



CONTRA COSTA
**transportation
 authority**

Contra Costa Lifeline Transportation Program Cycle 5 Funding Application

A. GENERAL PROJECT INFORMATION

1. Project Sponsor

Name of the organization	Bay Area Rapid Transit District
Contact person	Aileen Hernandez
Address	300 Lakeside Drive, 16 th Floor, Oakland, CA 94612
Telephone number	(510)464-6564
E-mail address	ghernan@bart.gov
DUNS Number ¹	047409107

2. Other Partner Agencies

Agency	Contact Person	Address	Telephone
N/A			

3. Project Type: Check one. [] Operating [**X**] Capital [] Both

For operating projects, please check one of the following: [] New [] Continuing

4. Project Name: Elevator Modernization Program, Phase 1, Pittsburg/Bay Point

5. Brief Description of Project (50 words max.)

The BART Elevator Renovation Program was developed to address the needs of patrons who rely on elevators for vertical transportation to access the rapid transit system. Out-of-service elevators are currently negatively impacting BART patrons who have physical disabilities, have limited mobility, are older adults, or need assistance to transport luggage or strollers. BART’s elevators have been experiencing multiple issues due to their extended use and the limited access to older models of equipment for repairs. BART has determined that the most cost-effective and efficient way to ensure elevators perform well for patrons is to renovate them in multiple phases. The overall estimated cost for the project work is roughly \$7 Million. This grant application is specifically to obtain funds for two (2) elevators, located at a BART station in an identified Community of Concern in Contra Costa County – Pittsburg/Bay Point/Antioch. The renovation of the elevators will result in improved mobility for residents of this area. If funding is only available for one elevator, the project is scalable.

¹ Provide your organization’s nine-digit Dun & Bradstreet (D&B) Data Universal Numbering System (DUNS) Number. To search for your agency’s DUNS Number or to request a DUNS Number via the Web, visit the D&B website: <http://fedgov.dnb.com/webform>. To request a DUNS Number by phone, contact the D&B Government Customer Response Center at 1-866-705-5711.

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6. Budget Summary:

Budget Summary for BART Renovation Elevator Program, Phase 1, two (2) Elevators at Pittsburg/Bay Point Station.

	Amount (\$)	% of Total Project Budget
<i>Amount of Lifeline funding requested:</i>	\$1,500,000	80%
Amount of local match proposed:	\$300,000	20%
Total project budget:	\$1,800,000	100%
Estimated cost for Phase 1 of Project:	\$ 6,850,000	

B. PROJECT ELIGIBILITY

Lifeline Eligibility

Does the project result in improved mobility for low-income residents of the Bay Area?

Yes. Continue. No. Stop. The project is not eligible to receive Lifeline funds.

Does the project address a transportation gap and/or barrier identified in one of the following planning documents? (Additional details to be provided in question #3)

Yes. Continue. No. Stop. The project is not eligible to receive Lifeline funds.

Check all that apply:

- Community-Based Transportation Plan (CBTP)
- Other substantive local planning effort involving focused outreach to low-income populations
- Countywide or regional welfare-to-work transportation plan
- Coordinated Public Transit-Human Services Transportation Plan**
- Other documented assessment of need within the designated communities of concern

(Please specify: _____)

Is the service open to the general public or open to a segment of the general public defined by age, disability, or low income?

Yes. Continue. No. Stop. The project is not eligible to receive Lifeline funds.

Section 5307 Eligibility

Is the project designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations?

Yes. The project may be eligible to receive Section 5307 funds.

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No. The project is not eligible to receive Section 5307 funds, but may be eligible to receive STA funds.

For “transportation services” projects: Is the project a “development” or “maintenance” project, as defined by the Federal Transit Administration (FTA)? Check one.

If one of the boxes below is checked, the project may be eligible to receive Section 5307 funds.

Development project (New project that was not in service as of the date MAP-21 became effective October 1, 2012; includes projects that expand the service area or hours of operation for an existing service.)

Maintenance project (Projects and services that received funding under the former FTA Section 5316 JARC program.)

