

DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



FERRY

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Port of San Francisco and

Golden Gate Bridge, Highway and Transportation 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:

“Improvements to downtown ferry terminals to accommodate increases in ferry ridership. Included are additional intermodal connections, new ferry berths, improved emergency response systems, and landside improvements to serve increased passenger flows. Also included is rehabilitation of passenger-serving facilities. Includes project development and capital costs. Sponsoring Agencies: Port of San Francisco, GGBHTD. The first \$4.4M is Priority 1 and the remainder is Priority 2. Total Funding: \$105.7M; Prop K: \$5M.”

GGBHTD stands for Golden Gate Bridge, Highway and Transportation District.

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 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.

Table 3 shows the new Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated programwide criteria and 10 points allocated 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 Downtown Ferry Terminal (the location of both ferry projects included in the Prop K program) is the hub of water transit for the San Francisco Bay Area and serves the vast majority of San Francisco ferry passengers. Prop K funds and other funds leveraged from Prop K funding will

allow the Downtown Ferry Terminal to handle the projected tripling of ferry ridership within the next 15-years both on the water-side and through the Terminal's landside intermodal connections.

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 Ferry 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 \$20 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

Table 1. Prop K Leveraging¹

| Category | Expected Leveraging (Non-Prop K Funds) | Proposed Leveraging (Non-Prop K Funds) |
|----------|---|---|
| Ferry | 95% | 97% |

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

**Table 2. Project Delivery Snapshot
Ferry**

Table 2a. Prop K Funds Allocated

| 5-Year Prioritization Program (5YPP) Period | Programmed (Available for Allocation) | Total Allocated as of 3/31/2014 | % Allocated |
|---|---------------------------------------|---------------------------------|-------------|
| 2005 5YPP (FY 2004/05-2008/09) | \$610,000 | \$36,620 | 6% |
| 2009 5YPP: (FY 2009/10 -2013/14) * | \$1,300,000 | \$1,300,000 | 100% |
| Total * | | \$1,336,620 | |

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

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

| Sponsor | Fiscal Year of Allocation | Project Name | Phase(s) Funded | Total Allocated as of 3/31/2014 | % Complete as of 3/31/2014 |
|---------|---------------------------|--|-----------------|---------------------------------|----------------------------|
| SF Port | 2004/05 | 2005 5-Year Prioritization Program Development | Planning | \$ 8,647 | 100% |
| SF Port | 2005/06 | Downtown Ferry Terminal | Environmental | \$ 27,973 | 100% |
| SF Port | 2012/13 | Downtown Ferry Terminal Phase II - Pier 1/2 Demolition | Construction | \$ 1,300,000 | 100% |

For more information on Prop K and other Transportation Authority funded projects, visit <http://www.sfcta.org/mystreetsf-projects-map> to access an interactive map showing projects in your neighborhood and citywide.

Table 3 - Prioritization Criteria and Scoring Table
Ferry (EP 9)

| | PROP K PROGRAM-WIDE CRITERIA | | | CATEGORY SPECIFIC CRITERIA | | | Total |
|---------------------------------------|------------------------------|-------------------|------------------------|----------------------------|------------|-------------------------------------|-------|
| | Project Readiness | Community Support | Time Sensitive Urgency | Safety | Leveraging | Provides Benefits to Multiple Users | |
| <i>Total Possible Score</i> | 4 | 3 | 3 | 4 | 4 | 2 | 20 |
| Downtown Ferry Terminal - North Basin | 4 | 2 | 1 | 2 | 4 | 2 | 15 |
| Gangways and Piers | 4 | 1 | 0 | 3 | 4 | 2 | 14 |

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 it 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: (Two points for each): Addresses documented safety issue and increases security.

Leveraging: Project leverages non-Prop K funds.

Provides Benefits to Multiple Users: Project provides multi-modal benefits (e.g., safety improvements for pedestrians or people on bikes) in addition to improvements in ferry safety. Projects receives one point each for addressing the needs of pedestrians or bicyclists.

