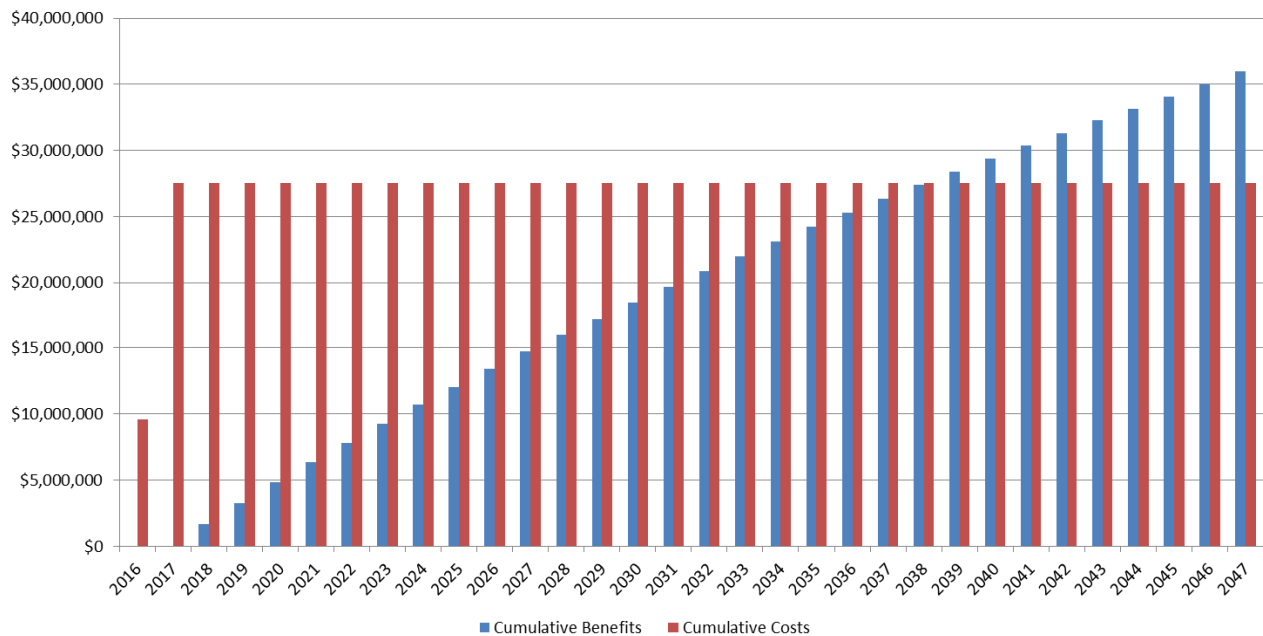
Capital Cost Category	Costs (2014 \$)	Costs (2014 \$ discounted at 7%)	Costs (2014 \$ discounted at 3%)
Total	30,135,981	26,936,111	28,690,113

