



Memorandum

Date: 03.10.16 **RE:** Plans and Programs Committee
March 15, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Cohen, Peskin and Wiener (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Approval of the 2016 Prop AA Call for Projects Programming Recommendations Totaling \$2,192,934 for Four Projects and Amendment of the Prop AA Strategic Plan

Summary

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements consistent with a 2010 voter-approved expenditure plan. One of the features of Prop AA is a focus on quick-to-deliver projects that bring tangible benefits to neighborhoods citywide. Correspondingly, the 2012 Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner. In November we issued a call for projects to program \$1,193,197 in Prop AA revenues available mainly from cost savings from recently completed projects. By the January 13, 2016 deadline we received five applications requesting about \$2.6 million in Prop AA funds. In order to fund more projects, we updated the Prop AA revenue assumptions for the first five years of the Strategic Plan (Fiscal Years 2012/13–2016/17) based on actual revenues collected to date, which are about 3.9% higher than was assumed in the Strategic Plan. Revising the revenue estimates, after netting out 5% program administration costs, increases the capital reserve by \$999,737, which is now available for programming. We evaluated projects using the Board-adopted screening and prioritization criteria. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project (Attachment 3). This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid; and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5

million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

In 2012 the Transportation Authority approved the first Prop AA Strategic Plan, which included programming of \$26.4 million in Prop AA funds for 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$21 million in Prop AA funds have been allocated and most of the projects eligible for funds through Fiscal Year 2015/16 have received allocations.

By fall 2015, we had confirmed that six projects in the Strategic Plan would not need the full amount of Prop AA funds to reach completion, resulting in \$1.193 million available for programming to new projects. Consistent with Prop AA policies to deliver tangible benefits quickly to neighborhoods citywide, we issued a competitive call for projects in November 2015.

DISCUSSION

The purpose of this memorandum is to present the 2016 Prop AA call for projects draft programming recommendations to the Plans and Programs Committee, and to seek a recommendation for the approval of these programming recommendations and a corresponding amendment of the Prop AA Strategic Plan.

Call for Projects: On November 25, 2015, we issued a call for projects to program \$1,193,197 in Prop AA vehicle registration fee revenues available primarily from cost savings from recently completed projects, largely from the Pedestrian Safety and Transit Reliability and Mobility categories (\$680,800 and \$507,980, respectively). By the January 13, 2016 deadline we had received five applications requesting approximately \$2.6 million in Prop AA funds. Attachment 1 summarizes the applications received. Additional detail is provided in the project information forms included in the enclosure.

Funds Available: The call for projects was based on approximately \$1.2 million in Prop AA funds available from costs savings and other un-needed funds as detailed in Table 1 on the next page. Given that the call for projects generated requests for more than twice that amount of funds and that we are in the last year of the 5-years of programming included in the 2012 Prop K Strategic Plan, we decided to revisit revenue assumptions to see if more funds could be available to program at this time.

Prop AA revenue collection began in May 2011. The 2012 Strategic Plan was the first one ever adopted for Prop AA. As shown in Attachment 2, at the time, Prop AA revenues were projected to average \$387,000 per month, or about \$4.64 million annually, based on the number of vehicles registered in San Francisco – a number which was expected to remain relatively flat over time. Based on actual revenues collected between March 2011 and November 2015, we are revising our revenue assumptions by about 3.9% to \$402,800 per month or about \$4.83 million annually. The Strategic Plan programs funds to projects in the 5-year period spanning Fiscal Years 2012/13 to 2016/17. Over that 5-year, the revised revenue assumptions makes an additional \$1,052,355 million available.

Table 1. Funds Available for Reprogramming (e.g. cost savings, unneeded funds)

Project (Phase)	Amount	Prop AA Expenditure Plan Category	Reason Funds Available
Franklin and Divisadero Signal Upgrades (Design)	\$564,730	Pedestrian Safety	Project costs were lower than anticipated due to efficiencies realized from best practices based on prior, similar projects. Design phase also benefitted from coordination with San Francisco Public Work's repaving project along the same corridor.
24th Street/Mission BART SW Plaza and Pedestrian Improvements (Construction)	\$503,980	Transit Reliability and Mobility Improvements	Costs were lower than anticipated because of a favorable bid environment.
Franklin Street Pedestrian Signals (Design and Construction)	\$88,520	Pedestrian Safety	Cost savings. Combined with Franklin and Divisadero project. See above.
Ellis/Eddy Traffic Calming (Design)	\$27,550	Pedestrian Safety	Project funded via Prop K.
28th Avenue Pavement Renovation (Construction)	\$4,417	Street Repair and Reconstruction	Project costs were lower than anticipated. Project completed under budget.
City College Pedestrian Connector (Construction)	\$4,000	Transit Reliability and Mobility Improvements	Funds not needed. Project budget lower than anticipated at programming.
Total Funds Available	\$1,193,197		

The table below details how the revised revenue assumptions result in increased capital reserve funds that could be available for programming to new projects now or programmed as part of next year's Strategic Plan update. It should be noted that Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues.

Table 2. Increased Prop AA Capital Reserve

Revised estimated revenues (Fiscal Year 2010/11 – Fiscal Year 2016/17)	\$29,696,044
Funds programmed in the 2012 Strategic Plan	(\$26,658,463)
5% Program administration costs (including one-time startup costs*)	(\$1,797,845)
Existing Capital Reserve (~5% of annual revenue)	(\$240,000)
Increased Capital Reserve – currently available for programming	(\$999,737)

*One-time startup costs of \$314,000.

Draft Programming Recommendations: We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA call for projects, application of the Board-adopted prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all five projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a WalkFirst corridor or directly improve access to transit or schools). Descriptions of the evaluation criteria and the resulting project scores are detailed in the Project Evaluation table in the enclosure with one table for the Pedestrian Safety category and a second table for the Transit Reliability and Mobility Improvement category. For the latter category, we also took into consideration the special condition included in the Prop AA Strategic Plan that gives priority to San Francisco Municipal Transportation Agency (SFMTA)'s Rapid Network projects for receiving any Prop AA funds in the Transit Reliability and Mobility Improvements category that arise from cost savings, cancelled projects, etc. – provided that they meet all other requirements in the call for projects, including project readiness standards.

Attachment 3 shows our draft programming recommendations along with the evaluation score for each project as reference. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project. Only the lowest scoring project is not recommended for any funding. This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid route (this was the only project submitted for funding from the Transit Category); and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. The SFMTA is able to scale the number of locations to be designed based on the amount of funds available. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

We are not recommending funding for the Presidio Trust's Greenwich Gate project, which would create a new 12-foot gate for pedestrians and cyclists at the Presidio boundary wall at the intersection of Greenwich and Lyon Streets, and a multi-use trail to connect the new gate at the intersection of Lombard and Letterman Streets. The primary reasons are related to project readiness and lack of additional funding after funding higher scoring projects. The project is at 10 percent design, and will need additional public outreach prior to advancing into the final design and construction phases, which are the eligible phases for Prop AA funding.

Strategic Plan Amendment: The recommended draft programming for these projects would require an amendment to the Prop AA Strategic Plan to program \$999,737 from the increased Prop AA capital reserve (as described above) in addition to the funds available from recently completed projects (\$1,193,197); and to add the four new recommended projects with \$2,192,934 in Prop AA funds. Attachment 4 shows the proposed amendment Strategic Plan programming.

ALTERNATIVES

1. Recommend approval of the 2016 Prop AA call for projects programming recommendations and

amendment of the Prop AA Strategic Plan, as requested.

2. Recommend approval of the 2016 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Approval of the programming recommendations and Strategic Plan amendment does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Transportation Authority Board. Sufficient funds are included in the adopted Fiscal Year 2015/16 budget to accommodate the recommended cash flows should the Transportation Authority Board approve the Prop AA Strategic Plan amendment and subsequent allocation requests.

CAC POSITION

The CAC was briefed on this item at its February 24, 2016 meeting and adopted a motion of support for the staff recommendation.

RECOMMENDATION

Recommend approval of the 2016 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan.

Attachments (4):

1. Prop AA Summary of Project Submissions
2. Prop AA Revised Revenue Projections
3. Prop AA Draft Programming Recommendations
4. Proposed Amended Prop AA Strategic Plan

Enclosure:

1. Prop AA Project Evaluation and Project Information Forms (6 documents total)

**Attachment 1.
Prop AA Summary of Project Submissions**

Pedestrian Safety Category.