State Transit Assistance (STA) Eligibility

Is the project for improving existing public transportation services (including community transit services) and encouraging regional transportation coordination?

Yes. The project may be eligible to receive STA funds.

No. The project is not eligible to receive STA funds.

B. CIVIL RIGHTS

1. Civil Rights Policy: The following question is not scored. If the response is satisfactory, the applicant is eligible for Lifeline funds; if the response is not satisfactory, the applicant is not eligible.

Describe the organization’s policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low income and minority population groups in the project’s service area. MTC requires compliance with applicable EEO requirements of Title VI.

The San Francisco Bay Area Rapid Transit District (BART) as a federal grant recipient must ensure that all its programs and activities comply with federal law known as Title VI of the Civil Rights Act of 1964 and its related regulations. Title VI requires, in part, that the District consider the impacts of its decisions on minority and low-income populations, including any decisions related to fare changes, major service changes, service standards, or service policies. The District intends to ensure that, while neutral in their face, its decisions do not have a disproportionately high and adverse effect on minority or low-income populations without substantial legitimate justification.

2. Demographic Information: The following question is for administrative purposes only and is not a factor in determining which projects are selected to receive an award. (Please contact your Lifeline Program Administrator for assistance if you do not have this demographic information readily available, or visit <http://factfinder2.census.gov>)

Does the proportion of minority people in the project’s service area exceed 59 percent (i.e., the regional average minority population)?

Yes (63% based on US Census 2010) No

C. PROJECT NARRATIVE

Please provide a narrative to describe the project addressing points #1-13 below:

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Capital or operations projects (sponsored by public transit operators or in partnership with non-profits or cities) that support and segment but are not traditional fixed route projects may be given extra points under this criteria. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

The 2018 Coordinated Public Transit-Human Services Transportation Plan identified the need to “Improve BART station elevators; [which] need regular maintenance and cleaning,” (p. 84). This Plan also included public comments that highlighted the need to address the current state of elevators, the public stated that the “number of non-working escalators [elevators] at BART [...] is shocking,” (p. 117). Transportation gaps that impact older adults and people with disabilities were also identified in the 2013 Coordinated Transit-Human Services Plan. The Pedestrian Access and Land Use Coordination section highlighted “improving accessibility to and from bus stops and transfer centers (elevators, sidewalks, [and] curb cuts) was widely voiced throughout outreach meetings” (p. 6-2). BART has also held multiple community meetings where patrons have voiced their request for the agency to improve transportation access. The BART Elevator Renovation Program was developed to address the needs of all patrons, but especially to improve mobility for patrons who rely on elevators for vertical transportation to access the rapid transit system. Phase 1 of the renovation work includes two (2) elevators at BART’s Pittsburg/Bay Point Station. The location of the work site is attached (see Attachment 1).

Transportation barriers are only exacerbated for community members who are on low-income and have mobility challenges. Many Bay Area residents who are of low-income rely on public transportation to get to and from places of employment, school, medical appointments, and social events. Bay Area community members are from diverse ethnic and racial background. The service region of BART’s Pittsburg/Bay Point Station has roughly 63% of community members of minority background (US Census Data, 2010). Sixty nine percent of BART patrons at this station have identified as minority (BART Station Profile Study, 2015). Based on the 2012-2016 American Community Survey 5-Year Estimates, the percent of individuals who lived below the poverty level in the region was 22.2% in Bay Point, 15.4% in Pittsburg, and 14.3% in Antioch. In addition, BART’s 2015 Station Profile Study survey data indicated that an even higher percentage of patrons who are on low-income used the system as a mode of transportation – 23% out of 754 respondents. With over 2,300 patrons entering the Pittsburg/Bay Point Station during the AM peak period (6:30 to 9:30 AM), out-of-service elevators have a significant negative impact for community members who are on low-income and have mobility challenges.

