

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Guideways - BART (EP 22B)**  
**Programming and Allocations to Date**  
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
BART	Traction Power Substation Replacement <sup>1,2</sup>	PS&E	Programmed	\$0		\$1,500,000			\$1,500,000
BART	Tunnel Waterproofing M Line <sup>1</sup>	CON	Planned			\$1,269,471			\$1,269,471
<b>Total Programmed in 2019 5YPP</b>				\$0	\$0	\$2,769,471	\$0	\$0	\$2,769,471
<b>Total Allocated and Pending</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated</b>				\$0	\$0	\$2,769,471	\$0	\$0	\$2,769,471
<b>Total Programmed in 2021 Strategic Plan</b>				\$0	\$0	\$2,769,471	\$0	\$0	\$2,769,471
<b>Deobligated Funds</b>						\$0	\$0	\$0	\$0
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

**FOOTNOTES:**

<sup>1</sup> 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule.

<sup>2</sup> 5YPP Amendment to fund Tunnel Waterproofing M Line

Reprogram \$69,471 in funds deobligated from projects completed under budget to the Tunnel Waterproofing M Line project.

Reduce programming by \$1.2M for the Traction Power Substation Replacement project

Add Tunnel Waterproofing M Line project with \$1,269,471 for construction in FY2021/22

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Guideways - BART (EP 22B)**  
**Cash Flow (Maximum Annual Reimbursement)**  
 Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Traction Power Substation Replacement <sup>1,2</sup>	PS&E			\$200,000	\$650,000	\$650,000	\$1,500,000
Tunnel Waterproofing M Line <sup>1</sup>	CON				\$900,000	\$369,471	\$1,269,471
<b>Cash Flow Programmed in 2019 5YPP</b>		\$0	\$0	\$200,000	\$1,550,000	\$1,019,471	\$2,769,471
<b>Total Cash Flow Allocated and Pending</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Unallocated</b>		\$0	\$0	\$200,000	\$1,550,000	\$1,019,471	\$2,769,471
<b>Total Cash Flow in 2021 Strategic Plan</b>		\$0	\$0	\$200,000	\$1,550,000	\$1,019,471	\$2,769,471
<b>Deobligated Funds</b>				\$0	\$0	\$0	\$0
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

**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	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
Tunnel Waterproofing M Line	4	0	0	1	1	3	9

**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.

**Need:** Project replaces asset at at end of useful life.

**Leveraging:** Project leverages non-Prop K funds.

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



<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Traction Power Substation Replacement
<b>Implementing Agency:</b>	Bay Area Rapid Transit District
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	A. Transit
<b>Subcategory:</b>	iii. System Maintenance and Renovation (transit)
<b>EP Line (Primary):</b>	22B-Guideways - BART
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2021/22
<b>Project Information</b>	
<b>Project Location:</b>	Powell St. BART Station on Market St.
<b>Supervisory District(s):</b>	District 11
<b>Project Manager:</b>	Bryant Fields
<b>Phone Number:</b>	510-817-5927
<b>Email:</b>	<a href="mailto:bfields@bart.gov">bfields@bart.gov</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Replace the existing 50 year old BART traction power substation located at the BART Powell St. Station
<b>Detailed Scope (may attach Word document):</b> 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 Powell St. Station traction power substation 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.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	BART will coordinate closely with the SFMTA on this project
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



Project Delivery Milestones Phase	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)	100%	In-house	Q1-Jul-Aug-Sep	2018/19	Q1-Jul-Aug-Sep	2019/20
Right of Way	100%	In-house	Q2-Oct-Nov-Dec	2018/19	Q1-Jul-Aug-Sep	2019/20
Design Engineering (PS&E)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2021/22	Q2-Oct-Nov-Dec	2022/23
Advertise Construction	0%	In-house	Q3-Jan-Feb-Mar	2022/23		
Start Construction (i.e. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2025/26
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2026/27

**Comments/Concerns**



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

<b>Project Name:</b>	Traction Power Substation Replacement
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Project Cost Estimate	Funding Source		
	Phase	Cost	
			<b>Prop K</b>
			<b>Other</b>
Planning/Conceptual Engineering	\$ 60,000	\$ -	\$ 60,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 2,500,000	\$ 1,500,000	\$ 1,000,000
Construction	\$ 33,000,000		\$ 33,000,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	<b>\$ 35,560,000</b>	<b>\$ 1,500,000</b>	<b>\$ 34,060,000</b>
<b>Percent of Total</b>		<b>4%</b>	<b>96%</b>

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	2021/22	2022/23	2023/24	2024/25	2025/26
BART Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 1,000,000	\$ -			\$ -	\$ -
Prop K	22B-Guideways - BART	Design Engineering (PS&E)	Programmed	2021/22	\$ 1,500,000	\$ 200,000	\$ 650,000	\$ 650,000		
BART Funds		Construction	Programmed	2023/24	\$ 33,000,000	\$ -	\$ -			
<b>Total By Fiscal Year</b>					<b>\$ 35,560,000</b>	<b>\$ 200,000</b>	<b>\$ 650,000</b>	<b>\$ 650,000</b>	<b>\$ -</b>	<b>\$ -</b>

**Comments**  
 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project schedule, and reduce programming by \$1,200,000 for construction, which will be funded by non-Prop K sources. The \$1.2M is proposed to be reprogrammed to the Tunnel Waterproofing M Line project.

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



<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Tunnel Waterproofing M Line
<b>Implementing Agency:</b>	Bay Area Rapid Transit District
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	A. Transit
<b>Subcategory:</b>	iii. System Maintenance and Renovation (transit)
<b>EP Line (Primary):</b>	22B-Guideways - BART
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2021/22
<b>Project Information</b>	
<b>Project Location:</b>	BART M-Line within the San Francisco County
<b>Supervisory District(s):</b>	District 06, District 08, District 09, District 11
<b>Project Manager:</b>	David Greenaway
<b>Phone Number:</b>	510-817-5922
<b>Email:</b>	<a href="mailto:dgreena@bart.gov">dgreena@bart.gov</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Repair steel-lined tunnel and concrete tunnel cracks to mitigate water intrusion along M-Line within San Francisco County.
<b>Detailed Scope (may attach Word document):</b> 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).	The project is currently in design phase and will be ready for Construction in Q2 FY2023. The project will provide repair of the leaking steel lining tunnel by Contractor and concrete cracks by BART forces along M-line within San Francisco County. The BART M-Line runs from the Oakland Wye across West Oakland, through the Transbay Tube into downtown San Francisco, through the Market Street Subway, under Mission Street, and along the former Ocean View Branch to Daly City. Due to current corrosion conditions, the repair is critical to the mitigation of water intrusion in the underground structures.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Work is scheduled to be performed during grave yard and therefore minimizes impact to public.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	None.
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	95%	Contracted	Q2-Oct-Nov-Dec	2019/20	Q3-Jan-Feb-Mar	2021/22
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2021/22		
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2026/27
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2026/27

**Comments/Concerns**

Construction of concrete repair will be performed by BART forces in and the steel-lined tunnel repair will be contracted. Concrete Repair work will commence in Q2 FY23.



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

<b>Project Name:</b>	Tunnel Waterproofing M Line
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 2,200,000	\$ -	\$ -	\$ 2,200,000
Construction	\$ 37,469,471	\$ 1,269,471	\$ 1,269,471	\$ 36,200,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	<b>\$ 39,669,471</b>	<b>\$ 1,269,471</b>	<b>\$ 1,269,471</b>	<b>\$ 38,400,000</b>
<b>Percent of Total</b>			<b>3%</b>	<b>97%</b>

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	2021/22	2022/23	2023/24	2024/25	2025/26
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 2,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22B-Guideways - BART	Construction	Planned	2021/22	\$ 1,269,471		\$ 900,000	\$ 369,471		
BART Funds		Construction	Allocated	Previous	\$ 36,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 39,669,471</b>	<b>\$ -</b>	<b>\$ 900,000</b>	<b>\$ 369,471</b>	<b>\$ -</b>	<b>\$ -</b>

**Comments**

5YPP amendment to add the subject project with \$1.2 million reprogrammed from the Traction Power Substation Replacement project and \$69,471 in funds deobligated from projects completed under budget.