



Memorandum

AGENDA ITEM 7

DATE: April 20, 2022

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 5/10/2022 Board Meeting: Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,790,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for:</p> <ol style="list-style-type: none"> 1. Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000) 2. Traction Power Substation Replacement, Powell St. Station (\$1,500,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. BART staff will attend the meeting to answer any questions the Board may have.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



FINANCIAL IMPACT

The recommended action would allocate \$2,790,000 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop K Fiscal Year 2021/22 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2021/22 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its April 27, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2021/22
- Attachment 5 - Allocation Request Forms (2)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	\$ 2,025,000	90%	36%	Design	3, 6
Prop K	22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	\$ 2,500,000	78%	40%	Design	3, 6
TOTAL				\$ 2,790,000	\$ 4,525,000	83%	38%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: BART (Bay Area Rapid Transit District)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	Requested funds will be used to modernize and renovate two existing elevators (one street level and one platform level) at the Powell St. Station and one existing elevator (platform level) at the Civic Center Station to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability at these joint BART/Muni stations. BART and SFMTA have confirmed that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. The scope includes modernizing guides, cab and hoistway door panels, HVAC, and communication systems. BART anticipates completing the design phase by December 2024, with the project open for use by December 2027. On April 12th, the Board gave first approval of programming \$3,441,270 in Prop AA funds to the construction phase of the project. The scope of this project will be included in the base contract for a larger construction project which includes modernizing a total of eight elevators at five San Francisco stations.
22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	This request will fund the replacement of the existing 50 year old BART traction power substation located at the Powell St. Station. The traction power substation will convert electric power to the appropriate specifications to supply energy to the BART system and will help improve BART system reliability and sustain service in San Francisco. BART anticipates that it will complete the design phase of the project by December 2022, with the project open for use by June 2026.
TOTAL			\$2,790,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	
22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	
TOTAL			\$ 2,790,000	

¹ See Attachment 1 for footnotes.

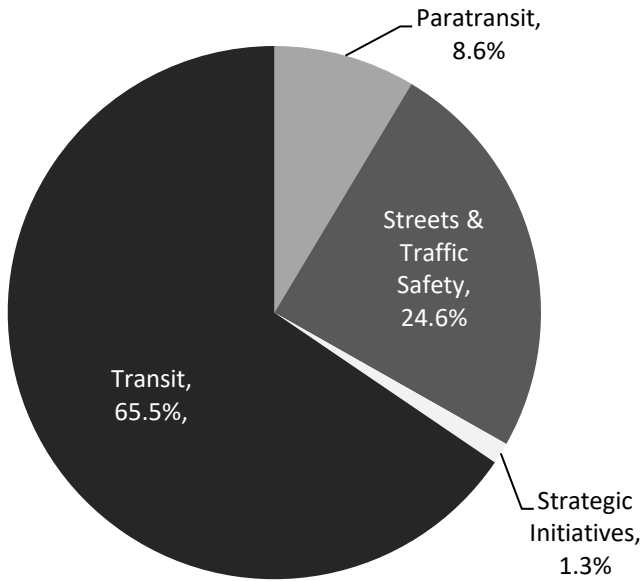
**Attachment 4.
Prop K Allocation Summary - FY2021/22**