BART’s patrons who have physical disabilities, limited mobility, are older adults, or need assistance to transport luggage or strollers are impacted the most when stations have inoperative elevators. Based on BART’s 2015 Station Profile Study survey data, an average of 3% of all BART patrons have a disability, which equates to an average of 13,300 system trips per day. The number of patrons with a disability is assumed to be much greater as most patrons are reluctant to disclose this type of information in a public survey environment. Also, BART’s Station Profile Study surveys capture multiple data points for various objectives. Nonetheless, data from the BART faregates at the Pittsburg/Bay Point Station indicated that 4.4% of patrons have a disability, with the most prevalent disability reported being mobility related - a total of 36%. Hence, the renovation of elevators at the

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Pittsburg/Bay Point BART station will ensure that BART improves mobility for Contra Costa residents by providing safe, reliable, and operational elevators for all patrons who experience mobility challenges. East Contra Costa residents expect and deserve functioning elevators at BART stations. The modernization of the Pittsburg/Bay Point Station elevators is urgently needed to improve the mobility of residents from this region.

2. What are the project's goals and objectives? Provide a baseline and post-implementation estimate of the number of service units that will be provided (e.g., one-way trips, vehicle loans, bus shelters, persons trained). Estimate the number of low-income persons that will be served by this project per day, per quarter and/or per year (as applicable).

The Project's goals and objectives are to provide safe, reliable, and operational elevators in a cost-effective and efficient way to promptly improve mobility for all patrons living in the East Contra Costa County region. These goals are in line with the Lifeline Program's goal to improve mobility for Bay Area residents who are on low-income and live in "Communities of Concern." Reliable and operating elevators provide the safe and vertical mobility that is needed for patrons who are of low-income and/or have physical disabilities, have limited mobility, or need to transport a wheelchair, luggage, and/or stroller to travel within the BART system. Operating elevators are also very important for patrons who rely on public transit to reach places of employment, school, medical appointments, and social events throughout the Bay Area. Based on BART's 2015 Station Profile Study survey data, around 2,300 community members enter the Pittsburg/Bay Point Station during the peak morning period. Out-of-these 2,300 riders, the top 3 destinations during the morning peak hours are: Embarcadero Station, Montgomery Station, and Powell Station. Given that San Francisco is a hub of employment opportunities for Bay Area residents, inoperable elevators may have a direct impact on economic outcomes of residents living in this East Contra Costa County region.

BART's 2015 Station Profile Study survey data indicated that around 6,500 community members entered the Pittsburg/Bay Point Station on any given day. With a significant percent of residents who are on low-income near the Pittsburg/Bay Point BART Station, 22.2% in Bay Point, 15.4% in Pittsburg, and 14.3% in Antioch (2012-2016 American Community Survey), and 23% of patrons who are on low-income using the Station (BART 2015 Station Profile Study), the project work will significantly improve the lives of thousands of Eastern Contra Costa residents on an annual basis. An estimated number of 1,495 (23% of 6,500) patrons who are on low-income enter the Pittsburg/Bay Point Station daily; therefore, over 545,000 rides per year could be estimated to be from patrons on low-income. The BART Elevator Renovation Program will help to increase the reliability of vertical transportation for all patrons, particularly for patrons who rely on public transportation to get to and from school, places of employment, and medical appointments throughout the Bay Area.

Community-Identified Priority

3. How does the project address a transportation gap and/or barrier identified in Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement to low-income populations? Indicate the name of the plan(s) and the page number where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan. (For more information about CBTPs, visit <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans>)

How does the project address a gap and/or barrier identified in a countywide or regional welfare-to-work transportation plan, the Bay Area's 2018 Coordinated Public Transit-Human Services

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Transportation Plan (Coordinated Plan), and/or other documented assessment of needs within designated communities of concern? Indicate the name of the plan(s) and the page number where the relevant need is identified. The 2018 Coordinated Plan (anticipated to be approved in February) is available at <https://mtc.ca.gov/our-work/plans-projects/other-plans/coordinated-public-transit-human-services-transportation-plan>.

