



Stations: Creating and Connecting Great Places



January 30, 2015



Station Modernization Program

Agenda

- Overview
- Station Modernization Program
 - Early Wins / Station Brightening
 - Systemic
 - Gateway
- Value Capture



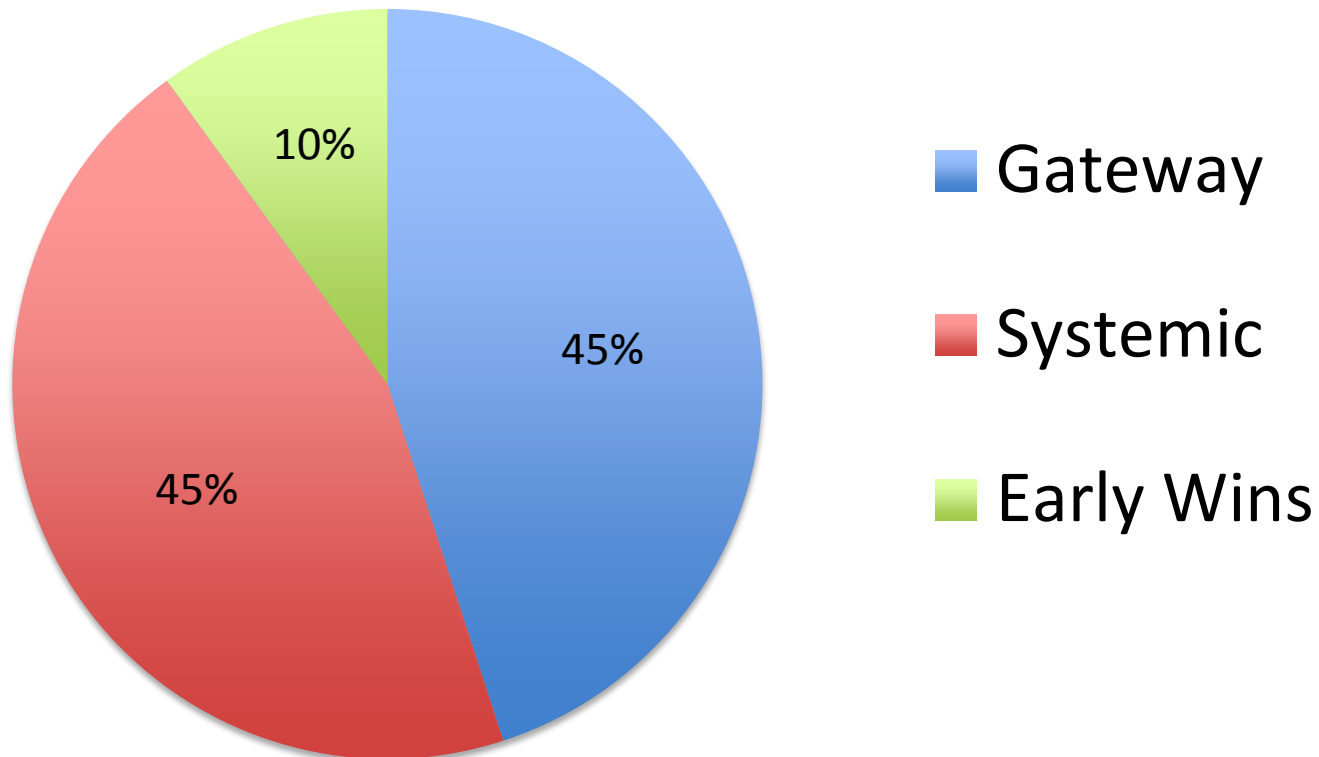


Station Modernization Program

Funding Framework *

\$150 M (Prop 1B), \$10 M (BART), \$80 M (Dedicated Local)

* Does not include new funding (Alameda County BB \$90M + SF Prop A \$30M)





2015 Leveraging Opportunities

- One Bay Area Grants (OBAG)
- California Cap-and-Trade (Affordable Housing / Sustainable Communities)
- Transit Benefit Assessment Districts (SB142)
- SF Prop A Bond Measure (\$30 M for canopies/escalators)
- Alameda CTC Measure BB (Sales Tax)
 - BART Station Modernization (\$90 M)
 - Bay Fair Connector (\$100 M)
 - Community Development Investments (\$300 M)
 - Bike / Ped funds (\$651 M)



Station Modernization Program

How to allocate Alameda CTC BB Funds?

- BART Station Modernization (\$90 M)
 - \$45 M Gateway
 - \$45 M Systemic (potential)
 - State of Good Repair
 - Sustainability
 - Wayfinding
 - Escalator/Canopies





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What are Early Wins?

