

B. FACT SHEET



Nominating Agencies: California Department of Transportation (Caltrans), Metropolitan Transportation Commission (MTC), San Francisco Bay Area Rapid Transit District (BART); BART is the implementing agency.

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Project Location:

Powell Street Traction Power Substation (TPSS) Project is located in Downtown San Francisco inside the Powell Street BART station.

Project Scope:

As part of BART's effort to upgrade its power supply system, the Project will replace existing and obsolete Powell Street TPSS power equipment with modern shielded cabling, switching capability, and new distribution hardware. This will allow power to be properly stepped down from 34,500 volts received from the distribution lines to 1,000-volts needed to be fed into the electrified third rail that powers the rail vehicles. Powell Street TPSS will support existing operations through the Transbay Tube (an underwater rail tunnel that carries BART riders between the cities of San Francisco and Oakland), parallel to the heavily congested Interstate 80/San Francisco-Oakland Bay Bridge (SFOBB) Corridor, and crucially **enable increased operations from 23 trains per hour to 30 trains per hour through the Transbay Corridor** (the cross-Bay travel between Oakland and San Francisco). The increased trains will help **reduce Transbay Corridor vehicle congestion**.

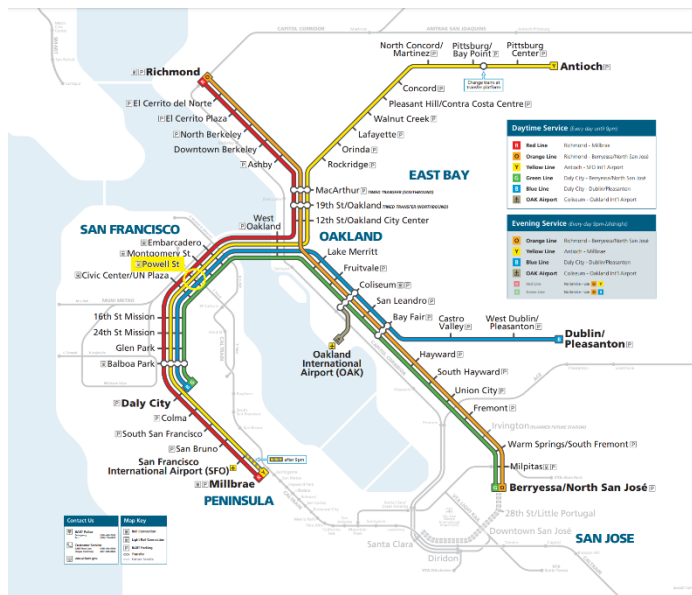
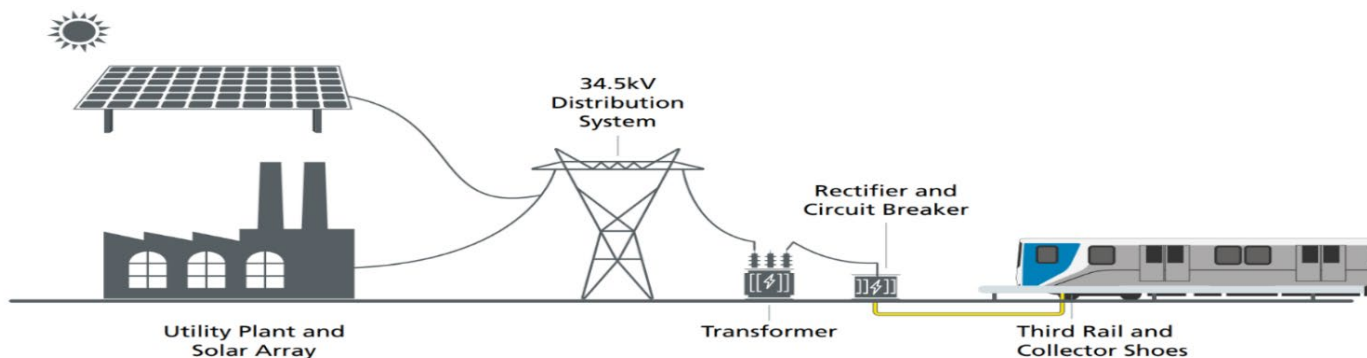


Figure 1 (above) – Project Location shown on BART System Map.



Project Schedule/Cost:

Project Costs	
SCCP Request	\$50,000,000
Total Project	\$72,970,000

Project Schedule	
PA&ED	2025
PS&E	2025
CON	2027

Project Benefits:

The Project will expand BART system capacity and increase reliability throughout the existing BART transit system to accommodate increasing ridership. The threat of climate change and need to reduce greenhouse gas (GHG) emissions makes enhancing transit critical, to reduce congestion and GHG emissions on the Transbay Corridor. This project will help guarantee reliable and consistent service and increase passenger comfort and safety.

Without this project, there is increased risk of a major failure of the obsolete power equipment which would adversely impact accessibility to the job and business centers in Downtown San Francisco and Oakland, and would negatively impact employment particularly for lower wage jobs in the service industry (e.g., restaurants, coffee shops, salespeople, etc.).

Equity

BART is of greatest benefit to low-income riders who lack cars or cannot afford to drive/park them in San Francisco. Improving BART reliability disproportionately benefits low-income people.

The existing BART system covers large portions of the Bay Area and bisects several communities, including designated minority and low-income populations. More than half of BART riders live in households earning less than \$50,000 and 50% of riders do not have a vehicle. As the backbone of the regional transit system, BART helps to make the Bay Area more affordable for lower-income households. All riders will benefit from increased service, fewer system delays and less crowded trains.

Outcomes

The existing Powell Street TPSS is at the end of its useful life and considered at high risk for failure, which could cause a catastrophic system collapse and halt train services through the Transbay Tube for an extended time. This Project replaces TPSS and enhances transit service and reliability for the public, better connecting San Francisco and the East Bay Area.

The Powell Street TPSS equipment in operation will not make any noise and will be largely invisible to the public. Equipment will be located entirely in existing transportation right-of-way and existing structures. No impacts from installation or operation of the Powell Street TPSS equipment are anticipated. Therefore, no disproportionately high and adverse effects are anticipated for any surrounding communities, including Title VI/Environmental Justice communities.