The Bay Area's 2018 Coordinated Public Transit-Human Services Transportation Plan captured public concerns that highlighted transportation barriers for people who rely on elevators to access BART's platforms, overpass, and street levels. The public stated that there was a need to "improve BART station elevators; (which) need regular maintenance and cleaning," (p. 84). Elevator renovations are also capital improvement priorities identified in BART's July 2017 Short Range Transit Plan and Capital Improvement Plan (p. 5-16). Additionally, the Pittsburg/Bay Point BART 2011 Master Plan highlighted the need to improve circulation and connection to and from the BART station (p. 3-14).

4. Is the project located in the community in which the CBTP and/or other substantive local planning effort involving inclusive outreach to low-income populations was completed? If not, please include justification for applying the findings from the CBTP and/or other substantive local planning effort in another low-income area. For more information, visit <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans>

A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, which is available at: http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%207-2017.pdf

As described in the previous response, the Coordinated Public Transit-Human Services Transportation Plans from 2013 and 2018 identified the need for operational elevators to ensure vertical access is provided for community members.

Implementation Plan and Project Management Capacity

5. **For operating projects:** Provide an operational plan for delivering service, including a project schedule with expenditure and delivery deadlines. For fixed route projects, include a route map.

N/A.

For capital projects: Provide an implementation plan for completing a capital project, including a project schedule with key milestones, expenditure and delivery deadlines, and estimated completion date.

An Elevator Assessment Study was completed in November 2017, calling out the most deficient elevators in need of renovation. The Elevator Renovation Program consists of 32 elevators separated into two phases. Phase 1 will modernize eight elevators and Phase 2 will modernize 24 elevators. A project plan was created in January 2018 for Phase 1, with design efforts currently being initiated. Phase 1 is expected to begin construction efforts in Spring 2019, and it will be completed in Summer 2020. Elevator renovations are done in pairs, and each pair of elevators is expected to require 4 months to complete.

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BART will provide bus bridging alternatives for stations under construction. Currently, there is no start date for Phase 2. The Pittsburg/Bay Point elevator renovations are included in Phase 1.

6. Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.

Renovation of BART's elevators will increase safety, reliability, performance, aesthetics, comfort, efficiency, and sustainability. The speed that governs how long it takes to travel from Floor A to Floor B can be electronically controlled. The acceleration and deceleration speed of elevators can be controlled electronically by smart dispatching systems that distribute cars on different floors and collect passengers more efficiently to decrease the wait-time. New motors can also cut total energy consumption by 40%, by running cooler and regenerative drives that translate braking force into useable energy.

7. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation? When are the outstanding issues expected to be resolved?

Phase 1 of BART's Elevator Renovation Program has initiated design and kick-off meetings are scheduled to commence this month, April of 2018. If the requested Lifeline funding is awarded, the work to renovate the elevators at the Pittsburg/Bay Point Station will begin in 2018. There are no outstanding issues for the project to be implemented other than funding.

8. Describe and provide evidence of your organization's ability to provide and manage the proposed project. Identify previous experience in providing and coordinating transportation or related services for low-income persons. Describe key personnel assigned to this project.

An elevator renovation project completed at the BART Pleasant Hill parking structure involved similar work as planned for the Pittsburg/Bay Point BART Station. Staff and contractors will erect elevator barricades and will conduct engineering, manufacturing, construction, inspection, component replacement, adjustment, testing and other necessary tasks. Key personnel include a project manager, contractor, project engineer, resident engineer, inspector, and maintenance support. Project team members who successfully conducted work at the BART Pleasant Hill parking structure will oversee and participate in the renovation work at the Pittsburg/Bay Point BART Station.

9. Indicate whether your organization has been or is a current recipient of state or federal transportation funding. If your organization has previously received Lifeline funding, please indicate project name and grant cycle and briefly describe project progress/outcomes including the most recent service utilization rate.

