



2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

FACILITIES - BART

Approved: October 23, 2018

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



This Page Intentionally Left Blank

Table of Contents

- Eligibility
- Prioritization Criteria
- Stretching Your Prop K Sales Tax Dollars Farther
- Performance Measures
- Table 2 - Project Delivery Snapshot
- Table 3 - Prioritization Criteria and Scoring Table
- Table 4 – Prop K 5-Year Project List (FY 2019/20 – FY 2023/24)
- Project Information Forms
- 2014 Prop K 5-Year Prioritization Program – Program of Projects (as adopted)
- 2014 Prop K 5-Year Prioritization Program – Program of Projects (as proposed)

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, 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).”

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 at a minimum 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.

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, from 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 2019 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 - BART	90%	92%

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 Facilities categories is whether each project maintains facilities and major equipment systems within life cycle standards. Specifically, for the BART Facilities category, an additional performance measure will be elevator availability.

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

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Allocated (as of July 2018)	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$ 1,010,000	\$ 393,615	39%
2009 5YPP (FY 2009/10-2013/14)	\$ 512,000	\$ -	0%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 625,249	\$ 110,000	18%
Total		\$ 503,615	

*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	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%
BART	2017/18	Daly City BART Station Bus & Shuttle Circulation Improvements	Construction	\$ 110,000	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
 Rehab/Upgrade Existing Facilities - BART (EP 20B)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Improves Efficiency of Transit Operations	
Total Possible Score	4	3	3	4	3	3	20
Elevator Renovation Program	3	3	2	3	3	2	16

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 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
Rehab/Upgrade Existing Facilities - BART Category (20B)
Programming**

Agency	Project Name	Phase	Status	Year				Total	
				2019/20	2020/21	2021/22	2022/23		2023/24
BART	Elevator Renovation Program	CON	Planned	\$790,000	\$790,000	\$0	\$0	\$0	\$790,000
			Funds Requested in 2019 5YPP	\$790,000	\$0	\$0	\$0	\$0	\$790,000
			Funds Programmed in 2019 Strategic Plan Baseline	\$53,898	\$51,352	\$54,212	\$57,067	\$60,069	\$276,598
			Cumulative Remaining Programming Capacity	(\$736,102)	(\$684,749)	(\$630,538)	(\$573,470)	(\$513,402)	(\$513,402)

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
 Rehab/Upgrade Existing Facilities - BART Category (20B)
 Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Elevator Renovation Program	CON		\$200,000	\$200,000	\$200,000	\$190,000	\$790,000
Cash Flow Requested in 2019 5YPP		\$0	\$200,000	\$200,000	\$200,000	\$190,000	\$790,000
Cash Flow in 2019 Strategic Plan Baseline		\$53,898	\$51,352	\$54,212	\$57,067	\$60,069	\$276,598
Cumulative Remaining Cash Flow Capacity		\$53,898	(\$94,749)	(\$240,538)	(\$383,470)	(\$513,402)	(\$513,402)



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

Prop K Project Information Form	
Project Name:	Elevator Renovation Program
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):	20B-Facilities - BART
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Embarcadero, Montgomery, Powell, Civic Center, Glen Park Transit Stations
Supervisory District(s):	District 03, District 06, District 08
Project Manager:	Kerry Morgan
Phone Number:	510-287-4815
Email:	kmorgan@bart.gov
Brief Project Description for MyStreetSF (80 words max):	The Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures in BART stations in a cost-efficient way. This phase will renovate eight elevators in San Francisco at BART's highest demand stations: two each at the Montgomery, Powell and Civic Center stations, one elevator at the Embarcadero Station and one elevator at the Glen Park Station.
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).	Elevators are an important component of the transit system, providing access to BART and Muni stations for passengers who have physical disabilities, need assistance to transport luggage or strollers, or have limited mobility. Renovations are needed to keep these elevators running reliably. The Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures, in order to reduce the risk of lengthy elevator downtime. The program will improve elevator safety, reliability, performance, aesthetics, comfort, efficient, and sustainability. BART's systemwide Elevator Renovation Program will be implemented through multiple phases. This phase will renovate eight elevators in San Francisco: two each at the Montgomery, Powell and Civic Center stations, one elevator at the Embarcadero Station and one elevator at the Glen Park Station. These stations have some of the highest levels of ridership in the entire BART system, and elevators at these stations also have the highest demands systemwide.
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).	The need for improved elevator maintenance and reliability has been cited in numerous plans, including the Embarcadero/Montgomery, Powell St, and Civic Center Modernization Concept Plans and the 2018 Coordinated Public Transit Human Services Transportation Plan, all of which included community outreach components. Elevator rehabilitation and renovations 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