Source: BART, 2015

Cumulative Benefits and Costs

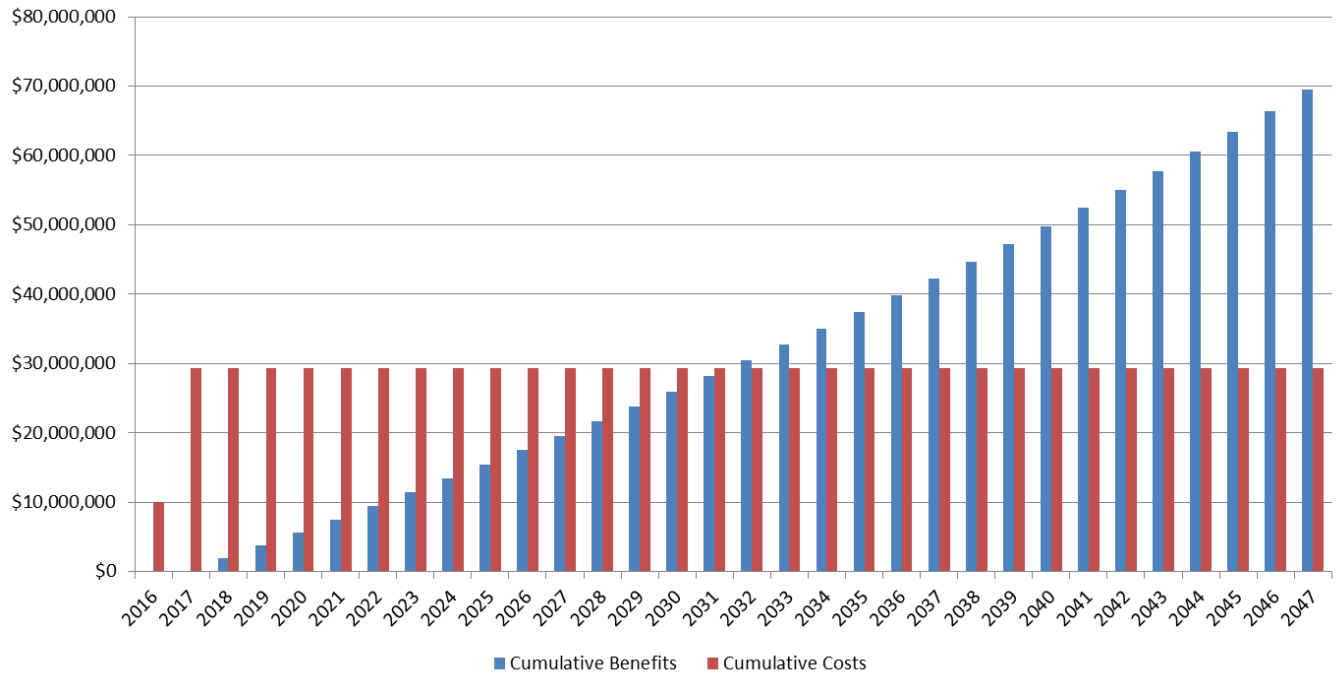
Figure 2 and Figure 3 compare the cumulative present value of benefits with the cumulative present value of costs over time for both cases. The figure shows that the cumulative discounted benefits exceed the cumulative discounted costs by mid-2039 with a 7 percent discount rate, and by mid-2032 with a 3 percent discount rate.

Figure 2: Cumulative Benefits and Costs in 2014 Dollars (Discounted at 7 percent)



Source: Parsons Brinckerhoff, 2015

Figure 3: Cumulative Benefits and Costs in 2014 Dollars (Discounted at 3 percent)



Source: Parsons Brinckerhoff, 2015

APPENDIX A - Benefit-Cost Model Detail Tables

Table 12: Detailed O&M Benefits

	O&M Savings Undiscounted (2014 \$)	O&M Savings Discounted 3% (2014 \$)	O&M Savings Discounted 7% (2014 \$)
2015			
2016			
2017			
2018	\$ 158,364	\$ 144,925	\$ 129,272
2019	\$ 163,115	\$ 144,925	\$ 124,440
2020	\$ 168,008	\$ 144,925	\$ 119,788
2021	\$ 173,049	\$ 144,925	\$ 115,310
2022	\$ 178,240	\$ 144,925	\$ 110,999
2023	\$ 183,587	\$ 144,925	\$ 106,849
2024	\$ 189,095	\$ 144,925	\$ 102,855
2025	\$ 194,768	\$ 144,925	\$ 99,010
2026	\$ 200,611	\$ 144,925	\$ 95,309
2027	\$ 206,629	\$ 144,925	\$ 91,746
2028	\$ 212,828	\$ 144,925	\$ 88,316
2029	\$ 219,213	\$ 144,925	\$ 85,015
2030	\$ 225,789	\$ 144,925	\$ 81,836
2031	\$ 232,563	\$ 144,925	\$ 78,777
2032	\$ 239,540	\$ 144,925	\$ 75,832
2033	\$ 246,726	\$ 144,925	\$ 72,997
2034	\$ 254,128	\$ 144,925	\$ 70,268
2035	\$ 261,752	\$ 144,925	\$ 67,642
2036	\$ 269,604	\$ 144,925	\$ 65,113
2037	\$ 277,692	\$ 144,925	\$ 62,679
2038	\$ 286,023	\$ 144,925	\$ 60,336
2039	\$ 294,604	\$ 144,925	\$ 58,080
2040	\$ 303,442	\$ 144,925	\$ 55,909
2041	\$ 312,545	\$ 144,925	\$ 53,819
2042	\$ 321,921	\$ 144,925	\$ 51,807
2043	\$ 331,579	\$ 144,925	\$ 49,870
2044	\$ 341,526	\$ 144,925	\$ 48,006
2045	\$ 351,772	\$ 144,925	\$ 46,211
2046	\$ 362,325	\$ 144,925	\$ 44,484
2047	\$ 373,195	\$ 144,925	\$ 42,821
Total	\$ 7,534,233	\$ 4,347,765	\$ 2,355,395