Number	Project Name	Brief Project Description	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	First Fiscal Year	District(s)	Notes
1	Greenwich Gate	The project would recreate an historic opening in the Presidio boundary wall at the intersection of Greenwich and Lyon Streets, and create a new narrow (~12ft) gate for pedestrians and cyclists. The project also includes construction of 535 linear feet of multi-use trail to connect the Greenwich Gate to the Lombard/Letterman intersection, completing one of the two remaining gaps in the Presidio Promenade multi-use trail. The project was identified in Presidio Trails and Bikeways Master Plan (July 2003).	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	15/16	2	
2	Bulb-outs at WalkFirst Locations	This project funds the design phase to upgrade up to 25 existing Painted Safety Zones (PSZ) to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city. The SFMTA will select the highest-priority PSZs with collision patterns that warrant upgrade. Design would begin in Spring 2016 and start construction in Spring 2018. Locations were identified through WalkFirst planning process.	SFMTA	Design	\$ 6,600,000	\$ 600,000	15/16	Citywide	Construction phase to be funded with SFMTA Revenue Bonds.
3	Broadway Chinatown Streetscape Improvements	This project would make improvements to Broadway between Columbus and the Broadway Tunnel, including new pedestrian crossings; roadway reconfiguration and repaving; sharrows to improve cyclist visibility; and pedestrian amenities such as pedestrian lighting, tree planting, and bus shelter and seating improvements. Project includes a focus on safety improvements around Jean Parker Elementary School. Caltrans Environmental Justice Transportation Planning grant funded a community engagement process for the project in 2011 and 2012. Construction is expected to be completed by Spring 2017.	SFPW	Construction	\$ 8,199,591	\$ 1,029,839	15/16	3	Prop AA would leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and state Safe Routes to School grant to fully fund the project. Project was originally advertised for bid in September 2015. Only one bid was received at 30% over engineer's estimate, which SFPW largely attributes to a very competitive bid climate. Due to lack of funds and interest in attracting additional bidders, SFPW did not accept this bid. SFPW has reworked the bid package by reducing the Water Department's scope and identifying alternate bid items such as sidewalk waterproofing, bronze alleyways name plaques, street tree irrigation, and 24 months of plant establishment. Additional Prop AA funds would fully fund project scope.
4	Mansell Streetscape Improvements	The project will reconfigure Mansell Street through McClaren Park by reducing the number of vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median between Visitacion and Brazil Avenues, and creating a multi-use path on the north side of the median. Project will provide improved connections between adjacent neighborhoods, park trail systems, and three public schools located immediately adjacent to the park. Improvements were prioritized through public outreach in 2010 and 2013. Construction is expected to be completed by September 2016.	SFPW	Construction	\$ 6,955,141	\$ 163,358	15/16	9, 10, 11	Prop AA would leverage OBAG funds, prior Prop AA and Prop K allocations, Urban Greening grant, and Recreation and Park Department (RPD) funds to fully fund the project. SFPW awarded the construction contract in August 2015 and construction is underway. SFPW is requesting additional Prop AA funds to cover the cost of higher than anticipated bids primarily for the street lights bid item (low bid was ~\$120,000 above the engineer's estimate), less RPD bond funds available than predicted (~\$50,000), and for guardrail repair that was not included in the base contract. Prop AA funds would replenish the contingency budget used to award the contract.
TOTAL					\$ 22,659,829	\$ 2,043,197			

¹ Projects are not listed in priority order. Projects are sorted by Sponsor, then by Project Name.

² Sponsor abbreviations include: San Francisco Public Works (SFPW) and the San Francisco Municipal Transportation Agency (SFMTA).

