



2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

GUIDEWAYS - BART

Pending Board Approval: October 23, 2018

Prepared for the San Francisco County Transportation Authority

By Bay Area Rapid Transit District



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems. The intent is to implement TPS standard whenever rehabilitation, upgrade or replacement projects of light rail lines are undertaken. Seismic retrofit and improvements to emergency lighting and ventilation. (Priority 1). The first \$306.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,563.2M; Prop K: \$348.3M. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. The following minimum amounts will be available for MUNI (\$278.6M), BART (\$7M), and PCJPB (\$27.9M).”

BART stands for the Bay Area Rapid Transit District, MUNI stands for San Francisco Municipal Railway, PCJPB stands for Peninsula Corridor Joint Powers Board (Caltrain).

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For the 2014 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly. For the 2019 5YPP update, we have not made any changes to the Prioritization Criteria and Scoring Table for this category.

Table 3 shows the Prioritization Criteria and Scoring Table, including 10 points for program wide criteria and 10 points for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. The geographic area where BART may propose Prop K capital projects is limited to the areas on or around its fixed guideways system, which runs along Market Street from The Embarcadero to Civic Center and then down the Mission Street corridor to Balboa Park BART Station, the southern-most San Francisco Station. Though BART receives a small amount of Prop K funds from this category (e.g. this category is proposed to fund only one project during the 2019 5YPP), BART takes into account San Francisco and geographic equity within its larger program of projects, which includes all fund sources and not just Prop K.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the BART guideways category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$3 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2019 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Guideways	78%	86%

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

Performance Measures

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform allocation of Prop K funds and programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

The goal of programming projects within this category is to ensure the major transit facilities are maintained within their life cycle standards and not allowed to deteriorate. Deteriorated facilities are costly to rehabilitate and impede an operator's ability to service equipment and vehicles.

The performance measure that will be applied to completed projects in all the Prop K Guideways categories is whether each guideway system is replaced within lifecycle standards. Specifically, for the BART Guideways category, an additional performance measure will be the percent delayed trains due to traction power failure.

**Table 2. Project Delivery Snapshot
Guideways - BART**

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Allocated (as of July 2018)	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$ -	\$ -	N/A
2009 5YPP (FY 2009/10-2013/14)	\$ 1,241,000	\$ 1,241,000	100%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 410,000	\$ 410,000	100%
Total		\$ 1,651,000	

*Unallocated funds are carried forward for programming in the following 5YPP period.

Table below shows percent complete as reported by project sponsors in July 2018.

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
BART	2010/11	Powell Street Station Water Intrusion Prevention	Construction	\$ 1,241,000	100%
BART	2014/15	Transbay Tube Cross-Passage Doors Replacement	Design	\$ 250,000	100%
BART	2015/16	Transbay Tube Cross-Passage Doors Replacement	Design	\$ 160,000	100%

For more information about the projects funded by the Transportation Authority, as well as projects for which we help oversee in our role as the Congestion Management Agency for San Francisco, visit our interactive project map at mystreets.sfcta.org.

Table 3 - Prioritization Criteria and Scoring Table
Guideways BART (EP 22B)

	PROP K PROGRAM-WIDE CRITERIA				CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Need	Leveraging			
Total Possible Score	4	3	3	4	3	3			20
Traction Power Substation Replacement	4	2	3	2	3	3			17
									0
									0

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.
Need: Project replaces asset at end of useful life.

Leveraging: Project leverages non-Prop K funds.

Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
 Guideways - BART Category (22B)
 Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2019/20	2020/21	2021/22	2022/23	2023/24		
BART	Traction Power Substation Replacement	CON	Planned	\$2,700,000						\$2,700,000
Funds Requested in 2019 5YPP				\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000
Funds Programmed in 2019 Strategic Plan Baseline				\$1,730,000	\$235,572	\$245,744	\$255,015	\$264,394		\$2,730,724
Cumulative Remaining Programming Capacity				(\$970,000)	(\$734,428)	(\$488,684)	(\$233,670)	\$30,724		\$30,724

Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
 Guideways - BART Category (22B)
 Cash Flow (Maximum Annual Reimbursement)