Table 13: Detailed User Time Savings

	User Time Savings (hours)	User Time Savings Undiscounted (2014 \$)	User Time Savings Discounted 3% (2014 \$)	User Time Savings Discounted 7% (2014 \$)
2015				
2016				
2017				
2018	93,711	\$ 1,303,005	\$ 1,192,434	\$ 1,063,641
2019	97,783	\$ 1,375,942	\$ 1,222,506	\$ 1,049,699
2020	102,034	\$ 1,452,980	\$ 1,253,353	\$ 1,035,955
2021	106,470	\$ 1,534,352	\$ 1,284,996	\$ 1,022,403
2022	111,101	\$ 1,620,303	\$ 1,317,454	\$ 1,009,043
2023	115,935	\$ 1,711,091	\$ 1,350,751	\$ 995,870
2024	120,981	\$ 1,806,990	\$ 1,384,907	\$ 982,883
2025	126,249	\$ 1,908,289	\$ 1,419,946	\$ 970,077
2026	131,747	\$ 2,015,293	\$ 1,455,890	\$ 957,451
2027	137,486	\$ 2,128,325	\$ 1,492,764	\$ 945,002
2028	143,478	\$ 2,247,727	\$ 1,530,592	\$ 932,727
2029	149,732	\$ 2,373,857	\$ 1,569,399	\$ 920,623
2030	156,261	\$ 2,507,099	\$ 1,609,211	\$ 908,688
2031	163,077	\$ 2,647,853	\$ 1,650,055	\$ 896,919
2032	170,193	\$ 2,796,546	\$ 1,691,956	\$ 885,315
2033	177,621	\$ 2,953,627	\$ 1,734,945	\$ 873,872
2034	185,376	\$ 3,119,571	\$ 1,779,048	\$ 862,587
2035	193,471	\$ 3,294,881	\$ 1,824,296	\$ 851,460
2036	201,923	\$ 3,480,087	\$ 1,870,718	\$ 840,487
2037	210,747	\$ 3,675,751	\$ 1,918,347	\$ 829,665
2038	219,960	\$ 3,882,465	\$ 1,967,213	\$ 818,994
2039	229,578	\$ 4,100,856	\$ 2,017,350	\$ 808,470
2040	239,619	\$ 4,331,587	\$ 2,068,790	\$ 798,091
2041	250,103	\$ 4,575,357	\$ 2,121,569	\$ 787,856
2042	261,049	\$ 4,832,907	\$ 2,175,722	\$ 777,761
2043	272,477	\$ 5,105,018	\$ 2,231,285	\$ 767,806
2044	284,409	\$ 5,392,517	\$ 2,288,295	\$ 757,987
2045	296,868	\$ 5,696,279	\$ 2,346,791	\$ 748,304
2046	309,876	\$ 6,017,226	\$ 2,479,017	\$ 790,466
2047	323,458	\$ 6,356,335	\$ 2,618,726	\$ 835,013
Total	5,582,775	\$ 96,244,116	\$ 52,868,328	\$ 26,725,116

Table 14: Detailed Crime Prevention Benefits

	Crime Prevention Benefits (total)	Crime Prevention Benefits Undiscounted (2014 \$)	Crime Prevention Benefits Discounted 3% (2014 \$)	Crime Prevention Benefits Discounted 7% (2014 \$)
2015				
2016				
2017				
2018	19	\$ 470,987	\$ 431,020	\$ 384,466
2019	19	\$ 476,639	\$ 423,488	\$ 363,626
2020	19	\$ 482,359	\$ 416,087	\$ 343,915
2021	19	\$ 488,147	\$ 408,816	\$ 325,273
2022	19	\$ 494,005	\$ 401,671	\$ 307,641
2023	19	\$ 499,933	\$ 394,652	\$ 290,966
2024	19	\$ 505,932	\$ 387,755	\$ 275,194
2025	19	\$ 512,003	\$ 380,979	\$ 260,277
2026	19	\$ 518,147	\$ 374,321	\$ 246,168
2027	19	\$ 524,365	\$ 367,779	\$ 232,824
2028	19	\$ 530,658	\$ 361,352	\$ 220,204
2029	19	\$ 537,025	\$ 355,037	\$ 208,268
2030	19	\$ 543,470	\$ 348,833	\$ 196,978
2031	19	\$ 549,991	\$ 342,736	\$ 186,301
2032	19	\$ 556,591	\$ 336,747	\$ 176,203
2033	19	\$ 563,270	\$ 330,862	\$ 166,651
2034	19	\$ 570,030	\$ 325,080	\$ 157,618
2035	19	\$ 576,870	\$ 319,399	\$ 149,074
2036	19	\$ 583,792	\$ 313,817	\$ 140,994
2037	19	\$ 590,798	\$ 308,333	\$ 133,351
2038	19	\$ 597,888	\$ 302,945	\$ 126,123
2039	19	\$ 605,062	\$ 297,650	\$ 119,286
2040	19	\$ 612,323	\$ 292,449	\$ 112,820
2041	19	\$ 619,671	\$ 287,338	\$ 106,705
2042	19	\$ 627,107	\$ 282,317	\$ 100,921
2043	19	\$ 634,632	\$ 277,383	\$ 95,450
2044	19	\$ 642,248	\$ 272,535	\$ 90,276
2045	19	\$ 649,955	\$ 267,773	\$ 85,383
2046	19	\$ 657,754	\$ 263,093	\$ 80,754
2047	19	\$ 665,647	\$ 258,495	\$ 76,377
Total	570	\$ 16,887,301	\$ 10,130,741	\$ 5,760,085