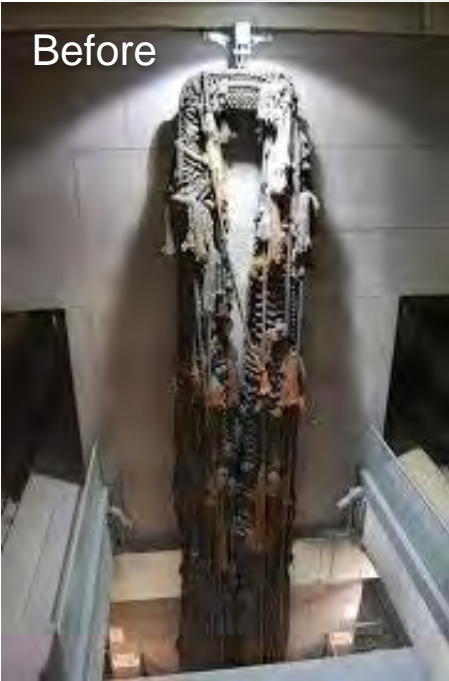
- Small scale improvements
 - Declutter, repair, maintain, freshen
- High touch
- Easy to implement
- Low cost



Station Modernization Program

Early Wins Successes

Before



After



Before



After





Station Modernization Program

More Early Wins

Before



After



Before



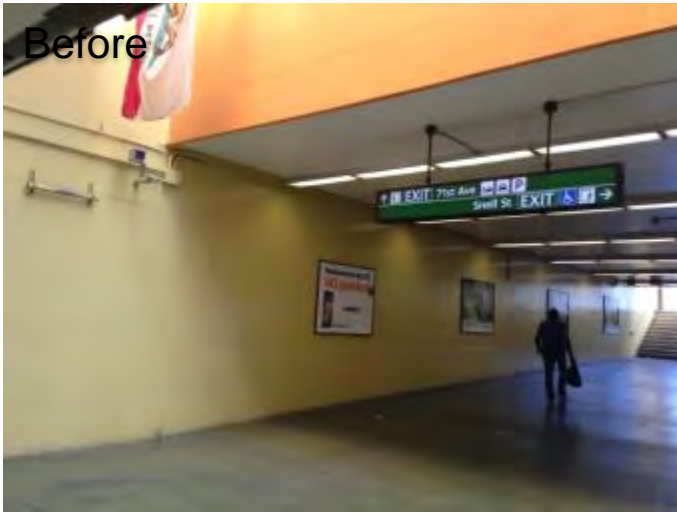
After





BART Station Modernization Program Station Brightening

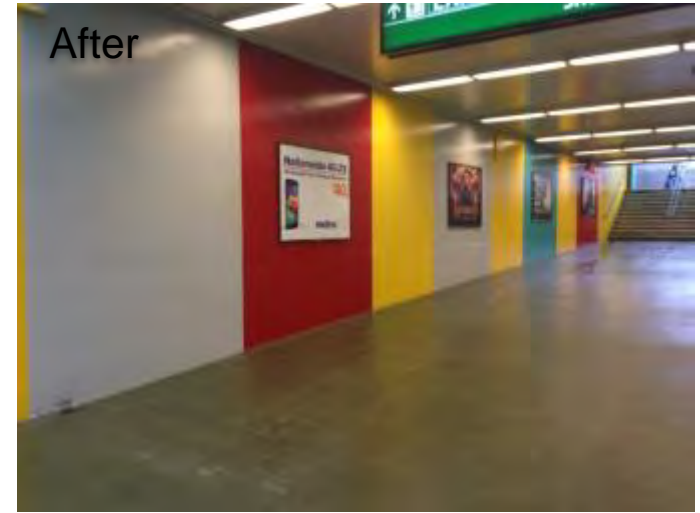
Before



In Progress



After



Before



In Progress



After



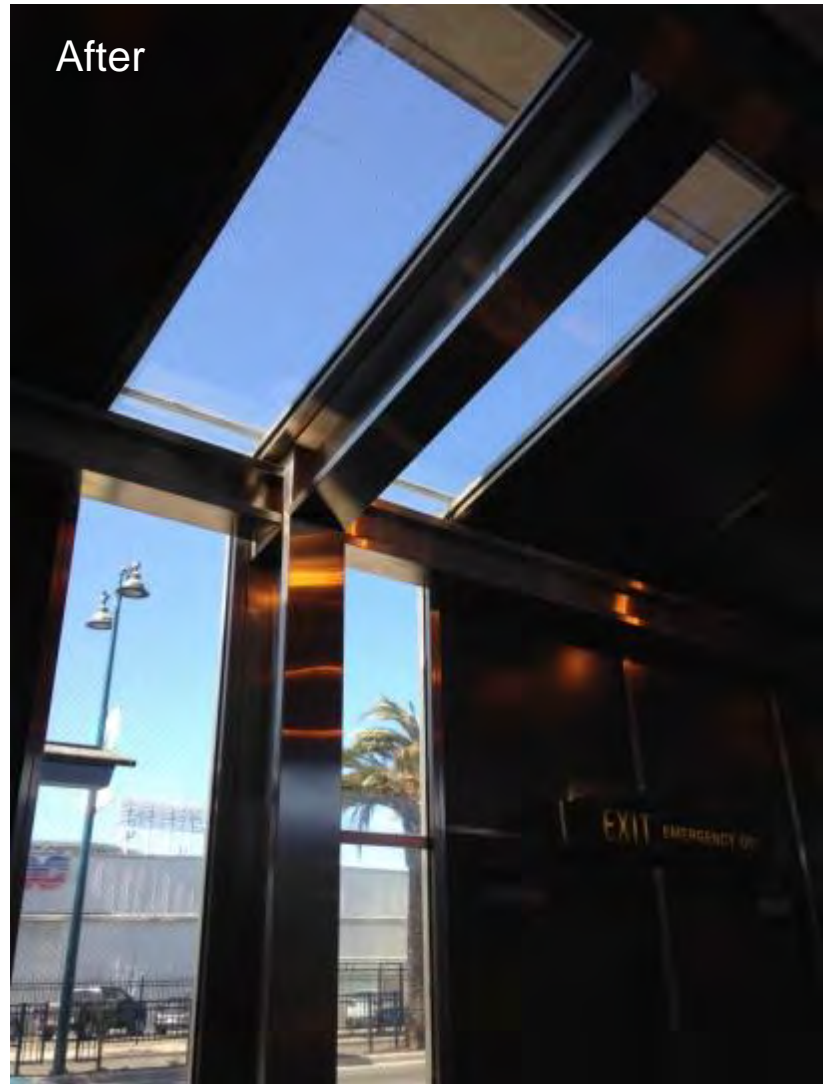


BART Station Modernization Program Station Brightening

Before



After





BART Station Modernization Program Station Brightening

Before



After



Before



After





Station Modernization Program

Station Brightening

Before



Before



Before



After



After



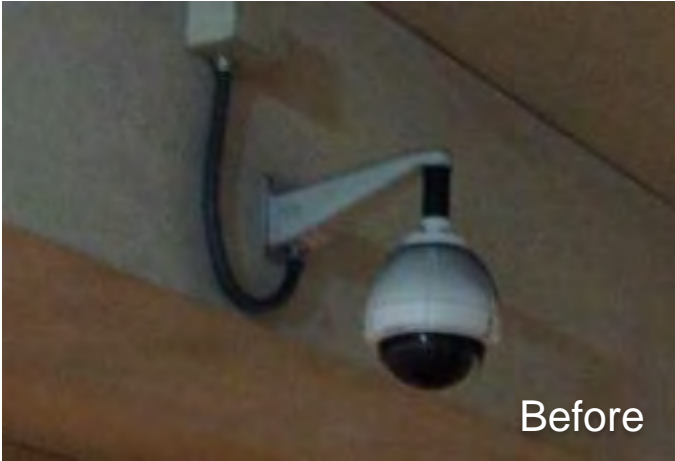
After





Station Modernization Program

Station Brightening





What are Systemic Investments?

- Similar investment at multiple stations
- Prioritize State of Good Repair
- Programmatic timeline effort
- Initial Investments:
 - Escalator Replacement / Canopies
 - Wayfinding
 - Fire alarm replacement
 - Emergency / security lighting
 - Access
 - Station Agent Booths
 - Public Address Systems



Station Modernization Program

What are Systemic Investments?

MEASURE J SUCCESS STORIES

WAYFINDING





Station Modernization Program

SF Escalator Modernization Program

- Current scope that is funded:
 - 3 street escalator replacements at Civic and Powell
 - 8 escalator rehab at Embarcadero and Montgomery
 - 3 platform escalator replacements at Montgomery and Powell
 - 6 platform escalator overhauls at Embarcadero and Montgomery
- Priority based on usage, maintenance, funding and station safety
- Separate update to the Board in Spring 2015



Station Modernization Program

SF Escalator/Entrance Modernization

Powell Station Entrances



Current Project- Phase 1

\$12M / 3 entrances (BART Prop 1B)

Next – Phase 2

\$48M / 12 entrances (BART Prop 1B + SF Prop A)

Civic Center Station Entrances



Future - Phase 3

Remaining entrances (\$TBD)