The BART Elevator Renovation Program falls under BART's Station Modernization Program, Federal TIP ID # CC-130048. BART has received Lifeline funds for other programs, including funds from Lifeline Cycle 3 for wayfinding signage: \$3.5M for Wayfinding Signage and Real-Time Display at 8 stations in Alameda County ((\$2.0M for 4 BART stations in Contra Costa County or San Francisco (SF) County)), and \$52,000 for Bike Lockers at the Lake Merritt Station. The Wayfinding Program was also a recipient of Lifeline Cycle 4 funds: \$2.1M for Wayfinding and Real-Time Departure Information at 19th Street BART Station (\$1M for 16th & 24th stations in San Francisco). In addition, BART has received Federal 5307-JARC funds to operate a Late-Night Owl Bus Service to provide bus

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service to patrons who need to travel to work and other destinations outside of BART's core 4:00 AM to 12:00 PM service hours.

BART's Wayfinding Phase 3 Program (not referencing Lifeline Cycle 3) is 90% complete at 10 stations, including Lake Merritt, San Leandro, Bay Fair, Hayward, South Hayward, West Oakland, Coliseum, 19th Street, 16th Street/Mission (SF), 24th Street/Mission (SF). Construction on BART's Wayfinding Phase 2 Program (not a reference to Lifeline) for improvements at 16 BART stations, including Pittsburg/Bay Point is complete. Construction on wayfinding improvements at the Downtown Berkeley Station is 65% complete.

Coordination and Program Outreach

10. Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and private non-profit organizations serving low-income populations.

The Project Manager and project team will coordinate the work and construction schedule with BART's Department of Customer Access and Department of Government & Community Relations to conduct public outreach to not-for-profits in the Bay Point, Pittsburg, Antioch area, including community based organizations that provide services to people who are older and/or have disabilities. The Project Manager will also work with the Department of Grant Development and Advocacy to ensure public notices are distributed to the Contra Costa Transportation Authority and the Regional Transportation Planning Committees for effective distribution of project work updates.

11. Identify project stakeholders and describe how project sponsor will continue to involve and inform key stakeholders throughout the project. Describe plans to market the project, and ways to promote public awareness of the program.

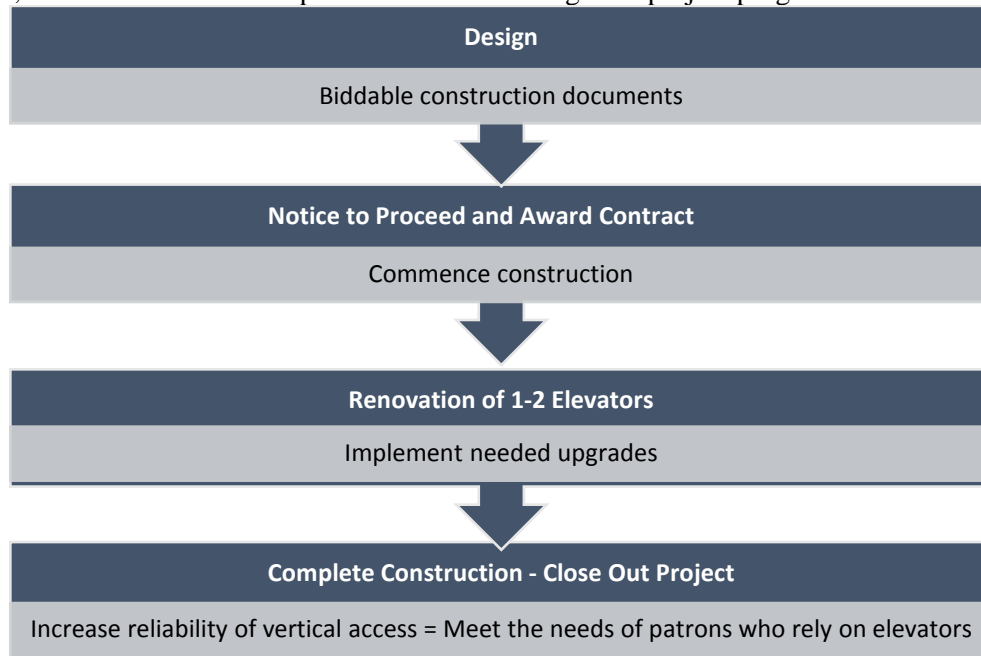
Project stakeholders include BART's Department of Maintenance and Engineering, BART's Board of Directors, BART's Office of the District Architect, BART's patrons, ADA advocates, and residents from the City of Pittsburg, Bay Point, and Antioch, among others. The Project Manager will coordinate the project work and construction schedule with BART's Department of Customer Access and Department of Government & Community Relations to conduct public outreach to residents in Bay Point, Pittsburg, and Antioch. Outreach communication may be provided through public notices, distribution of flyers, BART's website, and BART's social media forums. The Project has secured Letters of Support from Tri Delta Transit – Eastern Contra Costa Transit Authority, and from the City of Pittsburg (see Attachment 2 and Attachment 3).