Table 4
 Draft Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
 Ferry (EP 9)
 Programming

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | | Total |
|---|---|----------|---------|---------------|---------------|---------------|---------------|---------------|---------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Port | Downtown Ferry Terminal Expansion - North Basin Phase | PS&E | Planned | \$1,100,000 | | | | | \$1,100,000 |
| GGBHTD | GGBHTD Gangways and Piers Project | CON | Planned | \$1,100,000 | | | | | \$1,100,000 |
| Total Programmed in 5YPP | | | | \$2,200,000 | \$0 | \$0 | \$0 | \$0 | \$2,200,000 |
| Total Programmed in 2013 Strategic Plan Baseline | | | | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Cumulative Remaining Programming Capacity | | | | (\$1,200,000) | (\$1,200,000) | (\$1,200,000) | (\$1,200,000) | (\$1,200,000) | (\$1,200,000) |

Table 4
Draft Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
Ferry (EP 9)
Cash Flow

| Project Name | Phase | Fiscal Year | | | | | Total | |
|--|-------|-------------|-------------|---------------|---------------|---------------|---------------|---------------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | | 2019/20 |
| Downtown Ferry Terminal Expansion - North Basin Phase | PS&E | \$1,100,000 | | | | | | \$1,100,000 |
| GGBHTD Gangways and Piers Project | CON | | \$660,000 | \$440,000 | | | | \$1,100,000 |
| Total Cash Flow in 5YPP | | \$1,100,000 | \$660,000 | \$440,000 | \$0 | \$0 | \$0 | \$2,200,000 |
| Total Cash Flow in 2013 Strategic Plan Baseline | | \$500,000 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Cumulative Remaining Cash Flow Capacity | | (\$600,000) | (\$760,000) | (\$1,200,000) | (\$1,200,000) | (\$1,200,000) | (\$1,200,000) | (\$1,200,000) |

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



| Prop K Expenditure Plan Information | |
|---|--|
| Category: | A. Transit |
| Subcategory: | i. Major Capital Projects (transit) |
| Prop K EP Project/Program: | d. Ferry |
| EP Line (Primary): | 9 |
| Other EP Line Number/s: | |
| Fiscal Year of Allocation: | 2014/15 |
| Project Information | |
| Project Name: | Downtown Ferry Terminal - North Basin |
| Project Location: | Downtown Ferry Terminal |
| Project Supervisorial District(s): | 3 |
| Project Description: | The North Basin project is part of an overall larger Downtown San Francisco Ferry Terminal project, which includes demolition, removal, repair, and replacement of existing facilities, as well as construction of new facilities in the project area. The Downtown Ferry Terminal can generally be divided into the North Basin (areas north of the Ferry Plaza) and South Basin (areas south of the Ferry Plaza) (see attached map). The scope of work for the North Basin includes the construction of a new Gate A with two new ferry berths and related landside improvements (i.e., passenger waiting and queuing areas). Other project components include the installation of weather protection canopies, wayfinding signage, and public space improvements. |
| Purpose and Need: | The project is required in order to provide the additional vessel berthing and passenger circulation capacity required to support future ferry services to the Downtown Ferry Terminal, including new services from Treasure Island, Berkeley, Richmond and other locations currently under study. Additionally, the new facilities would enhance the Port and WETA's ability to provide water transit services in the event of an emergency. |
| Community Engagement/Support: | WETA and the Port conducted extensive early stakeholder outreach prior to and during planning/ conceptual engineering work for the project, including interviews and meetings with local neighborhood groups, advocacy organizations, interested individuals, Port Advisory Groups, and ferry riders. |
| Implementing Agency: | Port of San Francisco |
| Project Manager: | Jaime Hurley |
| Phone Number: | 415.274.0598 |
| Email: | james.hurley@sfpport.com |
| Environmental Clearance | |
| Type: | EIR/EIS |
| Status: | Underway |
| Completion Date (Actual or Anticipated): | August 2014 |

| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|--------|------------|------------|-------------|----------|-------------|
| | | | Quarter | Fiscal Year | Quarter | Fiscal Year |
| Planning/Conceptual Engineering (30%) | 100% | Both | 2 | 2008/09 | 4 | 2009/10 |
| Environmental Studies (PA&ED) | 75% | Contracted | 1 | 2010/11 | 1 | 2014/15 |
| Design Engineering (PS&E) | 0% | Contracted | 1 | 2014/15 | 4 | 2014/15 |
| R/W Activities/Acquisition | 0% | In-house | 1 | 2014/15 | 4 | 2014/15 |
| Advertise Construction | 0% | In-house | 1 | 2015/16 | 2 | 2015/16 |
| Start Construction (i.e. Award Contract) | 0% | Contracted | 3 | 2015/16 | | |
| End Construction (i.e. Open for Use) | 0% | Contracted | | | 3 | 2017/18 |
| Start Procurement (e.g. rolling stock) | N/A | N/A | | | | |
| Project Close-out | 0% | Both | | | 3 | 2017/18 |

Comments/Concerns

The schedule above reflects project delivery milestones for the North Basin phase of the Downtown San Francisco Ferry Terminal project.