PROP K SALES TAX

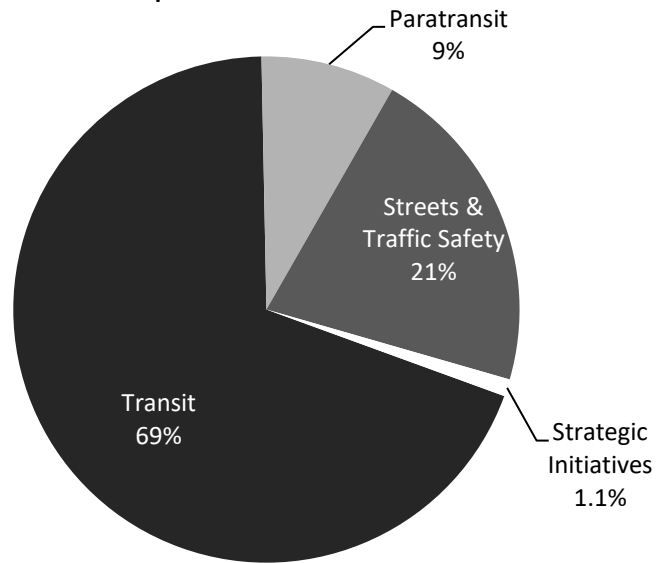
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 52,560,840	\$ 17,578,207	\$ 22,068,880	\$ 9,688,632	\$ 2,341,909	\$ 883,212
Current Request(s)	\$ 2,790,000	\$ -	\$ 1,395,000	\$ 1,195,000	\$ 200,000	\$ -
New Total Allocations	\$ 55,350,840	\$ 17,578,207	\$ 23,463,880	\$ 10,883,632	\$ 2,541,909	\$ 883,212

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Other Transit Enhancements, Facilities - BART
Current PROP K Request:	\$1,290,000
Supervisorial Districts	District 03, District 06

REQUEST

Brief Project Description

Modernize and renovate two existing elevators (one street level and one platform level) at the Powell St. Station and one existing elevator (platform level) at the Civic Center Station to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability at these joint BART/Muni stations. Scope includes modernizing guides, cab and hoistway door panels, HVAC, and communication systems. This work will be included in the base contract for a larger construction project, which includes modernizing a total of eight elevators at five San Francisco stations.

Detailed Scope, Project Benefits and Community Outreach

The project will modernize and renovate two elevators at the Powell St. Station and one elevator at the Civic Center Station. Elevator work at these two stations is part of a larger construction project, the Elevator Modernization Project, Phase 1.3. This project will include elevator modernization work at five San Francisco Stations: Embarcadero, Montgomery Street, Powell St., Civic Center, and Glen Park. This funding request is for work to be performed at the Powell St. and Civic Center Stations, as project work at these stations will be included in the first phase of the larger construction contract.

Over the last several years, BART has been working to accomplish several critical elevator improvements. These improvements include replacing flooring in all passenger elevators throughout the system to make them safer and easier to clean, upgrading protective material at the sides of the elevators to prevent liquid from flowing under the sub-floor and damaging elevator equipment, and replacing all elevator emergency call boxes. However, elevators located in high service areas are in dire need of modernization to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability. The project work at the Powell St. Station will focus on one street level elevator and one platform level elevator. The work at the Civic Center Station will focus on the platform level elevator. These elevators are traction or hydraulic, the two types of elevators that BART currently operates. Traction elevators utilize steel ropes or belts on a pulley system, and hydraulic elevators are powered by a hydraulic jack or fluid-driven pistons that travel inside of a cylinder.

The project is currently at Conceptual Engineering Report development phase. The current phase includes field assessment details, code review of existing system with respect to current codes, high

level cost estimate for construction along with construction schedule, based on review of internal and external potential impacts.

The project work at both stations will include:

- Removing existing elevator equipment in the hoistway and machine room
- Cleaning and painting machine room and elevator cab
- Steam cleaning hoistway and pit floor, applying epoxy coatings to pit floor and cab floor
- Upgrading machine room and elevators' electrical, HVAC, and communication system
- Replacing guides, cab and hoistway doors panels, cab enclosures, door equipment, cab top equipment, and cab frame
- Installing new hoistway equipment including various switches and fascia
- Refurbishing buffers, pit channels, guide rails, and brackets
- Replacing controller

Scope of work specific to the traction elevator: M30-55 (Powell St.) and M40-57 (Civic Center)

- Replacing traction machine, governor, safety, and ropes

Scope of work specific to the hydraulic power elevator: M30-54 (Powell St.)