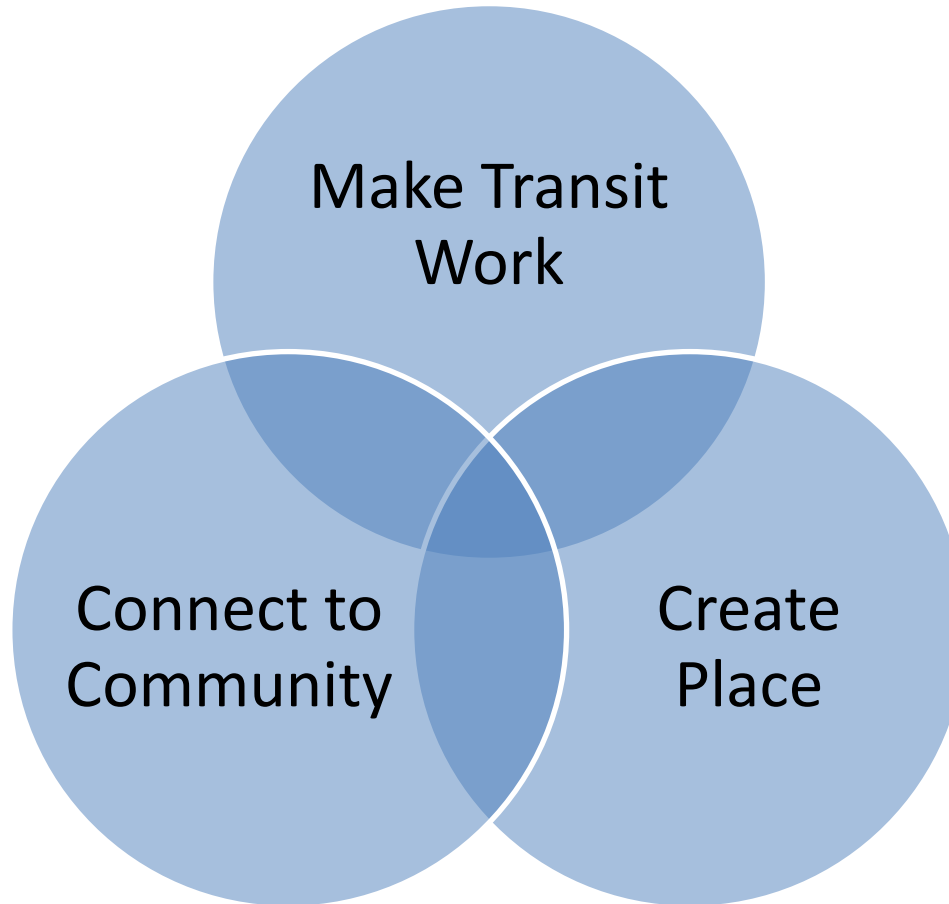
What are Gateway Investments?

- Transformative improvements
- Showcase to leverage future funding
- Comprehensive assessment of needs
- Create project pipeline
- Vision:
 - On-going effort (subject to funding)
 - Every station becomes a Gateway



Station Modernization Program

Gateway Framework: Goals



Station Modernization

January 2015

- BART System
- BART - Under Construction
- Previous Station Modernizations (2008)
- Gateway**
- Conceptual Design
- Preliminary Engineering



GIS Data: BART, ABAG, MTC

Priority Development Areas (PDAs)





Station Modernization Program

Gateway Stations - Schedule

	FY 2015				FY 2016				FY 2017				FY 2018			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
GATEWAY																
Powell Street - Ceiling																
Powell Street																
El Cerrito Del Norte																
19th Street/Oakland																
Civic Center																
Concord																
Downtown Berkeley																
West Oakland																
Richmond																
Balboa Park																
Coliseum																
Embarcadero																
Montgomery																

Conceptual Design
Preliminary Engineering & Final Design
Procurement/Construction



Station Modernization Program

Phase 1 Gateway Station Improvements

Stations	Lighting	Vertical Circulation	Paid Area	Art	Way-finding	Access
Powell	●	●	●	●	●	
19 th St / Oakland	●	●	●	●	●	●
El Cerrito del Norte	●	●	●	●	●	●