**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	Q3-Jan-Feb-Mar	2017/18	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2019/20
Advertise Construction			Q4-Apr-May-Jun	2019/20		
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2023/24
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2023/24

Comments/Concerns



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

Project Name:	Elevator Renovation Program
----------------------	-----------------------------

Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 50,000	\$ -	\$ 50,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 2,400,000	\$ -	\$ 2,400,000
Construction	\$ 6,890,000	\$ 790,000	\$ 6,100,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 9,340,000	\$ 790,000	\$ 8,550,000
Percent of Total		8%	92%

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	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5337		Design Engineering (PS&E)	Programmed	Previous	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	20B-Facilities - BART	Construction	Planned	2019/20	\$ 790,000	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 190,000
BART Funds		Construction	Planned	2019/20	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Section 5337		Construction	Programmed	2019/20	\$ 4,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 9,340,000	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 190,000

Funding Plan - All Phases
<p>Comments</p>

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

Programming as Adopted
 Approved 6/24/2014

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	Programmed	\$150,000					\$150,000
BART	Daly City BART Station Bus & Shuttle Circulation Improvements	CON	Programmed		\$400,000				\$400,000
BART	Glen Park Station Plaza Improvements	PLAN/CER	Programmed	\$75,249					\$75,249
Total Programmed in 5YPP				\$225,249	\$400,000	\$0	\$0	\$0	\$625,249
Total Programmed in 2014 Strategic Plan				\$625,249	\$0	\$0	\$0	\$0	\$625,249
Cumulative Remaining Programming Capacity				\$400,000	\$0	\$0	\$0	\$0	\$0

**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
Glenn 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 2014 Strategic Plan							
		\$225,249	\$100,000	\$300,000	\$0	\$0	\$625,249
Cumulative Remaining Cash Flow Capacity							
		\$0	\$0	\$0	\$0	\$0	\$0

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

Programming and Allocations to Date
Pending October 23, 2018 Board

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	Programmed	\$0					\$0
BART	Daly City BART Station Bus & Shuttle Circulation Improvements	CON	Programmed		\$0				\$0
BART	Daly City BART Station Bus & Shuttle Circulation Improvements	CON	Allocated				\$110,000		\$110,000
BART	Glen Park Station Plaza Improvements	PLAN/CER	Programmed	\$0					\$0
Total Programmed in 5YPP				\$0	\$0	\$0	\$110,000	\$0	\$110,000

Total Allocated and Pending in 5YPP	\$0	\$0	\$0	\$110,000	\$0	\$110,000
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	\$625,249	\$0	\$0	\$0	\$0	\$625,249
Deobligated from Prior 5YPP Cycles **	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$625,249	\$625,249	\$625,249	\$515,249	\$515,249	\$515,249

Programmed
Pending Allocation / Appropriation
Board Approved Allocation / Appropriation

FOOTNOTES:

Comprehensive 2014 5YPP Amendment concurrent with 2019 5YPP adoption (Reso. XX, approved YYYY).

Daly City BART Station Bus & Shuttle Circulation Improvements: Reduced from \$440,000 to \$0 in FY2014/15 and FY2015/16. Project will be advanced with other funding sources.

Glen Park Station Plaza Improvements: Reduced from \$75,249 to \$0 in FY2014/15. Project will not advance.

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

Cash Flow (\$) Maximum Annual Reimbursement

Pending October 23, 2018 Board

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	\$0					\$0
Daly City BART Station Bus & Shuttle Circulation Improvements	CON		\$0	\$0			\$0
Daly City BART Station Bus & Shuttle Circulation Improvements	CON				\$25,000	\$85,000	\$110,000
Glen Park Station Plaza Improvements	PLAN/CER	\$0					\$0
Cash Flow Programmed in 5YPP		\$0	\$0	\$0	\$25,000	\$85,000	\$110,000
Total Cash Flow Allocated		\$0	\$0	\$0	\$25,000	\$85,000	\$110,000
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		\$225,249	\$100,000	\$300,000	\$0	\$0	\$625,249
Deobligated from Prior 5YPP Cycles **		\$0					\$0
Cumulative Remaining Cash Flow Capacity		\$225,249	\$325,249	\$625,249	\$600,249	\$515,249	\$515,249

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation