

DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



GUIDEWAYS - BART

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Bay Area Rapid Transit District



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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).”

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 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 1 project 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 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 2014 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Guideways	78%	73%

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
Guideways - 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)	\$0	\$0	
2009 5YPP: (FY 2009/10 -2013/14) *	\$1,241,000	\$1,241,000	100%
Total *		\$1,241,000	

* 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
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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
BART	2010/11	Powell Street Station Water Intrusion Prevention	Construction	\$ 1,241,000	0%

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 Prop K 2014 Prioritization Mechanism
 EP 22B - BART Guideways

Total Possible Score	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Time Sensitive Urgency	Community Support	Improves Transit Efficiency	Full funding of Phase	Leverages Other Funds	Responds to Mandate	
	4	3	3	4	2	2	2	20
Transbay Tube Cross-Passage Doors Prototype	4	3	0	0	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.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency.

Full funding of Phase: Completes Phase funding and allows project to progress

Leverages: Project leverages non-Prop K funds.

Mandate: Improvements are needed to comply with external and/or internal regulations.

Table 4
Draft 5-Year Project List
Guideways - BART (EP 22B)
Programming

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	Planned	\$250,000					\$250,000
BART	Transbay Tube Cross-Passage Doors Prototype	PS&E	Planned		\$160,000				\$160,000
Total Programmed in 5YPP				\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Total Programmed in 2013 Strategic Plan Baseline				\$181,075	\$189,573	\$199,588	\$210,067	\$221,031	\$1,001,334
Cumulative Remaining Programming Capacity				(\$68,925)	(\$39,352)	\$160,236	\$370,303	\$591,334	\$591,334

* See 2013 Strategic Plan Baseline Appendix G for total available funds, current programming, and finance costs for each Expenditure Plan line item.

Table 4
Draft 5-Year Project List
Guideways - BART (EP 22B)

Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Transbay Tube Cross-Passage Doors Prototype	PLAN/CER	\$250,000					\$250,000
Transbay Tube Cross-Passage Doors Prototype	PS&E		\$160,000				\$160,000
Cash Flow Programmed in 5YPP		\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Cash Flow Programmed in 2013 Strategic Plan Baseline		\$0	\$307,968	\$324,848	\$341,994	\$359,943	\$1,334,753
Cumulative Remaining Cash Flow Capacity		(\$250,000)	\$147,968	\$324,848	\$341,994	\$359,943	\$924,753

**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:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Transbay Tube Cross-Passage Doors Prototype
Project Location:	Transbay Tube between San Francisco and Treasure Island
Project Supervisorial District(s):	6
Project Description:	This project will develop a custom water tight prototype door to replace 40-year-old cross-passage doors that are the means of emergency egress in the Transbay Tube. The doors are required to meet National Fire Protection Agency (NFPA) criteria for smoke and fire control. There are 110 doors total which need replacement due to deterioration and age. This proposed \$1.5 million budget would cover the development of the prototype door and up to 10 installed doors on the San Francisco side of the Tube extending up to 1500 feet inside the Tube. Door replacement is endorsed by BART's Chief Safety Officer and has been recommended by the San Francisco Fire Department during multiple inspections for Fire/Life Safety Compliance.
Purpose and Need:	The original doors underwent a major rehabilitation approximately 35 years ago and have since been adjusted to the maximum extent possible. It is no longer possible to overhaul the doors to ensure that they operate as intended in an emergency.
Community Engagement/Support:	N/A: This Safety & State of Good Repair project recommended by San Francisco Fire Department during inspection for Fire/Life Safety Compliance.
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Tracy Johnson
Phone Number:	510-464-6638
Email:	tjohnso@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	Not yet started
Completion Date (Actual or Anticipated):	Winter 2014/15

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	Both	1	2014/15	3	2014/15
Environmental Studies (PA&ED)	0%	Both				
Design Engineering (PS&E)	0%	Both	4	2014/15	2	2015/16
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	3	2015/16	4	2015/16
Start Construction (i.e. Award Contract)	0%	Both	1	2016/17		
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

Prop K funds will provide the required match to annual FTA Section 5337 funds to complete full project funding.



Project Name: Transbay Tube Cross-Passage Doors Prototype

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 250,000	\$ 250,000	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 250,000	\$ 160,000	\$ 90,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 1,000,000	\$ -	\$ 1,000,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,500,000	\$ 410,000	\$ 1,090,000
Percent of Total		27%	73%

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here							Total	
	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17		17/18
Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 250,000					\$ 250,000
Design Engineering (PS&E)	Prop K	Planned	14/15		\$ 160,000				\$ 160,000
Design Engineering (PS&E)	FTA 5337	Programmed	13/14		\$ 90,000				\$ 90,000
Construction	FTA 5337	Programmed	13/14		\$ 450,000	\$ 550,000			\$ 1,000,000
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
Total By Fiscal Year					\$ 250,000	\$ 700,000	\$ 550,000	\$ -	\$ 1,500,000

**2009 Prop K 5YPP - Program of Projects (as approved)
 Guideways - BART (EP 22B)**

Programming

Last Update: March 30, 2010

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	
Subcategory								
BART	Water Intrusion Prevention - Downtown SF BART Stations	PS&E, CON	Programmed	\$100,000				\$100,000
BART	Water Intrusion Prevention - Downtown SF BART Stations	PS&E, CON	Programmed		\$1,141,000			\$1,141,000
Total Programmed in 5YPP								
				\$100,000	\$1,141,000	\$0	\$0	\$1,241,000
Total Programmed in Amended 2009 Strategic Plan*								
				\$100,000	\$1,141,000	\$0	\$0	\$1,241,000
Cumulative Remaining Programming Capacity								
				\$0	\$0	\$0	\$0	\$0

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

Guideways - BART (EP 22B)

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	Water Intrusion Prevention - Downtown SF BART Stations ¹	CON	Allocated	\$0	\$1,241,000				\$1,241,000
Total Programmed in 5YPP				\$0	\$1,241,000	\$0	\$0	\$0	\$1,241,000
Total Allocated and Pending in 5YPP				\$0	\$1,241,000	\$0	\$0	\$0	\$1,241,000
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in Amended 2009 Strategic Plan *				\$100,000	\$1,141,000	\$0	\$0	\$0	\$1,241,000
Deobligated from Prior 5YPP Cycles **				\$0					\$0
Cumulative Remaining Programming Capacity				\$100,000	\$0	\$0	\$0	\$0	\$0

* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

** "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 \$100,000 in funds programmed but unallocated for the same project moved from FY 2009/10 to FY 2010/11. Cash flow adjusted from 8%-46%: 46% starting in Fiscal Year 2009/10 to 100% in Fiscal Year 2011/12.