- Replacing pump unit including tank, valves, motor, and pipes
- Replacing hydraulic ram and cylinder

BART has engaged with community members and obtained input and support for the Elevator Modernization Project work through various forums:

- 2015 Powell St. BART Station Modernization Program and the 2016 Civic Center Station Modernization Plan. BART conducted extensive community outreach including a series of open houses, surveys, fliers, BART news stories, and social media engagement events. The purpose of the outreach was to inform BART riders and the public about BART's planning process, share efforts to implement capacity and modernization at the stations (including elevator renovation), build awareness and understanding of challenges and potential solutions, and survey riders on preferences for improvements.
- 2020 Customer Satisfaction Study. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The study involves surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer Satisfaction Study, elevator availability and reliability received low customer ratings, highlighting the need for elevator modernization.
- BART has also been obtaining on-going community input regarding elevators through the Elevator Attendant Program. This program, receiving Lifeline Transportation Program funds from SFCTA, was first launched in April 2018 at the Powell St. and Civic Center stations, and expanded to Embarcadero and Montgomery St. stations in November 2019. The program provides elevator attendant services to address sanitation, safety, and security concerns inside station elevators. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and attempt to deter inappropriate behavior. According to Daniel Cooperman, Senior Manager of Social Service Partnerships at BART, elevator attendants at the Powell St. and Civic Center stations provided services to 39,243 customers, including 3,424 people with disabilities, in 2020 (data from 2021 is being consolidated). Before the program, only 44% of elevator users rated themselves as very or somewhat satisfied using the elevators. After six months of the program being in place, community members expressed satisfaction. Community members' comments included "very good for people with disabilities," and "please keep this going. I feel so much safer." Elevator modernization work, along with continuation of Elevator Attendant Program services at the Powell St. and Civic Center stations, is vital to ensure elevators consistently remain safe, clean, and in working order for all BART/Muni patrons.

BART staff members obtained input from the BART Accessibility Task Force (BATF) about the Elevator Modernization Project work, at Powell St. and Civic Center stations, at the January 27, 2022 BATF Meeting. BATF members were in support of BART seeking additional funding for the program.

Project Location

BART/SFMTA Civic Center and Powell St. Stations

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$1,290,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2021	Oct-Nov-Dec	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2022	Oct-Nov-Dec	2024
Advertise Construction	Apr-May-Jun	2025		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-120B: Facilities - BART	\$0	\$1,290,000	\$0	\$1,290,000
SFMTA Operating (SFMTA/BART Joint Maintenance Agreement)	\$0	\$0	\$735,000	\$735,000
Phases In Current Request Total:	\$0	\$1,290,000	\$735,000	\$2,025,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$3,441,270	\$0	\$0	\$3,441,270
PROP K	\$0	\$1,290,000	\$0	\$1,290,000
BART Funds	\$698,223	\$0	\$390,900	\$1,089,123
FTA Section 5337 (BART)	\$2,792,892	\$0	\$1,151,100	\$3,943,992
SFMTA Operating (SFMTA/BART Joint Maintenance Agreement)	\$0	\$0	\$6,323,115	\$6,323,115
Funding Plan for Entire Project Total:	\$6,932,385	\$1,290,000	\$7,865,115	\$16,087,500

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$562,500		Actual cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$2,025,000	\$1,290,000	Estimated market value based on historical projects
Construction	\$13,500,000		Estimated market value based on historical and similar scoped projects with bids received
Operations	\$0		
Total:	\$16,087,500	\$1,290,000	

% Complete of Design:	5.0%
As of Date:	03/25/2022
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
Total BART Labor	\$ 487,380	24%
Consultant	\$ 1,474,669	73%
3. Other Direct Costs *	\$ -	
4. Contingency	\$ 63,000	3%
TOTAL PHASE	\$ 2,025,049	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,290,000	Total PROP K Recommended	\$1,290,000

SGA Project Number:		Name:	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center (EP16)
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2025
Phase:	Design Engineering	Fundshare:	63.7%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-116	\$0	\$500,000	\$0	\$0	\$0	\$500,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder). BART shall also provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with a Prop AA allocation request for construction.