Station Modernization Program

Art Integration



Integrate Art into Station
Modernization

Art Integration
Concept Plans



Work with Design Team
To Integrate Art
Opportunities



Call for Artists and
Installation – Aligned with
Station Modernization
Schedule

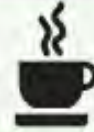


Station Modernization Program

Powell Modernization Plan



Rehabilitate
escalators



Relocate staff break room
out of main concourse



Upgrade platform
lighting



Install higher fare evasion
barriers



Update station
agent booth



Improve wayfinding and
real time displays



Update PA system



Improve Wi-Fi system



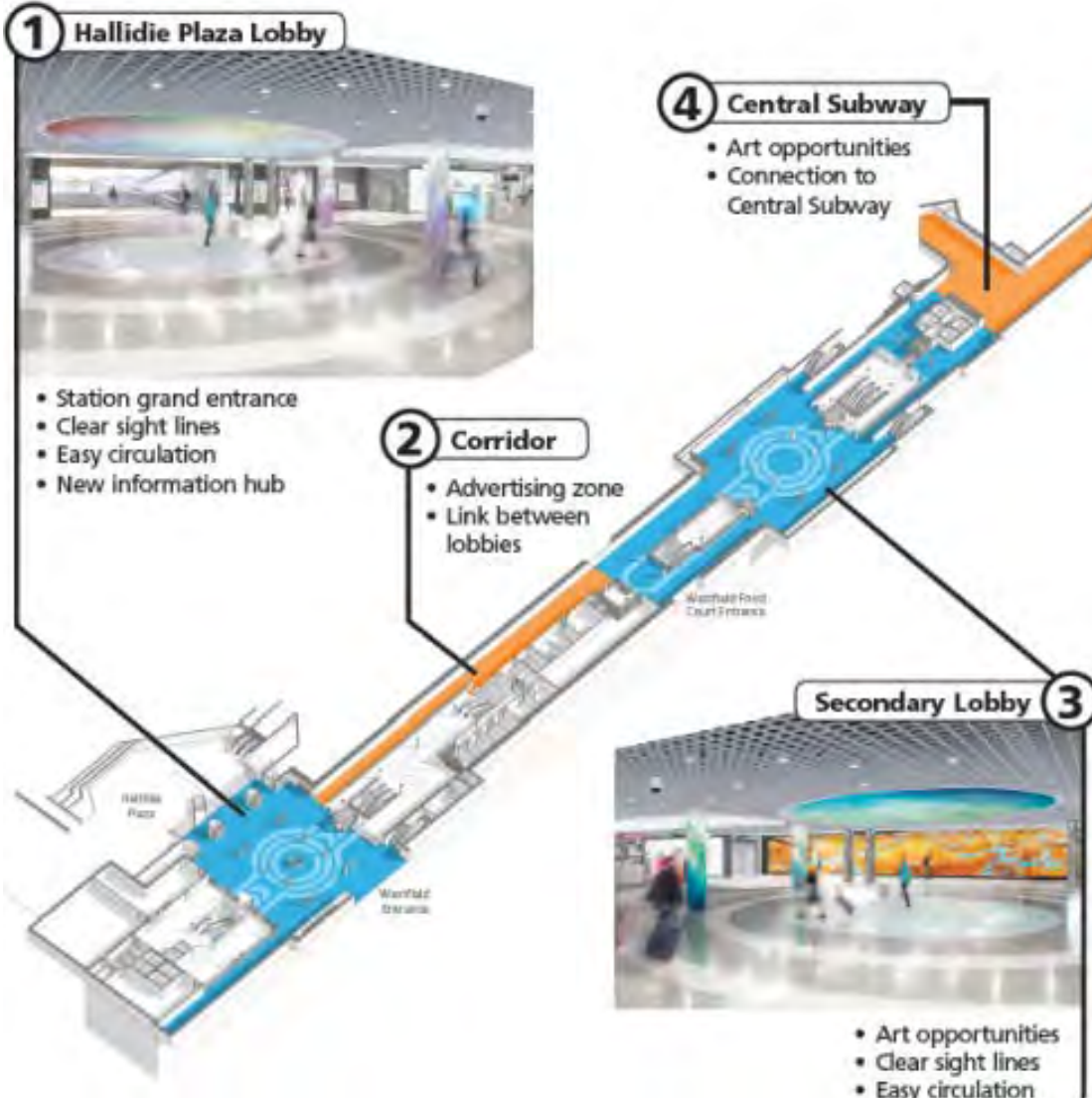
Relocate ticket vending
machines to walls



Install public art



Powell Conceptual Vision – Space Planning





Station Modernization Program

Art Integration – Powell St.