Table 15: Detailed Fare Evasion Benefits

	Additional Fare Revenue Undiscounted (2014 \$)	Additional Fare Revenue Discounted 3% (2014 \$)	Additional Fare Revenue Discounted 7% (2014 \$)
2015			
2016			
2017			
2018	\$ 83,733	\$ 76,627	\$ 68,351
2019	\$ 85,586	\$ 76,042	\$ 65,293
2020	\$ 87,481	\$ 75,462	\$ 62,373
2021	\$ 89,417	\$ 74,886	\$ 59,583
2022	\$ 91,397	\$ 74,314	\$ 56,917
2023	\$ 93,420	\$ 73,747	\$ 54,371
2024	\$ 95,488	\$ 73,184	\$ 51,939
2025	\$ 97,602	\$ 72,625	\$ 49,616
2026	\$ 99,763	\$ 72,071	\$ 47,397
2027	\$ 101,971	\$ 71,520	\$ 45,276
2028	\$ 104,228	\$ 70,975	\$ 43,251
2029	\$ 106,536	\$ 70,433	\$ 41,316
2030	\$ 108,894	\$ 69,895	\$ 39,468
2031	\$ 111,305	\$ 69,361	\$ 37,703
2032	\$ 113,769	\$ 68,832	\$ 36,016
2033	\$ 116,287	\$ 68,307	\$ 34,405
2034	\$ 118,862	\$ 67,785	\$ 32,866
2035	\$ 121,493	\$ 67,268	\$ 31,396
2036	\$ 124,182	\$ 66,754	\$ 29,992
2037	\$ 126,931	\$ 66,245	\$ 28,650
2038	\$ 129,741	\$ 65,739	\$ 27,369
2039	\$ 132,613	\$ 65,237	\$ 26,144
2040	\$ 135,549	\$ 64,739	\$ 24,975
2041	\$ 138,550	\$ 64,245	\$ 23,858
2042	\$ 141,617	\$ 63,754	\$ 22,790
2043	\$ 144,752	\$ 63,268	\$ 21,771
2044	\$ 147,956	\$ 62,785	\$ 20,797
2045	\$ 151,232	\$ 62,305	\$ 19,867
2046	\$ 154,580	\$ 61,830	\$ 18,978
2047	\$ 158,002	\$ 61,358	\$ 18,129
Total	\$ 3,512,937	\$ 2,061,591	\$ 1,140,858

Table 16: Detailed Cost

	Capital Costs Undiscounted (2014 \$)	Total Costs Discounted 3% (2014 \$)	Total Costs Discounted 7% (2014 \$)
2015			
2016	\$ 10,045,327	\$ 9,752,745	\$ 9,388,156
2017	\$ 20,090,654	\$ 18,937,368	\$ 17,547,955
2018			
2019			
2020			
2021			
2022			
2023			
2024			
2025			
2026			
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2042			
2043			
2044			
2045			
2046			
2047			
Total	\$ 30,135,981	\$ 28,690,113	\$ 26,936,111

Table 17: Detailed Cost/Benefit Summary

	Total Costs Discounted 3% (2014 \$)	Total Costs Discounted 7% (2014 \$)	Total Benefits Discounted 3% (2014 \$)	Total Benefits Discounted 7% (2014 \$)	Net Benefits Discounted 3% (2014 \$)	Net Benefits Discounted 7% (2014 \$)
2015					\$ -	\$ -
2016	\$ 9,752,745	\$ 9,388,156			\$ (9,752,745)	\$ (9,388,156)
2017	\$ 18,937,368	\$ 17,547,955			\$ (18,937,368)	\$ (17,547,955)
2018			\$ 1,845,007	\$ 1,645,729	\$ 1,845,007	\$ 1,645,729
2019			\$ 1,866,962	\$ 1,603,058	\$ 1,866,962	\$ 1,603,058
2020			\$ 1,889,827	\$ 1,562,030	\$ 1,889,827	\$ 1,562,030
2021			\$ 1,913,622	\$ 1,522,569	\$ 1,913,622	\$ 1,522,569
2022			\$ 1,938,365	\$ 1,484,601	\$ 1,938,365	\$ 1,484,601
2023			\$ 1,964,075	\$ 1,448,057	\$ 1,964,075	\$ 1,448,057
2024			\$ 1,990,771	\$ 1,412,871	\$ 1,990,771	\$ 1,412,871
2025			\$ 2,018,475	\$ 1,378,980	\$ 2,018,475	\$ 1,378,980
2026			\$ 2,047,207	\$ 1,346,324	\$ 2,047,207	\$ 1,346,324
2027			\$ 2,076,990	\$ 1,314,848	\$ 2,076,990	\$ 1,314,848
2028			\$ 2,107,844	\$ 1,284,498	\$ 2,107,844	\$ 1,284,498
2029			\$ 2,139,795	\$ 1,255,221	\$ 2,139,795	\$ 1,255,221
2030			\$ 2,172,864	\$ 1,226,971	\$ 2,172,864	\$ 1,226,971
2031			\$ 2,207,078	\$ 1,199,700	\$ 2,207,078	\$ 1,199,700
2032			\$ 2,242,461	\$ 1,173,366	\$ 2,242,461	\$ 1,173,366
2033			\$ 2,279,039	\$ 1,147,926	\$ 2,279,039	\$ 1,147,926
2034			\$ 2,316,838	\$ 1,123,340	\$ 2,316,838	\$ 1,123,340
2035			\$ 2,355,888	\$ 1,099,572	\$ 2,355,888	\$ 1,099,572
2036			\$ 2,396,215	\$ 1,076,585	\$ 2,396,215	\$ 1,076,585
2037			\$ 2,437,850	\$ 1,054,345	\$ 2,437,850	\$ 1,054,345
2038			\$ 2,480,822	\$ 1,032,821	\$ 2,480,822	\$ 1,032,821
2039			\$ 2,525,163	\$ 1,011,980	\$ 2,525,163	\$ 1,011,980
2040			\$ 2,570,903	\$ 991,795	\$ 2,570,903	\$ 991,795
2041			\$ 2,618,077	\$ 972,237	\$ 2,618,077	\$ 972,237
2042			\$ 2,666,718	\$ 953,279	\$ 2,666,718	\$ 953,279
2043			\$ 2,716,861	\$ 934,897	\$ 2,716,861	\$ 934,897
2044			\$ 2,768,541	\$ 917,067	\$ 2,768,541	\$ 917,067
2045			\$ 2,821,795	\$ 899,765	\$ 2,821,795	\$ 899,765
2046			\$ 2,876,662	\$ 882,969	\$ 2,876,662	\$ 882,969
2047			\$ 2,933,179	\$ 866,660	\$ 2,933,179	\$ 866,660
Total	\$ 28,690,113	\$ 26,936,111	\$ 69,185,895	\$ 35,824,061	\$ 40,495,782	\$ 8,887,950

BARBARA LEE

13TH DISTRICT, CALIFORNIA

DEMOCRATIC STEERING AND POLICY COMMITTEE

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**Congress of the United States
House of Representatives
Washington, D.C. 20515-0509**

REPLY TO OFFICE CHECKED

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June 2, 2015

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

I write you to express my strong support for the San Francisco Bay Area Rapid Transit (BART) District's TIGER 2015 application for the Gateway to Oakland Uptown (GO Uptown) project.

BART has worked closely with the City of Oakland, the Lake Merritt/Uptown District Association, and area residents to create a transformative project to not only revitalize BART's 19th Street/Oakland station – one of the system's oldest – to better connect the station to jobs, education, and the diversity of cultural amenities that make the emerging Uptown neighborhood one of Oakland's most vibrant communities.