Special Conditions

1. Recommendation is conditioned upon BART and SFMTA confirming that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. [condition met April 18, 2022]

SGA Project Number:		Name:	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center (EP 20B)
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2026
Phase:	Design Engineering	Fundshare:	63.7%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-120B	\$0	\$145,000	\$445,000	\$200,000	\$0	\$790,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder). BART shall also provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with a Prop AA allocation request for construction.

Special Conditions

1. This request is conditioned upon BART and SFMTA confirming that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. [condition met April 18, 2022]

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	36.3%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	91.98%	No TNC TAX	78.61%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,290,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AHDR

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jin Cao	Rob Jaques
Title:	Project Manager	Principal Financial Analyst
Phone:	(510) 852-5824	(510) 203-0895
Email:	jcao@bart.gov	rob.jaques@bart.gov



**Elevator Modernization Project, Phase 1.3
Powell Street and Civic Center/UN Plaza Stations**

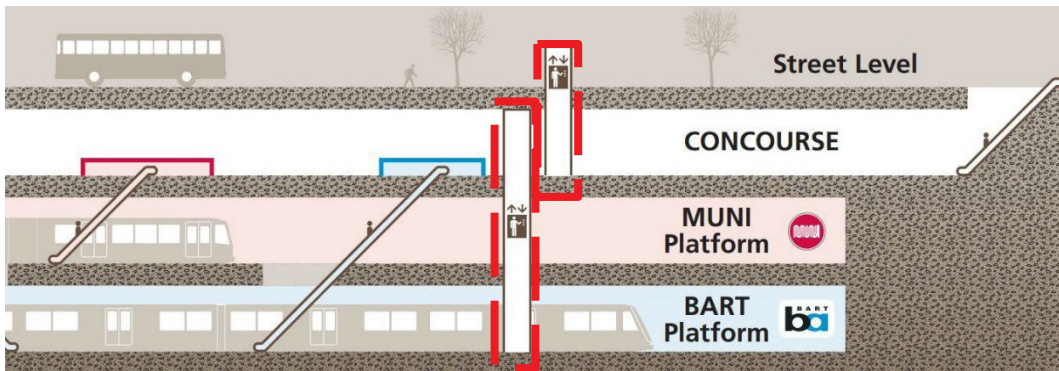


Figure 1. Powell St. Station map section view, <https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf>.



Figure 2. Powell St. Station map, <https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf>.

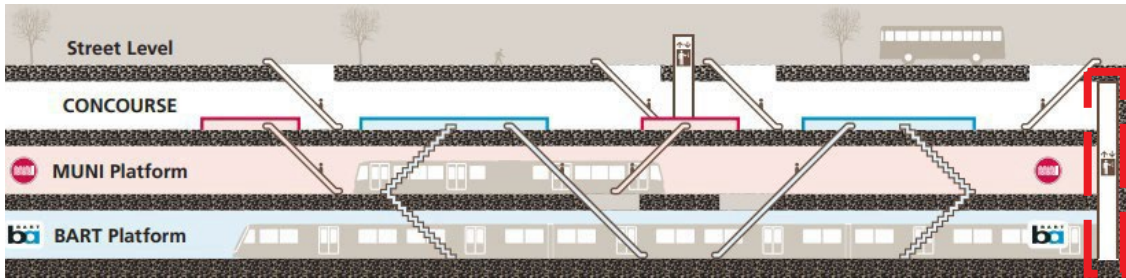


Figure 3, Civic Center Station map section view, <https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf>.