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Traction Power Substation Replacement	CON			\$1,000,000	\$1,700,000		\$2,700,000
Cash Flow Requested in 2019 5YPP		\$0	\$0	\$1,000,000	\$1,700,000	\$0	\$2,700,000
Cash Flow in 2019 Strategic Plan Baseline		\$1,730,000	\$235,572	\$245,744	\$255,015	\$264,394	\$2,730,724
Cumulative Remaining Cash Flow Capacity		\$1,730,000	\$1,965,572	\$1,211,316	(\$233,670)	\$30,724	\$30,724

**San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Traction Power Substation Replacement
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22B-Guideways - BART
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	North of the Daly City BART Station, within the boundaries of the City of San Francisco
Supervisory District(s):	District 11
Project Manager:	Steve Sims
Phone Number:	510-464-6417
Email:	ssims@bart.gov
Brief Project Description for MyStreetSF (80 words max):	This project will replace the existing 45 year old BART traction power substation located within the boundaries of the City of San Francisco, north of the Daly City BART Station. BART's escalating ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. This project will help to improve BART system reliability and sustain service in San Francisco for the next forty years.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	BART's escalating 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 to keep up with ridership demand. Replacement of the BART Daly City Station traction power substation is part of a larger project to replace traction power facilities at seven locations in San Francisco between 2021 and 2026. The Daly City Station substation replacement is scheduled between November 2021 and November 2022. 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 for the next forty years.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	BART conducted an extensive outreach initiative called Better BART to educate the Bay Area public about BART's 45 year old system and 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 to educate the public about BART's infrastructure needs. BART distributed survey questionnaires in order to collect feedback from the public and received more than 1500 responses to date. 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 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	BART will coordinate closely with the SFMTA on this project
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house	Q1-Jul-Aug-Sep	2015/16	Q1-Jul-Aug-Sep	2016/17
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	50%	In-house and Contracted	Q2-Oct-Nov-Dec	2017/18	Q3-Jan-Feb-Mar	2019/20
Advertise Construction			Q1-Jul-Aug-Sep	2019/20		
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2026/27
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2026/27

Comments/Concerns



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name: Traction Power Substation Replacement

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	60,000	\$ -	\$ 60,000
	Environmental Studies (PA&EID)	\$ -	\$ -	-
	Right of Way	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 900,000	\$ -	\$ 900,000
	Construction	\$ 17,700,000	\$ 2,700,000	\$ 15,000,000
	Operations (i.e. paratransit)	\$ -	\$ -	-
	Total Project Cost	\$ 18,660,000	\$ 2,700,000	\$ 15,960,000
	Percent of Total		14%	86%

Funding Plan - All Phases							Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	
BART Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	22B-Guideways - BART	Construction	Planned	2019/20	\$ 2,700,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,700,000	\$ -	
BART Funds		Construction	Planned	2019/20	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total By Fiscal Year	\$ 18,660,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,700,000	\$ -	

Comments:

2014 Prop K 5-Year Prioritization Program – Program of Projects

GUIDEWAYS - BART (EP 22B)

Programming as Adopted

Approved 7/24/2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Transbay Tube Cross-Passage Doors Prototype	PLAN/CER	Programmed	\$250,000					\$250,000
BART	Transbay Tube Cross-Passage Doors Prototype	PS&E	Programmed		\$160,000				\$160,000
Total Programmed in 5YPP				\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Total Programmed in 2014 Strategic Plan				\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
GUIDEWAYS - BART (EP 22B)**

Programming and Allocations to Date

Approved June 23, 2015 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Transbay Tube Cross-Passage Doors Replacement ¹	PS&E	Allocated	\$250,000					\$250,000
BART	Transbay Tube Cross-Passage Doors Replacement	PS&E	Allocated		\$160,000				\$160,000
Total Programmed in 5YPP				\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Total Allocated and Pending in 5YPP				\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in 2014 Strategic Plan Baseline				\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Deobligated from Prior 5YPP Cycles **				\$0					\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
GUIDEWAYS - BART (EP 22B)**

Cash Flow (\$) Maximum Annual Reimbursement
Approved June 23, 2015 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Transbay Tube Cross-Passage Doors Replacement1	PS&E	\$250,000					\$250,000
Transbay Tube Cross-Passage Doors Replacement	PS&E		\$160,000				\$160,000
Cash Flow Programmed in 5YPP		\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Total Cash Flow Allocated		\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Programmed in 2014 Strategic Plan		\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Deobligated from Prior 5YPP Cycles **		\$0					\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/ Appropriation
Board Approved Allocation/ Appropriation