The 19th St/Oakland Station is at the epicenter of the Uptown neighborhood's revitalization. Every day nearly 24,000 BART customers pass through the station, a number expected to exceed 44,700 within 25 years. GO Uptown improvements to the station will enhance the travelling experience for riders as this increase in ridership occurs. Paired with the project's "Complete Streets" components – including the widening of sidewalks, the provision of bike lanes, and new streetscaping treatments – GO Uptown is a true "Gateway" to opportunity for residents and commuters. It will additionally be a symbol of the partnership of BART and the City of Oakland to develop and implement a shared vision for community revitalization.

BART has demonstrated a strong pledge to the GO Uptown project, as evidenced by its \$12 million commitment in local funding to implement the project. I urge you to strongly consider its request of \$18 million in TIGER 2015 funding to complete this important project. Please do not hesitate to contact Colin Foard on my staff at colin.foard@mail.house.gov if you have any questions.

Sincerely,

Barbara Lee
Member of Congress



Alameda-Contra Costa Transit District

June 3, 2015

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

AC Transit - the largest bus transit provider in Alameda County, California - is pleased to support the Bay Area Rapid Transit (BART) District's and City of Oakland's TIGER VII application for its Go Uptown project.

Go Uptown is a visionary multimodal package of investments intended to improve transportation connectivity to the surrounding Uptown community. AC Transit owns and operates the Uptown Transit Center on 20th Street between Telegraph Avenue and Broadway, currently served by eight bus routes and visited by approximately 4,000 riders each weekday. Three other AC Transit routes - in addition to the City of Oakland's Broadway Shuttle operated by AC Transit - stop near the Transit Center on Broadway. All routes provide excellent connections to BART's 19th Street/Oakland station, the centerpiece of the Go Uptown project. Through the refurbishment of the station interior and enhanced street level access, Go Uptown will strengthen these connections, making it easier and faster for transit riders to transfer between the two systems. These connections will become even more valuable when AC Transit opens its San Leandro to Oakland Bus Rapid Transit (BRT) service in 2017. This new BRT line - recipient of a \$75 million Federal Transit Administration (FTA) Small Starts grant agreement in February 2015 - terminates at the 19th Street/Oakland station, providing important access for AC Transit's riders to BART's region-wide reach.

The Go Uptown project also includes the realization of the City's 20th Street Complete Streets Plan, intended to transform 20th Street on either side of the Uptown Transit Center into a multimodal corridor featuring improved east-west travel for pedestrians, bicyclists, and transit passengers. Implementation of the plan is just one of several recent City initiatives to support the development of the Uptown neighborhood - an objective that AC Transit has long-served as a committed partner to.

AC Transit and its passengers stand to benefit immensely from Go Uptown, as well all residents of and visitors to this exciting emerging community. I urge you to give the strongest consideration possible for this important and innovative project.

Sincerely,



Robert del Rosario
Director of Service Development
AC Transit

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
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www.dot.ca.gov



*Serious drought.
Help save water!*

June 1, 2015

The Honorable Anthony Foxx
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The California Department of Transportation (Caltrans) supports the application of the Bay Area Rapid Transit District (BART) to the United States Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER 2015) competitive grant program for the Gateway to Oakland Uptown (GO Uptown) Station Modernization and Complete Streets Project.

This project is of particular interest to Caltrans because our Bay Area District 4 office is located approximately four and one-half blocks from the 19th Street/Oakland BART Station, one of the stations that will benefit from this TIGER 2015 grant. Many of our employees utilize this station as a part of their daily commute.

This project will focus on the interface of the station with the community, including new street-to-concourse elevator, new fare gates to connect with the redevelopment of the Sears Building, and implementation of the City of Oakland's 20th Street Complete Streets Plan to maximize pedestrian and bicycle access to jobs along the corridor.

I am pleased to support BART's and the City of Oakland's efforts to implement the GO Uptown vision that will benefit transportation needs in the community and the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director



June 5, 2015

Honorable Anthony Foxx
Secretary of Transportation
US Department of Transportation
1200 New Jersey, SE
Washington, DC 20590

Dear Secretary Foxx,

We are writing to express our support for the San Francisco Bay Area Rapid Transit (BART) District's TIGER application for its Gateway to Oakland Uptown (Go Uptown) Station modernization and complete streets project.

TransForm is a nonprofit organization that promotes walkable communities with excellent transportation choices that offers housing to people of all incomes and addresses the climate crisis. With diverse partners, we engage communities in planning, run innovative programs and win transportation and land use policy change at the local, regional and state levels.