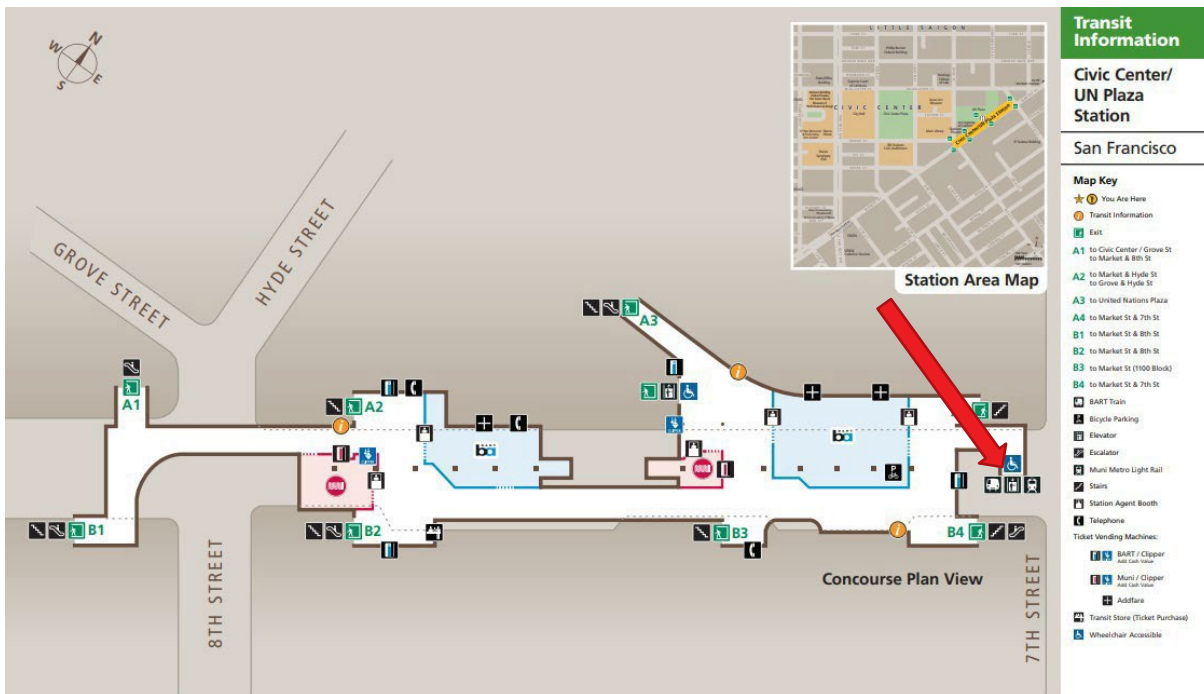


Figure 4, Civic Center Station map, <https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf>.

Current Conditions

Major components such as elevator doors / door operators and hydraulic cylinders are built for a specific conveyance with precise technical specification. When these components fail, they are required to be removed, overhauled, and reinstalled. These repairs go beyond routine maintenance and are classified as extensive heavy repairs. Older equipment with a high degree of ridership, operational hours, and environmental abuse, such as at the Powell St. and Civic Center stations, have exceeded their useful life, see figures 6 - 9.



Figure 6. Street elevator at Powell St. Station, December 2021.



Figure 7. Street elevator at Civic Center Station, December 2021.



Figure 8. Vandalism to destination buttons at Powell St. Station platform elevator, December 2021.



Figure 9. Vandalism to destination buttons at Civic Center Station street elevator, December 2021.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Guideways - BART
Current PROP K Request:	\$1,500,000
Supervisorial Districts	District 03, District 06

REQUEST

Brief Project Description

Replace the existing 50 year old BART traction power substation located at the Powell St. Station. The traction power substation will convert electric power to the appropriate specifications to supply energy to the BART system and will help to improve BART system reliability and sustain service in San Francisco.

Detailed Scope, Project Benefits and Community Outreach

BART's ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. BART must make significant upgrades to its traction power supply. Replacement of the BART Powell St. Station traction power substation, which is the subject of this request, is part of a larger project to replace traction power facilities at 3 locations in San Francisco by 2028. The old facility will be demolished and removed. New equipment will be placed within the existing substation area. This project will help to improve BART system reliability and sustain service in San Francisco.

