

DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



FACILITIES - BART

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Bay Area Rapid Transit District



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415.522.4800 FAX 415.522.4829

EMAIL info@sfcta.org WEB www.sfcta.org

Table of Contents

- Eligibility
- Prioritization Criteria
- Stretching Your Prop K Sales Tax Dollars Farther
- Table 2 - Project Delivery Snapshot
- Table 3 - Prioritization Criteria and Scoring Table
- Table 4 – Prop K 5-Year Project List (FY 2014/15 – FY 2018/19)
- Project Information Forms
- 2009 Prop K 5-Year Prioritization Program – Program of Projects (as adopted)
- 2009 Prop K 5-Year Prioritization Program – Program of Projects (as amended)

Eligibility

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

“Programmatic improvements for upgrade, rehabilitation and replacement of transit facilities and facilities-related equipment. Includes limited incremental operating funds for MUNI Metro Extension/MUNI Metro Turnback operations. The first \$101.9M is Priority 1 and the remainder is Priority 2. Projects include:

- Rehabilitation, upgrades and/or replacement of existing facilities for maintenance and operations, including equipment (Priority 1). Rehabilitation, upgrades and renovation for rail stations including platform edge tiles, elevators, escalators, and faregates (Priority 1). Rehabilitation and/or replacement of facilities for administration (Priority 2). The first \$84.7 M in Prop K is Priority 1 and the remainder is Priority 2. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, Caltrain (PCJPB). Total Funding: \$925.7M; Prop K: \$95.7M. Of the \$115.7M in Prop K funds, the following minimum amounts will be available for MUNI (\$92.6M), BART (\$2.3M), and PCJPB (\$9.3M).”

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 geographic area where the Bay Area Rapid Transit District (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 2 projects during the 2014 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 facilities 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 \$9 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)
Rehabilitate/Upgrade Existing Facilities	90%	97%

¹This 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
Facilities -- BART**

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)	\$1,010,000	\$383,615	38%
2009 5YPP: (FY 2009/10 -2013/14) *	\$512,000	\$0	0%
Total *		\$383,615	

* 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
BART	2005/06	TVM Expansion & Air Compressor Replacement	Construction	\$ 236,864	100%
BART	2005/06	Replacement of Platform Edge Tiles, Stair Treads	Construction	\$ 146,751	100%

Projects/Project Phases Underway (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
---------	---------------------------	--------------	-----------------	---------------------------------	----------------------------

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 - Draft Prioritization Criteria and Scoring Table
Facilities - BART (EP20B)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Time Sensitive Urgency	Community Support	Safety	Leveraging	Improves Efficiency of Transit Operations	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
Daily City BART Station Bus & Shuttle Circulation Improvements	4	1	3	3	2	3	16
Glen Park Station Plaza Improvements	3	1	3	2	2	2	13

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: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Leveraging: Project leverages non-Prop K funds.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency (e.g., level boarding, additional fare gates)

Table 4 - Draft Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
 Rehab/Upgrade Existing Facilities - BART (EP 20B)
 Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Daly City BART Station Bus & Shuttle Circulation Improvements	PS&E	Planned	\$150,000					\$150,000
BART	Daly City BART Station Bus & Shuttle Circulation Improvements	CON	Planned		\$400,000				\$400,000
BART	Glen Park Station Plaza Improvements	PLAN/CER	Planned	\$75,249					\$75,249
Total Programmed in 5YPP				\$225,249	\$400,000	\$0	\$0	\$0	\$625,249
Total Programmed in 2013 Strategic Plan Baseline				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				(\$225,249)	(\$625,249)	(\$625,249)	(\$625,249)	(\$625,249)	(\$625,249)

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

Rehab/Upgrade Existing Facilities - BART (EP 20B)

Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Daly City BART Station Bus & Shuttle Circulation Improvements	PS&E	\$150,000					\$150,000
Daly City BART Station Bus & Shuttle Circulation Improvements	CON		\$100,000	\$300,000			\$400,000
Glen Park Station Plaza Improvements	PLAN/CER	\$75,249					\$75,249
Cash Flow Programmed in 5YPP							
		\$225,249	\$100,000	\$300,000	\$0	\$0	\$625,249
Cash Flow Programmed in 2013 Strategic Plan Baseline							
		\$60,000	\$60,000	\$0	\$0	\$0	\$120,000
Cumulative Remaining Cash Flow Capacity							
		(\$165,249)	(\$205,249)	(\$505,249)	(\$505,249)	(\$505,249)	(\$505,249)

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



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Daly City BART Station Bus & Shuttle Circulation Improvements
Project Location:	Daly City BART Station
Project Supervisorial District(s):	7, 11
Project Description:	Advance design to 100% in coordination with partner agencies. Conceptual designs identify strategies to improve the bus intermodal facility to maximize operational efficiencies for buses and shuttles when they arrive, exit, and lay over for existing and future services from Muni, SamTrans, San Francisco State University (SF State), Parkmerced and others. The conceptual designs and the traffic analysis address circulation issues for all modes within the station proper and examine how the different modes can navigate with minimal operational and safety conflicts. This project also addresses bicycle and pedestrian safety and access to the station, particularly by evaluating the feasibility of a potential at-grade crosswalk across John Daly Boulevard at Niantic Avenue/East Station Road.
Purpose and Need:	There are a number of major transit service changes proposed for the station as well as developments planned within a half-mile radius of the station. Most notably, the San Francisco Municipal Transportation Agency (SFMTA) Transit Effectiveness Project has recommended new bus service (Line 14 Mission and Line 17 Parkmerced), SamTrans is looking to add Bus Rapid Transit service, and Parkmerced has proposed a new shuttle service to the station as part of its Master Plan.
Community Engagement/Support:	Five public meetings in 2011 & 2012 have been held to allow members of the community to provide input on key issues facing the station, including outreach to the following groups: Council of Homeowners and Residents Association (COHRA) of Daly City, Merced Extension Triangle Neighborhood Association, Westlake Village Apartments, business community representatives from Pacific Plaza and Westlake Shopping Center, and Peninsula Congestion Relief Alliance.
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Tim Chan
Phone Number:	510-287-4705
Email:	tchan@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	not yet started
Completion Date (Actual or Anticipated):	Summer 2015