Cost-Effectiveness and Performance Indicators

- 12. Demonstrate how the proposed project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Identify performance measures to track the effectiveness of the project in meeting the identified goals. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service (e.g., cost per trip), and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, milestones and reports on the status of project delivery should be identified.

The BART Elevator Renovation Program was developed to address the needs of patrons who rely on elevators for vertical transportation to access the rapid transit system. The American with Disabilities ACT requires that facilities open to the public construct and/or renovate elevators to ensure vertical accessibility. BART has determined that the most cost-effective and efficient way to ensure elevators perform well for patrons is to renovate them in multiple phases. The overall estimated cost for the renovation project work is roughly \$7 Million.

This grant application is specifically to obtain funds to renovate the elevators at the Pittsburg/Bay Point BART Station. Elevator replacements can be costly and manufacturing can be very time-intensive. The elevator cab is generally the most expensive component of the elevator system. Hence, BART has planned to first make repairs to the existing cab, and based on the condition of the equipment, timing, and availability of funding, BART will decide whether renovation or full replacement is warranted to provide safe and reliable elevators that will function for many years. Renovation and replacement work will allow BART to sub-contract work with qualified Contractors for in-depth repairs that cannot be address while trying to maintain 98% operational time throughout the system. Performance measures that will be tracked during design and construction are: quarterly progress reports, monthly website updates, patron notifications, milestones and critical path method scheduling. The project progression will be as follows:



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13. Describe a plan for ongoing monitoring and evaluation of the service, and steps to ensure that original goals are achieved.

At the completion of this renovation work BART will have increased the reliability and accuracy of reporting elevator issues by installing a remote monitoring system. This system will automatically notify BART maintenance of elevator issues and will eventually communicate with the maintenance software as part of BART’s systemwide elevator status program. In the future elevator availability will also be displayed on the outside of each elevator.

D. BUDGET

Project Budget/Sustainability

1. Provide a detailed line-item budget describing each cost item including start-up, administration, operating and capital expenses, and evaluation in the format provided below. If the project is a multi-year project, detailed budget information must be provided for all years. Please show all sources of revenue, including anticipated fare box revenue.

The budget should be in the following format:

REVENUE	Year 1	Year 2	Year 3	TOTAL
Lifeline Program Funds	\$ 600,000	\$ 900,000		\$ 1,500,000
ADA/FTA	\$ 110,000	\$ 190,000		\$ 300,000
TOTAL REVENUE	\$ 710,000	\$ 1,090,000	\$ -	\$ 1,800,000
EXPENDITURES¹	Year 1	Year 2	Year 3	TOTAL
Operating Expenses (Construction Mgt)		\$ 70,000		\$ 70,000
Capital Expenses (Construction)	\$ 600,000	\$ 900,000		\$ 1,500,000
BART Labor	\$ 30,000	\$ 100,000		\$ 130,000
Consultants	\$ 75,000	\$ 25,000		\$ 100,000
TOTAL EXPENSES	\$ 705,000	\$ 1,095,000	\$ -	\$ 1,800,000

2. Describe efforts to identify potential funding sources for sustaining the service beyond the grant period if needed.

BART will contribute 20% of Capital funds to commence the project (ADA and FTA funds). If BART receives the full Lifeline funding request, the project will be fully funded. The project also has support from the local community, has no foreseeable implementation issues, and has agency governing body support.