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

Project Name: Downtown Ferry Terminal - North Basin

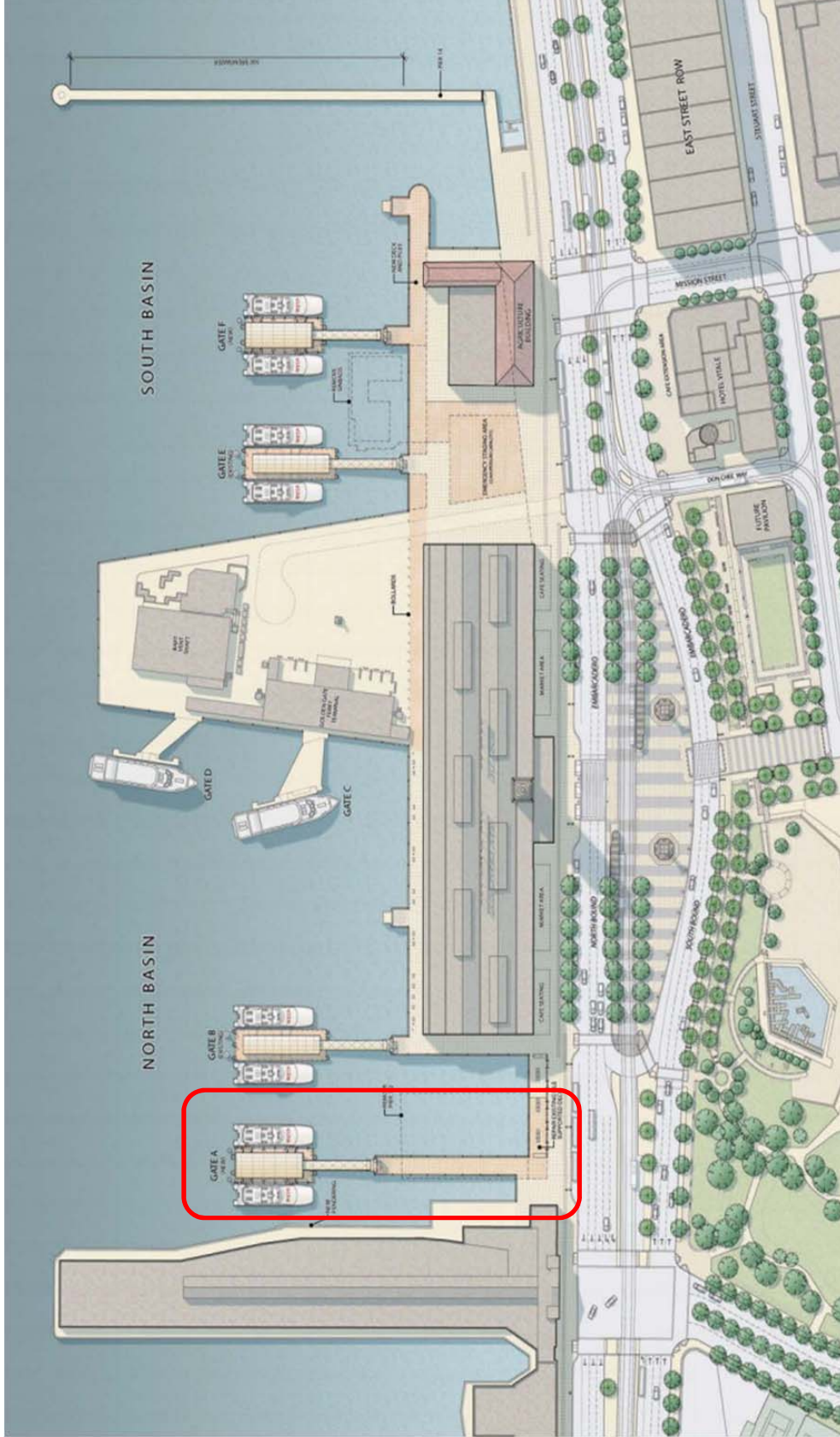
| Project Cost Estimate | Phase | Cost | Funding Source | | |
|-----------------------|----------------------------------|----------------------|---------------------|----------------------|------------|
| | | | Prop K | Other | |
| | Planning/Conceptual Engineering | \$ 1,480,000 | \$ - | \$ 1,480,000 | |
| | Environmental Studies (PA&ED) | \$ 1,557,000 | \$ - | \$ 1,557,000 | |
| | Design Engineering (PS&E) | \$ 3,274,000 | \$ 1,100,000 | \$ 2,174,000 | |
| | R/W | \$ - | \$ - | \$ - | |
| | Construction | \$ 31,137,000 | \$ - | \$ 31,137,000 | |
| | Procurement (e.g. rolling stock) | \$ - | \$ - | \$ - | |
| | Total Project Cost | \$ 37,448,000 | \$ 1,100,000 | \$ 36,348,000 | |
| | Percent of Total | | 3% | | 97% |