M_OAD

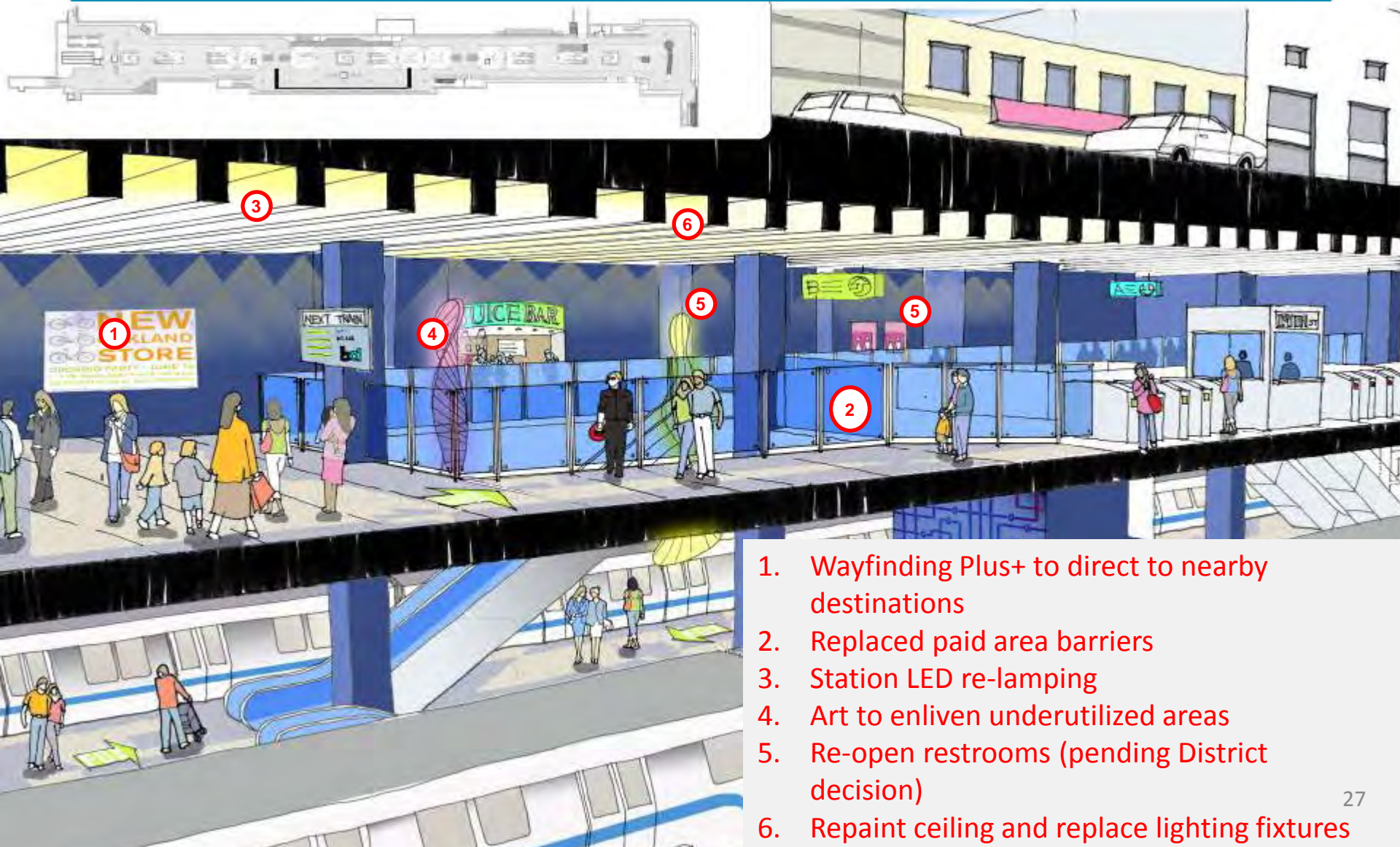
Museum of the African Diaspora





Station Modernization Program

19th St/Oakland Conceptual Vision



1. Wayfinding Plus+ to direct to nearby destinations
2. Replaced paid area barriers
3. Station LED re-lamping
4. Art to enliven underutilized areas
5. Re-open restrooms (pending District decision)
6. Repaint ceiling and replace lighting fixtures



Station Modernization Program

19th St/Oakland Phase 1 Improvements

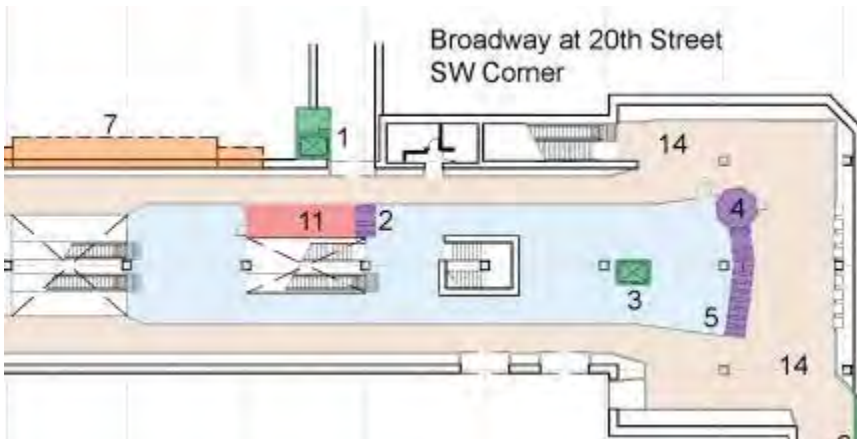
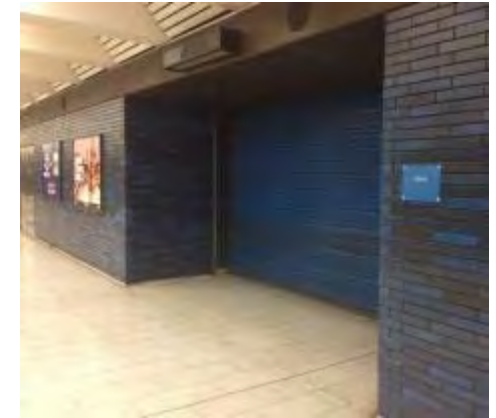




Station Modernization Program

19th St/Oakland Phase 1 Optional Improvements

- Advancing design
- Coordinating w/ new owner of Sears property
- “Uptown Station” - Early 2017 Opening Date





Station Modernization Program

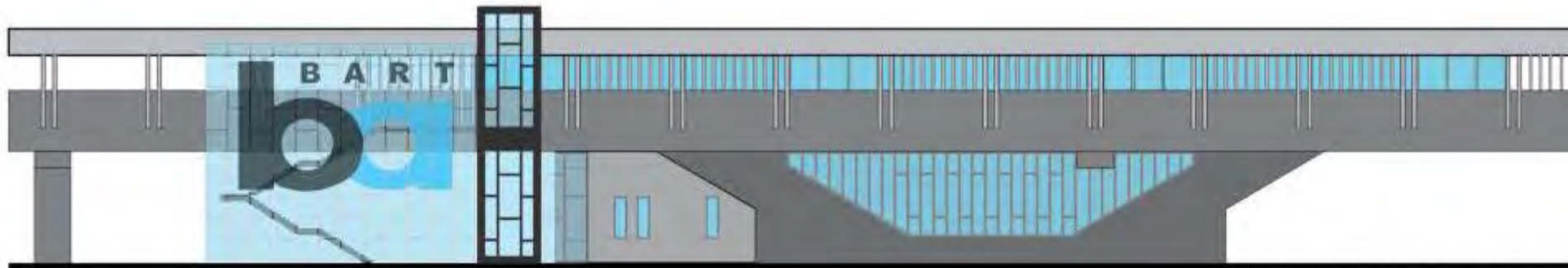
El Cerrito Del Norte Conceptual Vision





Station Modernization Program

El Cerrito Del Norte Phase 1 Improvements



Print supported glass with BART logo



BART Planning + Development





Station Modernization Program

El Cerrito Del Norte Phase 1 Optional Improvements





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Financing Mechanisms

- Benefit Assessment Districts
 - Transit Benefit Assessment District
 - Landscaping & Lighting District
 - Community Benefit or Business Improvement District