BART is a traction power, protected right-of-way commuter rail system that spans 131 miles of double track, 50 stations, and five counties—Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara. BART service lines run through urban and suburban landscapes, crossing the San Francisco Bay via an underwater passageway (the “Transbay Tube”), and connecting passengers to San Francisco International Airport, Oakland International Airport, Caltrain, Capitol Corridor, and San Francisco Municipal Railway (“MUNI”), Alameda-Contra Costa Transit (AC Transit) and numerous other transit operators across the Bay Area. In the past few years, BART conducted an extensive outreach initiative called Better BART to educate the Bay Area's public about the system and the various critical infrastructure investments that it needs. An important component of this outreach was to communicate the need for an increased electrical supply and upgrades to the traction power supply. The outreach process included over 400 presentations to diverse stakeholder groups. BART distributed survey questionnaires in order to collect feedback from the public and received more than 1500 responses. The need for upgrades to BART's traction power system was also documented in MTC's Core Capacity Transit Study (2017), which also included a public outreach component. Traction power substation replacements are capital improvement priorities identified in BART's FY

2022 Adopted Budget.

BART does not expect for the project work to impact BART service. BART does expect impacts to traffic and MUNI service, as the project requires for traffic (and possibly buses) to be re-routed next to the station on Cyril Magnin Street when the hatch is opened as it is in the middle of one lane on the street. Additionally, there might be some impacts to the public with regards to construction staging areas.

Project Location

Powell Street BART/SFMTA Station

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$1,500,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2015	Jul-Aug-Sep	2016
Environmental Studies (PA&ED)	Jul-Aug-Sep	2018	Jul-Aug-Sep	2019
Right of Way	Oct-Nov-Dec	2018	Jul-Aug-Sep	2019
Design Engineering (PS&E)	Apr-May-Jun	2022	Oct-Nov-Dec	2022
Advertise Construction	Jan-Feb-Mar	2023		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-122B: Guideways - BART	\$0	\$1,500,000	\$0	\$1,500,000
BART Funds	\$0	\$0	\$1,000,000	\$1,000,000
Phases In Current Request Total:	\$0	\$1,500,000	\$1,000,000	\$2,500,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,500,000	\$0	\$1,500,000
BART Funds	\$0	\$0	\$1,060,000	\$1,060,000
BART Funds TBD (e.g. Capital Allocations, Measure RR, FTA Formula Funding)	\$0	\$33,000,000	\$0	\$33,000,000
Funding Plan for Entire Project Total:	\$0	\$34,500,000	\$1,060,000	\$35,560,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$60,000		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$2,500,000	\$1,500,000	Based on the Conceptual Engineering as well as final costs of other similar projects.
Construction	\$33,000,000		Based on the Conceptual Engineering as well as final costs of other similar projects.
Operations	\$0		
Total:	\$35,560,000	\$1,500,000	

% Complete of Design:	0.0%
As of Date:	03/28/2022
Expected Useful Life:	30 Years

San Francisco County Transportation Authority Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor BART	\$ 500,000	20%
2. Consultant	\$ 1,650,000	66%
3. Other Direct Costs	\$ 50,000	2%
4. Contract Procurement	\$ 100,000	4%
5. Contingency	\$ 200,000	8%
TOTAL PHASE	\$ 2,500,000	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,500,000	Total PROP K Recommended	\$1,500,000

SGA Project Number:	122-xxxxxxx	Name:	Traction Power Substation Replacement, Powell St. Station
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2023
Phase:	Design Engineering	Fundshare:	60.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-122B	\$0	\$750,000	\$750,000	\$0	\$0	\$1,500,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly report, BART shall provide 2-3 photos of before conditions. BART shall also provide photos during construction activities and after construction is completed.
3. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	40.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	95.78%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
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EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,500,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