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	In-house - Contracted - Both				
Environmental Studies (PA&ED)	0%	Both				
Design Engineering (PS&E)	0%	Both	1	2014/15	1	2015/16
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	1	2015/16	2	2015/16
Start Construction (i.e. Award Contract)	0%	Both	3	2015/16		
End Construction (i.e. Open for Use)	0%	Both			4	2016/17
Start Procurement (e.g. rolling stock)	0%					
Project Close-out	0%	Both			1	2017/18

Comments/Concerns

--

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



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Glen Park Station Plaza Improvements
Project Location:	Glen Park BART Station
Project Supervisorial District(s):	8
Project Description:	Advance station design to 35% in coordination with City agency (SFCTA, SFMTA, Planning Dept, etc.) plans towards competing in the next OBAG grant cycle. Redesign of plaza areas to make them more inviting, better for transit and provide much needed public space..
Purpose and Need:	The small downtown sits at the center of a major transportation interchange. Several bus lines, freeway on/off ramps and the BART station all converge here. Consequently, the area is a magnet for commuters inside and outside the neighborhood. Few entry and exit points and the limited capacity of narrow streets contribute to rush hour congestion, parking anxieties and concerns for pedestrian safety. Glen Park's topography and fine-grained street grid strain to handle all of this activity. These transportation and circulation conflicts threaten the "village" quality residents wish to protect.
Community Engagement/Support:	Process involved in the development of the Glen Park Community Plan dated February 2012 prepared by SF Planning Department and active participation in Neighborhood Association and Business Group meetings.
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Rube Warren
Phone Number:	510-874-7355
Email:	rwarren@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	not yet started
Completion Date (Actual or Anticipated):	Summer 2015

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering (30%)	0%	Both	1	2014/15	4	2014/15
Environmental Studies (PA&ED)	0%	Both				
Design Engineering (PS&E)	0%	Both	1	2015/16	1	2016/17
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	2	2016/17	3	2016/17
Start Construction (i.e. Award Contract)	0%	Both	4	2016/17		
End Construction (i.e. Open for Use)	0%	Both			3	2018/19
Start Procurement (e.g. rolling stock)	0%					
Project Close-out	0%	Both			4	2018/19

Comments/Concerns

Prop K funding will be used to advance this scope to be OBAG ready & competitive for the next cycle.

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



Project Name: Glen Park Station Plaza Improvements

Project Cost Estimate	Funding Source		
	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ 375,249	\$ 75,249	\$ 300,000
Design Engineering (PS&E)	\$ 400,000	\$ -	\$ 400,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 5,000,000	\$ -	\$ 5,000,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 5,775,249	\$ 75,249	\$ 5,700,000
Percent of Total		1%	99%

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here							Total	
	Fiscal Year Funds Available	Fund Source Status	Fund Source	14/15	15/16	16/17	17/18		18/19
Planning/Conceptual Engineering	14/15	Planned	Prop K	\$ 75,249					\$ 75,249
Planning/Conceptual Engineering	13/14	Allocated	Prop 1B	\$ 300,000					\$ 300,000
Design Engineering (PS&E)	16/17	Allocated	Prop 1B		\$ 400,000				\$ 400,000
Construction	16/17	Planned	OBAG			\$ 5,000,000			\$ 5,000,000
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
Total By Fiscal Year				\$ 375,249	\$ 400,000	\$ 5,000,000	\$ -	\$ -	\$ 5,775,249

Comments/Concerns
 TA Note: Project does not appear to be strongly competitive for OneBayArea Grant (OBAG) funds. Demonstration of alternate potential fund sources for construction will be necessary in order to support a favorable staff recommendation at the time the planning funds are requested.

2009 Prop K 5YPP - Program of Projects (as approved)
Facilities - BART (EP 20B)
Programming

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2009/10	2010/11	2011/12	2012/13		2013/14
Subcategory									
BART	BART Stations Modernization Program	PS&E, CON	Program med	\$272,000					\$272,000
BART	Downtown BART Station Canopies (Embarcadero to Civic Center)	PS&E, CON	Program med					\$240,000	\$240,000
Total Programmed in 5YPP									
				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Total Programmed in 2009 Strategic Plan*									
				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Cumulative Remaining Programming Capacity									
				\$0	\$0	\$0	\$0	\$0	\$0

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

2009 Prop K 5YPP - Program of Projects (as amended)

Rehab/Upgrade Existing Facilities - BART (EP 20B)

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
BART	BART Stations Modernization Program	PS&E, CON	Programmed	\$272,000					\$272,000
BART	Downtown BART Station Canopies (Embarcadero to Civic Center)	PS&E, CON	Programmed					\$240,000	\$240,000
Total Programmed in 5YPP				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Total Allocated and Pending in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Total Programmed in Amended 2009 Strategic Plan *				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Deobligated from Prior 5YPP Cycles **				\$113,249					\$113,249
Cumulative Remaining Programming Capacity				\$113,249	\$113,249	\$113,249	\$113,249	\$113,249	\$113,249

* 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