Project Expenditures (Cash Flow) By Fiscal Year

| Phase | Fund Source | Fund Source Status | Fiscal Year Funds Available | Enter Cash Flow Here | | | | | Total |
|-------------------------------|----------------|--------------------|-----------------------------|----------------------|---------------------|----------------------|-------------|-------------|----------------------|
| | | | | 14/15 | 15/16 | 16/17 | 17/18 | | |
| Environmental Studies (PA&ED) | Proposition 1B | Allocated | 14/15 | | | | | | \$ - |
| Design Engineering (PS&E) | Proposition K | Planned | 14/15 | \$ 1,100,000 | | | | | \$ 1,100,000 |
| Design Engineering (PS&E) | Proposition 1B | Allocated | 08/09 | \$ 2,174,000 | | | | | \$ 2,174,000 |
| Construction | Proposition 1B | Allocated | 08/09 | | \$ 887,477 | | | | \$ 887,477 |
| Construction | Proposition 1B | Allocated | 09/10 | | \$ 5,000,000 | | | | \$ 5,000,000 |
| Construction | Proposition 1B | Allocated | 10/11 | | \$ 2,702,262 | \$ 2,702,261 | | | \$ 5,404,523 |
| Construction | RM.2 | Programmed | 13/14 | | | \$ 19,845,000 | | | \$ 19,845,000 |
| Total By Fiscal Year | | | | \$ 3,274,000 | \$ 8,589,739 | \$ 22,547,261 | \$ - | \$ - | \$ 34,411,000 |

Comments/Concerns

Project Location





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

| Prop K Expenditure Plan Information | |
|--|---|
| Category: | A. Transit |
| Subcategory: | i. Major Capital Projects (transit) |
| Prop K EP Project/Program: | d. Ferry |
| EP Line (Primary): | 9 |
| Other EP Line Number/s: | |
| Fiscal Year of Allocation: | 2014/15 |
| Project Information | |
| Project Name: | Golden Gate Bridge, Highway & Transportation District Gangways and Piers Project |
| Project Location: | San Francisco Ferry Terminal |
| Project Supervisorial District(s): | 3 |
| Project Description: | The Golden Gate Bridge, Highway & Transportation District (GGBHTD) will rehabilitate the ferry gangways and piers at the San Francisco, Larkspur and Sausalito facilities. These facilities are over 40 years old and the hydraulic passenger ramps will be replaced with ferry slips / floats to be consistent with other ferry operators on the San Francisco Bay. The project will be completed in phases: Sausalito will be constructed first, then San Francisco, and then Larkspur. Prop K funds will support the San Francisco phase of the project. |
| Purpose and Need: | Golden Gate Ferry is the largest public transit ferry operator on the San Francisco Bay, providing over 2 million passengers trips and traveling over 22 million passenger miles per year. Golden Gate Ferry facilities are over 40 years old and are in need of rehabilitation/replacement. The benefits of the project include, but are not limited to: ADA compliance, main deck loading, renewed facility life, greater operational efficiencies, and improved emergency preparedness. |
| Community Engagement/Support: | Public outreach has been completed for the Sausalito phase of the project. Public meetings were held at Sausalito City Hall and presentations were provided in front of the Sausalito City Council. It is anticipated that public outreach will be conducted for the San Francisco phase of the project in late 2014. |
| Implementing Agency: | Golden Gate Bridge, Highway and Transit District |
| Project Manager: | John Eberle |
| Phone Number: | (415) 923-2003 |
| Email: | jeberle@goldengate.org |
| Environmental Clearance | |
| Type: | CEQA IS/MND, NEPA CatExD |
| Status: | FTA concurrence received in February 2014 for Sausalito; San Francisco will begin in January 2015 |
| Completion Date (Actual or Anticipated): | 02/01/15 |

| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|--------|------------------------------|------------|-------------|----------|-------------|
| | | | Quarter | Fiscal Year | Quarter | Fiscal Year |
| Planning/Conceptual Engineering (30%) | 100% | In-house - Contracted - Both | 1 | 2009/10 | 3 | 2010/11 |
| Environmental Studies (PA&ED) | 90% | Contracted | 3 | 2009/10 | 1 | 2013/14 |
| Design Engineering (PS&E) | 30% | Contracted | 4 | 2009/10 | 3 | 2013/14 |
| R/W Activities/Acquisition | N/A | N/A | | | | |
| Advertise Construction | 0% | In-house | 4 | 2014/15 | 1 | 2015/16 |
| Start Construction (i.e. Award Contract) | 0% | In-house | 1 | 2015/16 | | |
| End Construction (i.e. Open for Use) | 0% | In-house | | | 3 | 2016/17 |
| Start Procurement (e.g. rolling stock) | 0% | N/A | | | | |
| Project Close-out | 0% | In-house | | | 4 | 2016/17 |

Comments/Concerns

2009 Prop K 5YPP - Program of Projects

Ferry (EP 9)

Programming and Allocations To-date

Last Update: September 22, 2009

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--|-------------------------|--------------|------------|-------------|---------|---------|-----------|---------|-------------|
| | | | | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | |
| Port | Downtown Ferry Terminal | PLAN/CE R | Programmed | \$430,000 | | | | | \$430,000 |
| Port | Downtown Ferry Terminal | PS&E, CON | Programmed | | | | \$870,000 | | \$870,000 |
| Total Programmed in 5YPP | | | | \$430,000 | \$0 | \$0 | \$870,000 | \$0 | \$1,300,000 |
| Total Allocated | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Unallocated | | | | \$430,000 | \$0 | \$0 | \$870,000 | \$0 | \$1,300,000 |
| Total Programmed in 2009 Strategic Plan* | | | | \$430,000 | \$0 | \$0 | \$870,000 | \$0 | \$1,300,000 |
| Cumulative Remaining Programming Capacity | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

* The 2009 Strategic Plan was adopted on July 28, 2009 through Res. 10-07.

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

FOOTNOTES:

**2009 Prop K 5YPP - Program of Projects
Ferry (EP 9)**

Programming and Allocations To-date

Last update: February 14, 2013

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--|---|-----------|------------|-------------|-----------|-----------|-------------|---------|-------------|
| | | | | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | |
| Port | Downtown Ferry Terminal ¹ | PLAN/CER | Programmed | | | | | | \$0 |
| Port | Downtown Ferry Terminal ² | PS&E, CON | Programmed | | | | | | \$0 |
| Port | Downtown Ferry Terminal - Demolition of Pier 1/2 ¹ | CON | Allocated | | | | \$1,300,000 | | \$1,300,000 |
| Total Programmed in 5YPP | | | | \$0 | \$0 | \$0 | \$1,300,000 | \$0 | \$1,300,000 |
| Total Allocated and Pending in 5YPP | | | | \$0 | \$0 | \$0 | \$1,300,000 | \$0 | \$1,300,000 |
| Total Deobligated in 5YPP | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Unallocated in 5YPP | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Programmed in 2009 Strategic Plan* | | | | \$430,000 | \$0 | \$0 | \$870,000 | \$0 | \$1,300,000 |
| Deobligated from Prior 5YPP Cycles ** | | | | \$0 | | | | | \$0 |
| Cumulative Remaining Programming Capacity | | | | \$430,000 | \$430,000 | \$430,000 | \$0 | \$0 | \$0 |

* The 2009 Strategic Plan was adopted on July 28, 2009 through Res. 10-07.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of December 31, 2012.

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

FOOTNOTES:

¹ 5YPP Amendment to add \$430,000 for the Downtown Ferry Terminal Project - Demolition of Pier 1/2 (Res. 13-03, 7.17.2012).

Downtown Ferry Terminal Project - Demolition of Pier 1/2: Added new project phase.

Fiscal Year 2009/10 Downtown Ferry Terminal Planning and Conceptual Engineering: Reduced programming from \$430,000 to \$0.

² FY 12/13 Downtown Ferry Terminal funds for design and construction decreased from \$870,000 to \$0, and redirected to FY 12/13 for the Downtown Ferry Terminal-Demolition of Pier 1/2 project.