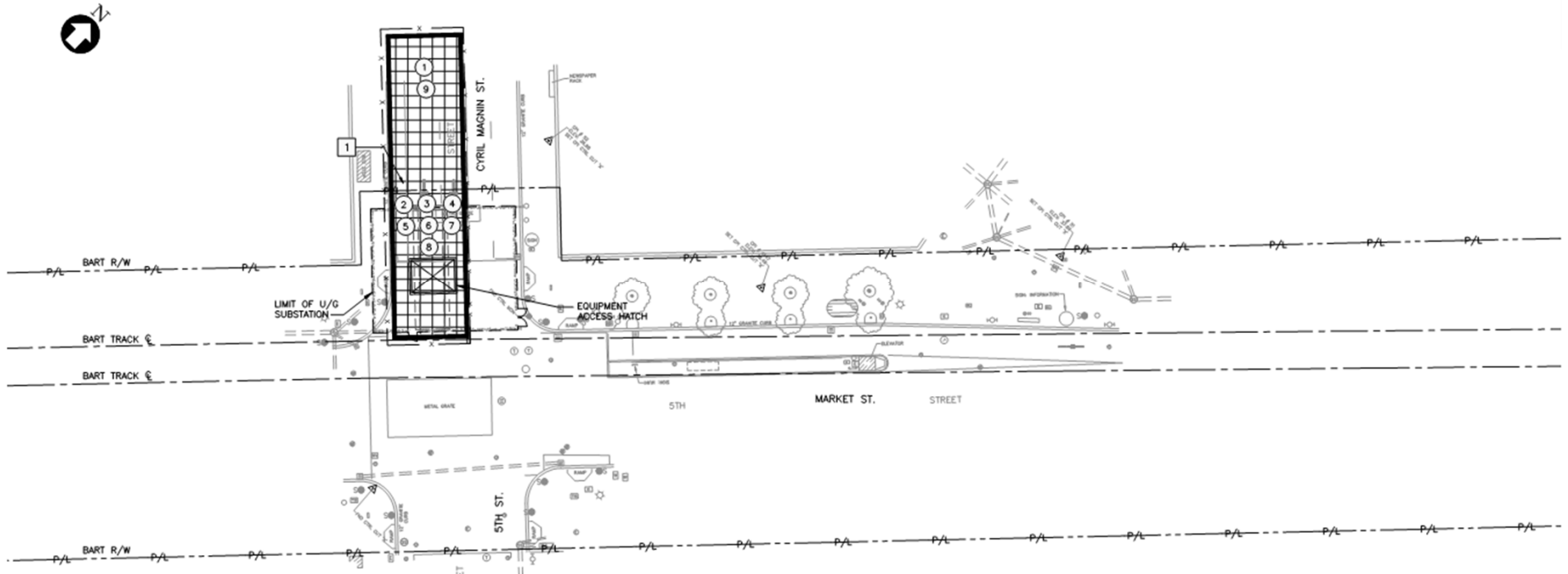
Initials of sponsor staff member verifying the above statement:

AHDR

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Bryant Fields	Rob Jaques
Title:	Project Manager	Principal Financial Analyst
Phone:	(510) 504-7082	(510) 203-0895
Email:	bfields@bart.gov	rob.jaques@bart.gov

Site Layouts – Powell Street (MPS)



CONSTRUCTION STAGING PLAN

GENERAL CONSTRUCTION STAGES WILL CONSIST OF COMMUNITY NOTIFICATION, SITE ESTABLISHMENT, MOBILIZATION, SITE CLEARING, DEMOLITION AND TRACTION POWER SYSTEM REPLACEMENT (INCLUDING FOOTINGS AND MODULAR UNIT CONSTRUCTION). THE PROJECT WILL ALSO CONSIST OF TESTING AND COMMISSIONING, FOLLOWED BY DE-MOBILIZATION.

STAGE 1 – NOTIFICATION AND SITE ESTABLISHMENT

- 1 NOTIFY COMMUNITY ABOUT UPCOMING WORK AND ANY ROAD/SIDEWALK CLOSURES.
- 1 MOBILIZE TO LAYOUT STAGING AREA. INSTALL TEMPORARY FENCING WITH GATE.

STAGE 2 – SITE CLEARING AND DEMOLITION

- 2 COORDINATE TEMPORARY LANE CLOSURE WITH THE CITY.
- 3 OPEN EQUIPMENT ACCESS HATCH STEEL PLATE OVER OPENING.
- 4 DECOMMISSION AND REMOVE EXISTING SUBSTATION EQUIPMENT.

