



FACILITIES—Undesignated

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Prepared by the San Francisco County Transportation Authority



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This is the first 5YPP for this category. Prior to this 2019 update, we have not needed to tap into the discretionary category for facilities since there have been sufficient funds available to meet BART, MUNI, and Caltrain needs in their facility categories. Thus, some sections are not included in the 2019 5YPP document. This discretionary category was intended to be used to fund high priority projects that could not fit in the operator category.

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 are selected for Prop K funding. 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. A Prioritization Criteria and Scoring Table was developed for the Facilities categories designated for individual eligible sponsors (BART, MUNI, Caltrain), and we are proposing to use the same table for the Facilities–Undesignated category.

Table 3 shows the Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with up to 10 points allocated program-wide criteria and up to 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. Facilities projects funded with Prop K provide citywide benefits and are typically driven by safety and the need to maintain the system in a state of good repair, which benefits performance of the entire transit system.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against funds from non-Prop K sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Facilities – Muni category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage 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)
Facilities - Muni	90%	99%

¹This 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, as with the other Prop K Facilities categories, is to insure that 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 the Prop K Facilities–Undesignated category is whether each project maintains or upgrades facilities and major equipment systems within life cycle standards.

Table 3 - Prioritization Criteria and Scoring Table
Facilities - Undesignated (EPs 20U)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Improves Efficiency of Transit Operations		
<i>Total Possible Score</i>	4	3	3	4	3	3	20	
Potrero Facility Reconstruction	2	1	0	4	2	3	12	
Embarcadero Station: New Northside Platform Elevator	4	3	2	4	3	3	19	

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).

**2019 Prop K 5-Year Prioritization Program - Program of Projects
Facilities - Undesignated Category (EP 20U)
Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Potrero Facility Reconstruction	PLAN/ CER	Planned	\$4,848,403					\$4,848,403
BART	Embarcadero Station: New Northside Platform Elevator	CON	Planned	\$1,000,000					\$1,000,000
Funds Requested in 2019 5YPP									
				\$5,848,403	\$0	\$0	\$0	\$0	\$5,848,403
Funds Programmed in 2019 Strategic Plan Baseline									
				\$4,650,000	\$322,940	\$336,884	\$349,594	\$362,452	\$6,021,870
Cumulative Remaining Programming Capacity									
				(\$1,198,403)	(\$875,463)	(\$538,579)	(\$188,985)	\$173,467	\$173,467

**2019 Prop K 5-Year Prioritization Program - Program of Projects
Facilities - Undesignated Category (EP 20U)
Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Potrero Facility Reconstruction	PLAN/ CER	\$4,848,403					\$4,848,403
Embarcadero Station: New Northside Platform Elevator	CON	\$250,000	\$500,000	\$250,000			\$1,000,000
Cash Flow Requested in 2019 5YPP							
		\$5,098,403	\$500,000	\$250,000	\$0	\$0	\$5,848,403
Cash Flow in 2019 Strategic Plan Baseline¹							
		\$4,650,000	\$322,940	\$336,884	\$349,594	\$362,452	\$6,021,870
Cumulative Remaining Cash Flow Capacity							
		(\$448,403)	(\$625,463)	(\$538,579)	(\$188,985)	\$173,467	\$173,467

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



Prop K Project Information Form	
Project Name:	Potrero Facility Reconstruction
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	20M-Facilities - Muni
Other EP Line Number/s:	20U-Facilities - Undesignated
Fiscal Year of Allocation:	2018/19, 2019/20
Project Information	
Project Location:	2500 Mariposa Street
Supervisorial District(s):	District 10
Project Manager:	David Greenaway
Phone Number:	415-701-4237
Email:	david.greenaway@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Rebuild the 100 year old, seismically deficient Potrero Maintenance Facility to provide a larger facility that services and stores trolley electric and battery buses.
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).	<p>The entire Potrero Maintenance Facility will be rebuilt to provide a larger facility that services and stores trolley coaches and provides an operator training facility. The facility will be decked and will possibly include Transit Oriented Development (TOD), up to 14 floors, above the Geary Street side of the facility. The project will include vehicle storage, maintenance, bus wash, and development all while potentially preserving the historic nature of the existing building.</p> <p>This project supports the SFMTA's need to expand its facilities to accommodate an expanded fleet, with updated maintenance facilities and sufficient storage for growing bus and rail fleets. This project would support the SFMTA's TOD policies.</p>
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).	TBD
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year	
Planning/Conceptual Engineering	10%	Contracted	Q1-Jul-Aug-Sep	2018/19	Q2-Oct-Nov-Dec	2021/22		
Environmental Studies (PA&ED)			Q1-Jul-Aug-Sep	2018/19	Q1-Jul-Aug-Sep	2020/21		
Right of Way								
Design Engineering (PS&E)			Q3-Jan-Feb-Mar	2019/20	Q2-Oct-Nov-Dec	2023/24		
Advertise Construction			Q3-Jan-Feb-Mar	2023/24				
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2023/24				
Operations (i.e. paratransit)								
Open for Use					Q2-Oct-Nov-Dec	2025/26		
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26		

Comments/Concerns
 Dates are preliminary and subject to change.