- Other Property-Based Financing Mechanisms
 - Infrastructure Finance District
 - Community Facility District (Mello-Roos)
 - Enhanced Infrastructure Finance District
 - Property Development Agreements



Transit Benefit Assessment Districts (TBADs)

Recap:

- Senate Bill 142 – Signed Oct 2013
- Expires 2021
- ½ Mile Radius Assessments on Properties
- Assess up to 40 years
- BART Board defines district boundaries and initiates study
- Property owners may file protest vote
- Subject to Prop. 218 and case law for Benefit Assessment Districts





Value Capture

Transit Benefit Assessment Districts (TBADs)

Special vs. General Benefit



“Special:” Property owners directly gain more than everyone else

“General:” Everyone gains equally

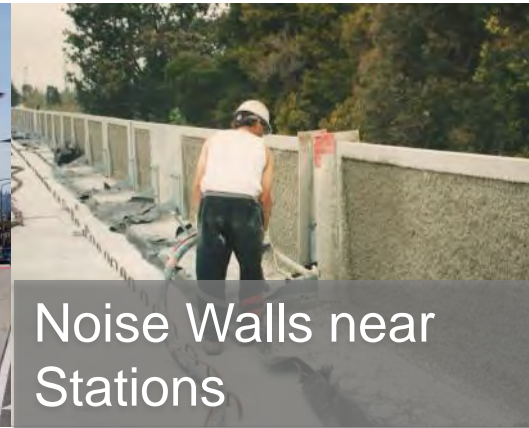
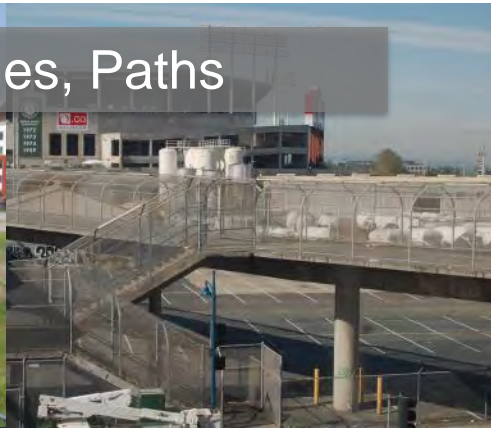


Value Capture

Transit Benefit Assessment Districts (TBADs)