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E. STATE AND FEDERAL COMPLIANCE

By signing the application, the signatory affirms that: 1) the statements contained in the application are true and complete to the best of their knowledge; and 2) the applicant is prepared to comply with any and all laws, statutes, ordinances, rules, regulations or requirements of the federal, state, or local government, and any agency thereof, which are related to or in any manner affect the performance of the proposed project, including, but not limited to, Transportation Development Act (TDA) statutes and regulations, 49 U.S.C. Section 5307, FTA Circular C 9030.1E, the most current FTA Master Agreement, and the most current Certifications and Assurances for FTA Assistance Programs.

For further information, see the Lifeline Transportation Program Cycle 5 Guidelines (MTC Resolution No. 4309), available at <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/lifeline-transportation-program>.



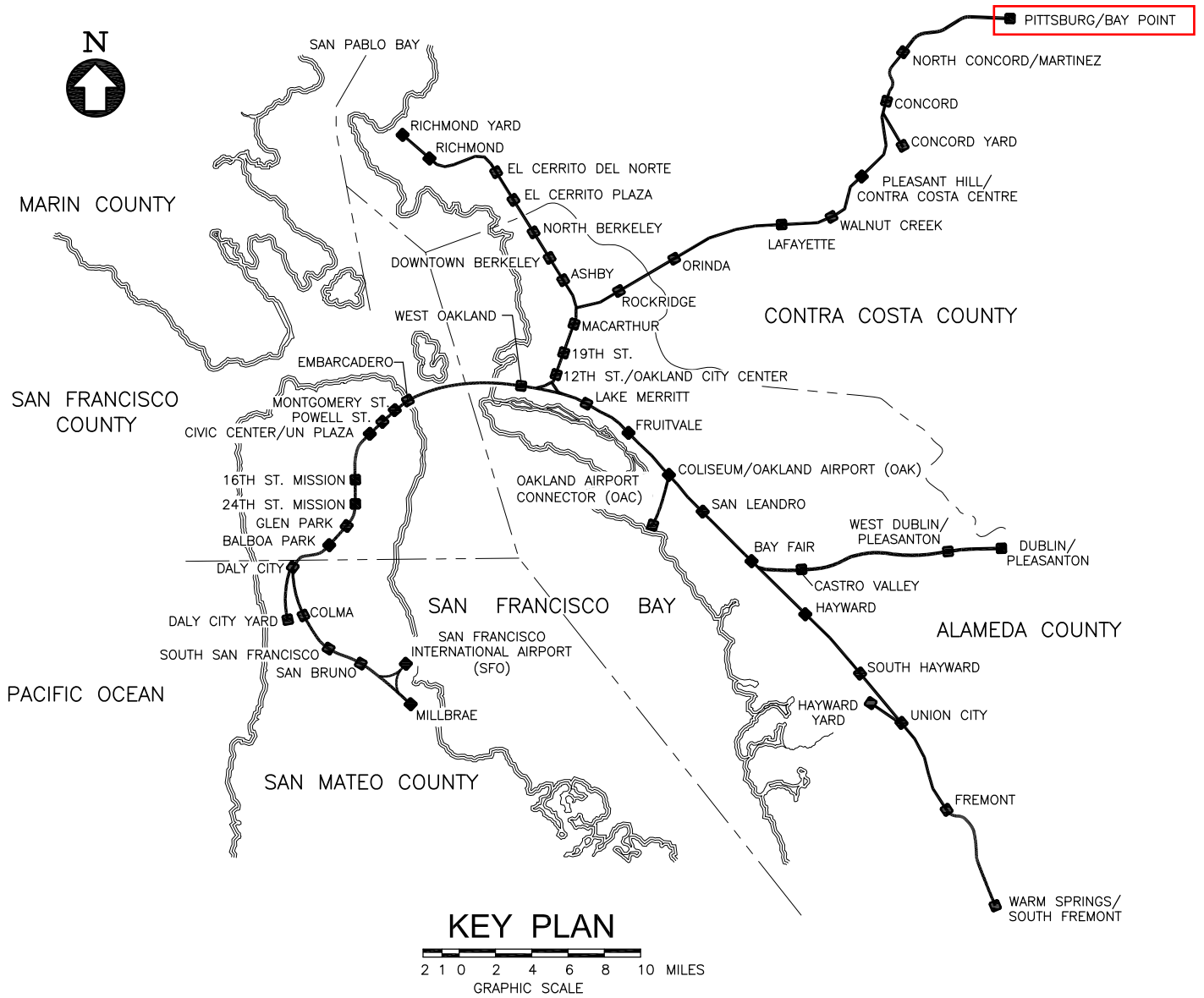
Signature

April 5, 2018

Date

Patrick Quinn, PMP – on behalf of Kerry M.

Attachment 1





TRI DELTA TRANSIT
EASTERN CONTRA COSTA TRANSIT AUTHORITY

801 Wilbur Avenue
Antioch • California 94509
925 • 754-6622
925 • 757-2530 FAX

www.TriDeltaTransit.com

April 4, 2018

Kerry Morgan
Capital Programs
Bay Area Rapid Transit District
300 Lakeside Drive
Oakland, CA 94612

Dear Mr. Morgan:

The Eastern Contra Costa Transit Authority is pleased to extend its support for BART's Lifeline grant application, the funds from which will go towards their Elevator Modernization Project at the Pittsburg/Bay Point BART Station. This station is an important component of the transportation network in eastern Contra Costa County, as it provides services to diverse community members who include residents of low socio-economic status and people with mobility disabilities. Improvement to the station's elevators will increase access for thousands of eastern Contra Costa County residents in need of reliable transportation.

The Pittsburg/Bay Point BART Station serves as a major hub for residents who rely on public transportation to get to and from school, places of employment, and medical appointments throughout the Bay Area. Out-of-service elevators at this station can negatively impact riders who have physical disabilities, have limited mobility, are older adults, or need vertical transportation assistance. The goal of the Elevator Modernization Program is to reduce the risk of elevator downtime due to equipment failure, which often requires extensive repairs. Modernization of the elevators is especially beneficial to patrons with mobility disabilities and physical challenges that require an accessible route to gain access to the system and traversing the station levels.