STAGE 3 – NEW INSTALLATION

- 5 POUR CONCRETE PADS AND OIL CONTAINMENT CURBS.
- 6 INSTALL SUBSTATION EQUIPMENT.

STAGE 4 – TESTING, COMMISSIONING AND DEMOBILIZATION

- 7 FIELD TEST, INTEGRATE, AND COMMISSION SUBSTATION EQUIPMENT.
- 8 INSTALL NEW ACCESS HATCH COVER. REPAIR AND REPAVE PAVEMENT.
- 9 RESTORE STAGING AREA AT CONCLUSION OF THE PROJECT.

IMPACT TO BART OPERATIONS

- NORMAL REVENUE OPERATIONS, ALL TRACKS AVAILABLE.
- CONSTRUCTION ACTIVITIES DURING DAYLIGHT HOURS.
- TRACK ALLOCATIONS REQUIRED FOR TRACTION POWER CONNECTION TO TRACK SYSTEM.

NOTE:

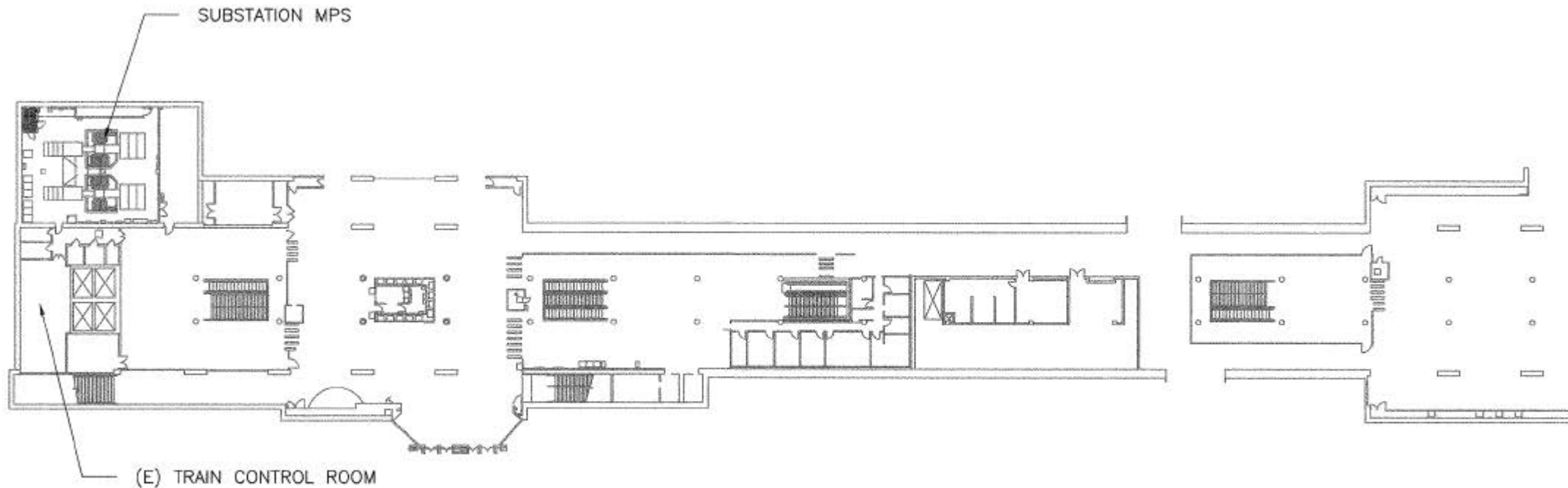
1. EXISTING EQUIPMENT ACCESS HATCH TO BE OPENED FOR REMOVAL AND INSTALLATION OF SUBSTATION EQUIPMENT.
2. SEE TRAFFIC MAINTENANCE PLAN FOR TRAFFIC HANDLING DETAILS.

BY CONTRACTOR

(X)

BY BART

(X)



OVERALL MEZZANINE PLAN

1" = 40'

2

G036