Likely Candidates

Pedestrian Bridges, Paths

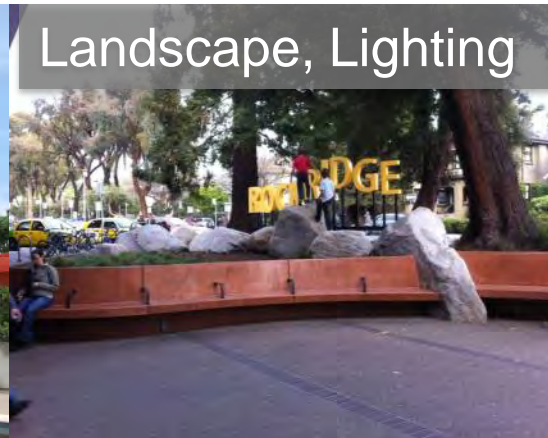


Noise Walls near Stations

Demand Management Programs, Infrastructure



Landscape, Lighting

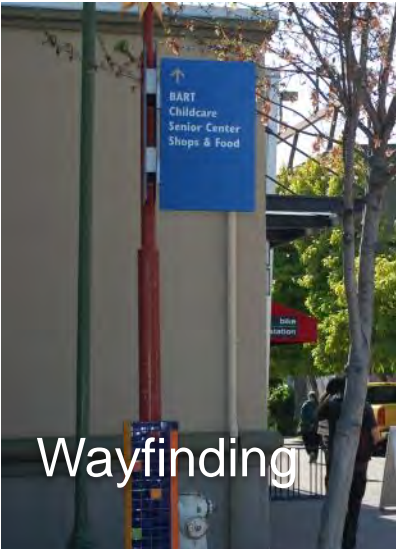




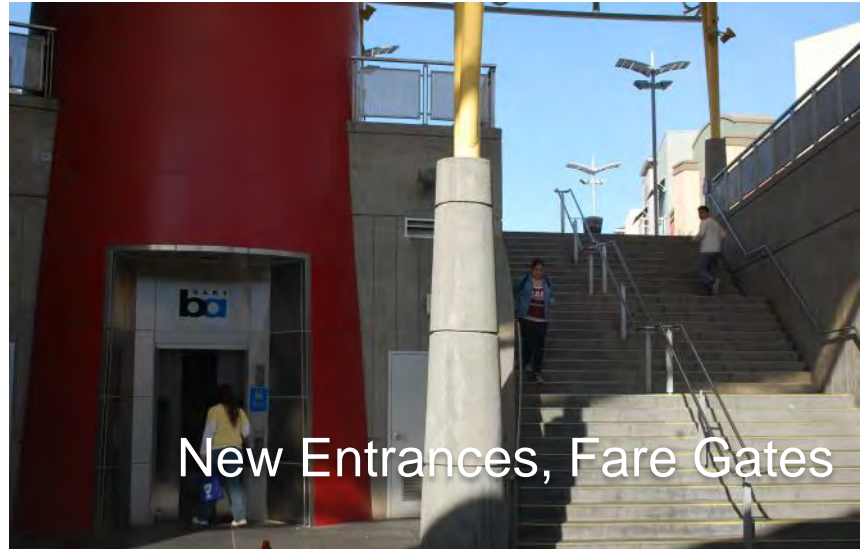
Value Capture

Transit Benefit Assessment Districts (TBADs)

Possible Candidates



Wayfinding



New Entrances, Fare Gates



New Stations



Station Activation Programs (Like BIDs)

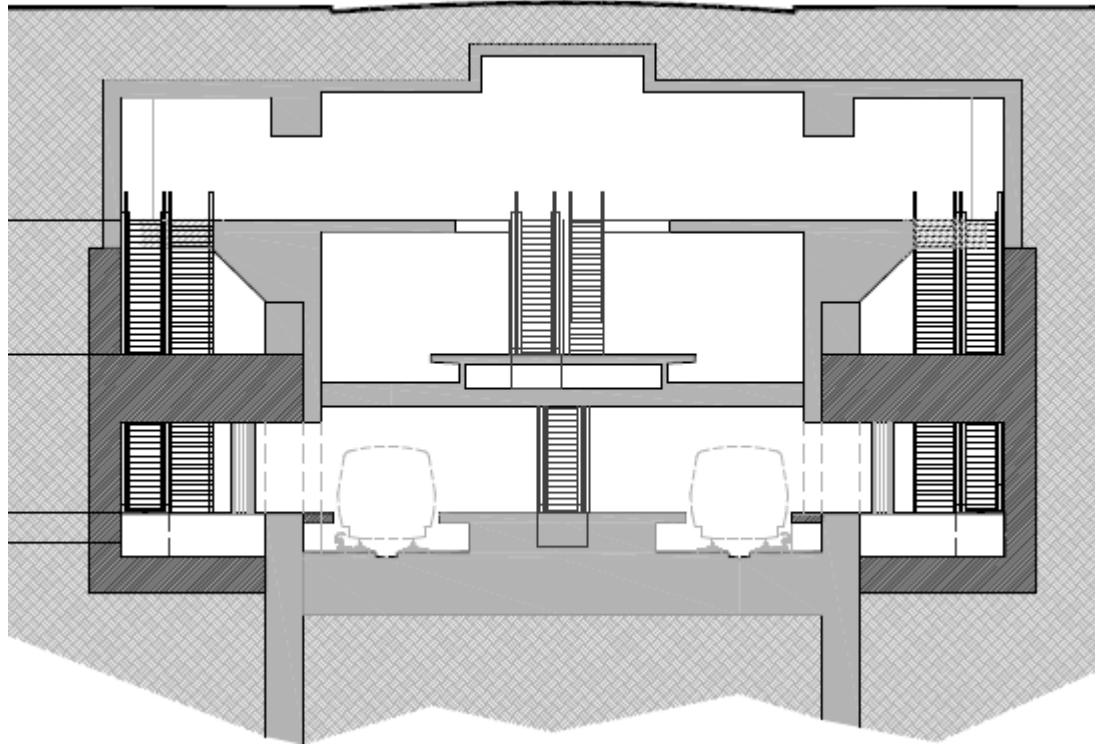




Value Capture:

Transit Benefit Assessment Districts (TBADs)

Possibly Capacity (In San Francisco)





Value Capture:

Transit Benefit Assessment Districts (TBADs)

Locations for Further Exploration

- West Dublin: Pedestrian Access on Dublin Side
- San Leandro: Landscape & Lighting
- Warm Springs: Pedestrian Bridge Maintenance
- Union City: Pedestrian Freight Crossing on East Side
- Coliseum: Pedestrian Freight Crossing on East Side
- El Cerrito del Norte: Pedestrian Improvements on West Side
- Walnut Creek: Transportation Demand Management



Next Steps

- Identify 2-3 stations – by Spring 2015
 - Outreach to property owners & local jurisdictions
 - Clarify available funding for improvements
- Feasibility/Benefit Analysis – by Summer 2015
 - Detailed list of improvements and costs
 - Property database
 - Determine options to fund (method of apportionment)
- Engineer's Report – by Fall 2015
 - Improvements to be constructed, services to be provided
 - Budget
 - Benefiting properties
 - Formula used to determine assessment levels
- BART Board – Winter 2015
 - Conduct property owner ballot proceedings
 - Conduct public hearing/tabulate ballots
 - Authorize formation of district(s)



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