The Eastern Contra Costa Transit Authority hopes careful consideration will be given to the application, as the Elevator Modernization Project is an important project which will greatly benefit those who are most dependent on transit services.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeanne Krieg". The signature is fluid and cursive, with a large, sweeping initial "J" and "K".

Jeanne Krieg
Chief Executive Officer



City of Pittsburg

Community Development Department
Engineering Division – Development Section
65 Civic Avenue
Pittsburg, CA 94565-3814

April 5, 2018

Kerry Morgan
Capital Programs
Bay Area Rapid Transit District
300 Lakeside Drive, Floor 22
Oakland, CA 94612

Mr. Morgan:

The City of Pittsburg is pleased to support BART's Elevator Renovation Project at the Pittsburg/Bay Point Station. The goal of this project is to address the needs of public transportation patrons who rely on elevators for vertical transportation. The project work will reduce the risk of lengthy elevator downtime due to equipment failure that often requires extensive and costly repairs. Improvement to the station's elevators will increase access for thousands of eastern Contra Costa County residents in need of reliable transportation.

Renovation and modernization of the BART station elevators is especially beneficial to patrons with mobility disabilities that require an accessible route for gaining access to the system and traversing the station levels. The Pittsburg/Bay Point Station serves as a major hub for City of Pittsburg residents who rely on public transportation to get to and from school, places of employment, and medical appointments throughout the Bay Area. Out-of-service elevators at this station can negatively impact riders who have physical disabilities, have limited mobility, are older adults, or need vertical transportation assistance. This program will help to increase the reliability of BART's vertical transportation access.

The City of Pittsburg hopes careful consideration will be given to the application as the Elevator Modernization Project at the Pittsburg/Bay Point Station is an important project which will greatly benefit those who are most dependent on transit services.

Sincerely,


Fritz McKinley
Community Development Director