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

Project Name:	Potrero Facility Reconstruction
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 30,605,188	\$ 5,848,403	\$ 24,756,785
Environmental Studies (PA&ED)	\$ 1,000,000	-	\$ 1,000,000
Right of Way	\$ -	\$ -	-
Design Engineering (PS&E)	\$ 50,871,632	-	\$ 50,871,632
Construction	\$ 314,783,419	-	\$ 314,783,419
Operations (i.e. paratransit)	\$ -	\$ -	-
Total Project Cost	\$ 397,260,239	\$ 5,848,403	\$ 391,411,836
Percent of Total		1%	99%

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	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	20M-Facilities - MUNI	Planning/Conceptual Engineering	Planned	Previous	\$ 1,000,000	\$ 250,000	\$ 750,000				
Prop B General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 350,000						
SFMTA Operating FY18		Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,000,000						
Prop K	20U-Facilities - Undesignated	Planning/Conceptual Engineering	Planned	2019/20	\$ 4,848,403		\$ 4,848,403				
Prop B General Fund		Planning/Conceptual Engineering	Programmed	2019/20	\$ 300,000						
SFMTA Operating		Planning/Conceptual Engineering	Programmed	2019/20	\$ 17,946,673						
TBD		Planning/Conceptual Engineering	Planned	2019/20	\$ 6,160,112						
TBD		Design Engineering (PS&E)			\$ 50,871,632						
TBD		Construction			\$ 314,783,419						
					Total By Fiscal Year	\$ 250,000	\$ 5,598,403	\$ -	\$ -	\$ -	\$ -

Comments
 TBD funds potentially include General Obligation Bonds, SFMTA Operating, Revenue Bonds, Developer Fees, Regional Measure 3 and/or other new revenue sources. All funds must be committed to the Prop K funded phase for allocation of Prop K funds, and SFMTA will be expected to justify the \$30.6 million estimated cost of the planning phase.

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



Prop K Project Information Form	
Project Name:	Embarcadero Station: New Northside Platform Elevator
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):	20U-Facilities - Undesignated
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Embarcadero Station
Supervisory District(s):	District 03, District 06
Project Manager:	Mark Dana
Phone Number:	510-287-4745
Email:	mdana@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Procure and install a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.
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).	This project will purchase and install a new vertical elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni Station. A glass-enclosed cab and hoistway will provide visual transparency. The elevator will be located completely within the BART paid area, thus helping to reduce fare evasion. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.
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).	BART conducted extensive community outreach as part of the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study including a series of open houses, surveys, fliers, BART news story and email alert, and social media. The purpose of the outreach was to inform BART riders and the public about BART's planning process, efforts to implement capacity and modernization efforts at the stations, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. Elevators are a capital improvement priority 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.	SFMTA, Scott Broder, 415-679-3185, scott.broder@sfmta.com
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Work Locations. New Embarcadero Elevator

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year	
Planning/Conceptual Engineering	100%	In-house	Q3-Jan-Feb-Mar	2015/16	Q3-Jan-Feb-Mar	2017/18		
Environmental Studies (PA&ED)								
Right of Way								
Design Engineering (PS&E)	95%	In-house and Contracted	Q3-Jan-Feb-Mar	2017/18	Q1-Jul-Aug-Sep	2018/19		
Advertise Construction			Q4-Apr-May-Jun	2018/19				
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2019/20				
Operations (i.e. paratransit)								
Open for Use					Q2-Oct-Nov-Dec	2021/22		
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2021/22		

Comments/Concerns



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

Project Name: Embarcadero Station: New Northside Platform Elevator

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ 250,000	\$ -	\$ 250,000	
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
	Right of Way	\$ -	\$ -	\$ -	
	Design Engineering (PS&E)	\$ 1,500,000	\$ -	\$ 1,500,000	
	Construction	\$ 13,250,000	\$ 1,000,000	\$ 12,250,000	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
	Total Project Cost	\$ 15,000,000	\$ 1,000,000	\$ 14,000,000	
	Percent of Total		7%	93%	

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	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 1,500,000						
OBAG 2		Construction	Programmed	2020/21	\$ 2,000,000						
Prop K	20U-Facilities - Undesignated	Construction	Planned	2019/20	\$ 1,000,000	\$ 250,000	\$ 500,000	\$ 250,000			
BART Funds		Construction	Programmed	2019/20	\$ 10,250,000						
BART Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 250,000						
				Total By Fiscal Year	\$ 15,000,000	\$ -	\$ 250,000	\$ 500,000	\$ 250,000	\$ -	\$ -

Comments

Prop K funds from the Facilities - Undesignated category are providing the local match to One Bay Area Grant Cycle 2 funds programmed by the Transportation Authority in fall 2017.

CONSTRUCTION OF NEW PLATFORM ELEVATOR AT EMBARCADERO STATION