Funding provided through the TIGER program for the GO Uptown project will greatly improve pedestrian, bicycle, and AC Transit bus connectivity to BART's 19th Street/Oakland station and better integrate the station into the adjacent Uptown neighborhood. Improvements will focus on the interface of the station with the community above, including a planned Bus Rapid Transit (BRT) station, a new street-to-concourse elevator, new faregates to connect with the redevelopment of the Sears building - a critical project that will anchor the city's economic and job growth in the area when it opens in 2017 - and implementation of the City of Oakland's 20th Street Complete Streets plan to maximize pedestrian and bicycle access to jobs along the corridor. Ultimately, GO Uptown will support the integrated transportation-and-land use vision for the Bay Area designed to manage congestion, reduce greenhouse gas (GHG) emissions, facilitate denser land use in the urban core of the Bay Area while preserving open space, and ensure the long-term financial viability of the regional transit network.

BART has partnered with other regional public agencies, nonprofits and foundations to develop innovative tools that will help implement Plan Bay Area (the region's first Sustainable Communities Strategy). Together, this group is working closely with five cities with BART Stations across the bay area, including Oakland, to address barriers to sustainable and equitable development.

TransForm is proud to support BART's and the City's efforts to implement the GO Uptown vision, and ask for your strong consideration of this exciting investment.

Sincerely,

A handwritten signature in black ink that reads "Geoffrey Johnson".

Geoffrey Johnson
Community Planner

MAIN OFFICE: 436 14TH STREET, SUITE 600, OAKLAND, CA 94612 | T: 510.740.3150
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The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

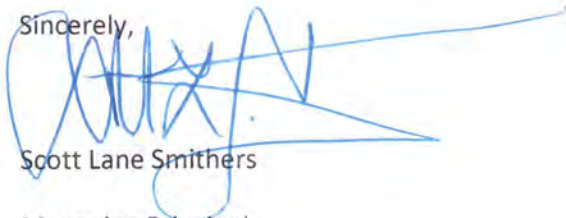
Dear Secretary Foxx:

Lane Partners – one of Northern California’s largest commercial real estate development firms - is pleased to write this letter of support for the San Francisco Bay Area Rapid Transit (BART) District’s TIGER application for its Gateway to Oakland Uptown (GO Uptown) station modernization and complete streets project.

Oakland’s Uptown community is an emerging area of extraordinary potential. We recognize this potential, and last year purchased the historic Sears building at the corner of Broadway and 20th Street with plans for its renovation into a new technology center. When completed, “Uptown Station” will house up to 400,000 square feet of prime commercial space which will take advantage of both the Bay Area’s strong high tech economy and the opportunity to help transform Oakland’s most exciting neighborhood. The building’s location adjacent to the 19th Street/Oakland BART station makes it even more desirable, and we believe that BART’s and the City of Oakland’s GO Uptown vision will only accelerate local efforts to activate new opportunities for the area.

Lane Partners is invested in the economic growth and development of Uptown Oakland, and are pleased to support BART’s and the City’s efforts to “GO Uptown.” We ask that you join us in this investment with the award of a TIGER 2015 award in the amount of \$18 million.

Sincerely,



Scott Lane Smithers

Managing Principal



UPTOWN DOWNTOWN

Downtown Oakland and Lake Merritt/Uptown Community Benefit Districts

June 2, 2015

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Downtown Oakland and Lake Merritt-Uptown District Associations are writing this letter of support for the San Francisco Bay Area Rapid Transit (BART) District's TIGER application for its Gateway to Oakland Uptown (GO Uptown) station modernization and complete streets project. The Districts are Community Benefit District (CBD) Management Corporations committed to revitalizing Oakland's historic downtown by: maintaining cleanliness and order in the public rights-of-way, promoting district identity, building community, promoting business attraction, fostering cultural opportunities, creating and maintaining new public spaces, advocating on behalf of the district stakeholders. GO Uptown is a collaboration between BART and the City of Oakland to simultaneously refurbish BART's 19th Street/Oakland station - one of the system's oldest - while improving access between the station and the surrounding Uptown and Lake Merritt Business Districts. The overall project reinforces the energy of the surrounding community and enhances the station area's existing strengths; improves multi-modal and universal access to the station; promotes a safe and comfortable customer experience; and incorporates sustainable materials and technologies into the station to conserve natural resources and extend the life of public investments. The project was developed through coordinated work with stakeholders, including leaders from our organizations, by engaging the community in order to identify and prioritize improvements. The result is a unique package of transit, bike, and pedestrian improvements which will create a new transportation "Gateway" to the emerging Uptown, Lake Merritt, and Broadway Valdez neighborhoods.

We are pleased to support BART's and the City's efforts to implement the GO Uptown vision, and ask for your strong consideration of this exciting investment.

Sincerely,

Steve Snider
District Manager



The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Oakland Chamber of Commerce is writing this letter for the San Francisco Bay Area Rapid Transit (BART) District's TIGER application for its Gateway to Oakland Uptown (GO Uptown) station modernization and complete streets project. It is essential that this key Oakland commercial corridor have a state of the art transportation system to support our growing downtown business and residential community.

Funding provided through the TIGER program for GO Uptown will greatly improve pedestrian, bicycle, and AC Transit bus connectivity to BART's 19th Street/Oakland station and better integrate the station into the adjacent Uptown neighborhood. Improvements will focus on the interface of the station with the community above, including a new street-to-concourse elevator, new faregates to connect with the redevelopment of the Sears building - a critical project that will anchor the city's economic and job growth in the area when it opens in 2017 - and implementation of the City of Oakland's 20th Street Complete Streets plan to maximize pedestrian and bicycle access to jobs along the corridor. Ultimately, GO Uptown will support the integrated transportation-and-land use vision for the Bay Area designed to manage congestion, reduce greenhouse gas (GHG) emissions, facilitate denser land use in the urban core of the Bay Area while preserving open space, and ensure the long-term financial viability of the regional transit network.

We are pleased to support BART's and the City's efforts to implement the GO Uptown vision, and ask for your strong consideration of this exciting investment.

Sincerely,

A handwritten signature in black ink that reads "Barbara Leslie". The signature is written in a cursive, flowing style.

Barbara Leslie
President & CEO

PANDORA

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

Pandora is writing this letter of support for the San Francisco Bay Area Rapid Transit (BART) District's TIGER application for its Gateway to Oakland Uptown (GO Uptown) station modernization and complete streets project. Headquartered in Oakland for almost 15 years, Pandora employs over 900 people in the area and is proud to be part of the local community. With around a 1/3 of those employees taking public transportation, we encourage the Department of Transportation to consider the city's request to modernize the 19th Street/Oakland station near our facility.

GO Uptown is a transformative collaboration between BART and the City of Oakland to simultaneously refurbish BART's 19th Street/Oakland station - one of the system's oldest - while improving access between the station and the surrounding Uptown and Lake Merritt Business Districts. The overall project reinforces the energy of the surrounding community and enhances the station area's existing strengths; improves multi-modal and universal access to the station; promotes a safe and comfortable customer experience; and incorporates sustainable materials and technologies into the station to conserve natural resources and extend the life of public investments. The project was developed through coordinated work with stakeholders and by engaging the community in order to identify and prioritize improvements. The result is a unique package of transit, bike, and ped improvements, which will create a new transportation "Gateway" to the emerging Uptown, Lake Merritt, and Broadway Valdez neighborhoods.

Pandora is pleased to support BART's and the City's efforts to implement the GO Uptown vision, and ask for your strong consideration of this exciting investment.

Sincerely,



Brian McAndrews
President, CEO
Pandora



Tim Westergren
Founder
Pandora



DEBORAH BOYER
President -Asset Management

THE SWIG COMPANY, LLC
220 MONTGOMERY STREET
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The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Swig Company is writing this letter of support for the San Francisco Bay Area Rapid Transit (BART) District's TIGER application for its Gateway to Oakland Uptown (GO Uptown) station modernization and complete streets project. The Swig Company is an investor and operator of commercial real estate, including the Kaiser Center and the Wakefield Building in Uptown Oakland.

GO Uptown is a transformative collaboration between BART and the City of Oakland to simultaneously refurbish BART's 19th Street/Oakland station - one of the system's oldest - while improving access between the station and the surrounding Uptown and Lake Merritt Business Districts. The overall project reinforces the energy of the surrounding community and enhances the station area's existing strengths; improves multi-modal and universal access to the station; promotes a safe and comfortable customer experience; and incorporates sustainable materials and technologies into the station to conserve natural resources and extend the life of public investments. The project was developed through coordinated work with stakeholders, and by engaging the community in order to identify and prioritize improvements. The result is a unique package of transit, bike, and ped improvements which will create a new transportation "Gateway" to the emerging Uptown, Lake Merritt, and Broadway Valdez neighborhoods.

We are pleased to support BART's and the City's efforts to implement the GO Uptown vision, and ask for your strong consideration of this exciting investment.

Sincerely,

A handwritten signature in black ink, appearing to read 'D Boyer', written over a horizontal line.