**Attachment 1.
Prop AA Summary of Project Submissions**

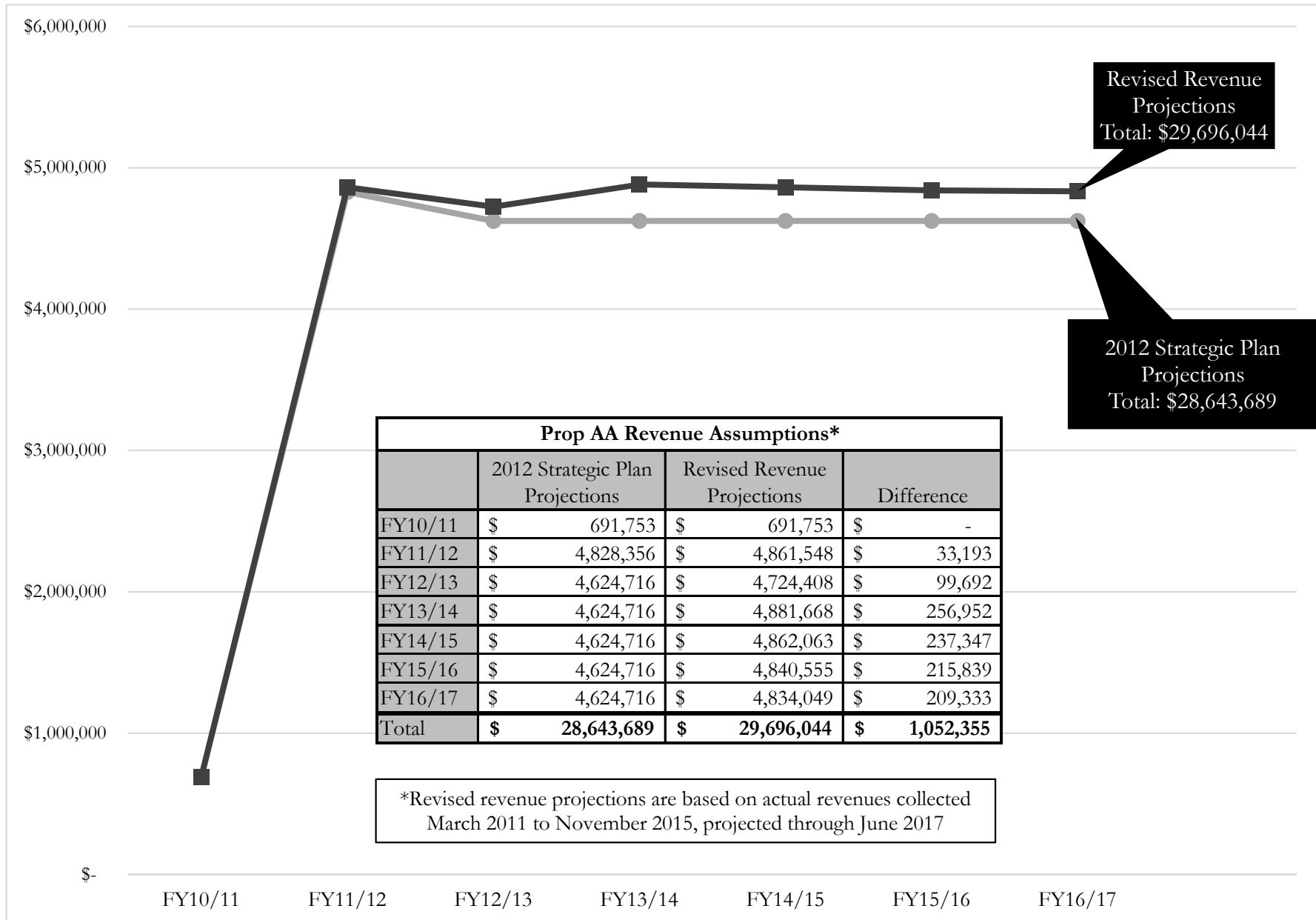
Transit Reliability and Mobility Improvement Category.

Number	Project Name	Brief Project Description	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Fisc Fiscal Year	District(s)	Notes
1	Muni Bus Layover Area at BART Daly City Station	This project would convert up to 30 paid parking spaces within the Daly City BART parking lot into a new bus layover area to accommodate planned service increases on the Muni 14 Rapid-Mission Rapid route. The Daly City BART Station serves as the terminal of the Muni 14R. Due to existing space constraints, Muni buses are directed to layover outside the station on De Long Street. In Spring 2016, service will increase from weekday peak-only to all day weekday and weekend service, resulting in 950 additional passengers per day. Project would be completed by December 2016. Loss of BART parking revenue would be offset by increased fare revenue associated with the additional trips on the Muni 14R.	BART	Construction	\$ 550,000	\$ 550,000	15/16	N/A	Letter of support received from the SFMTA.
TOTAL					\$ 550,000	\$ 550,000			

¹ Projects are not listed in priority order. Projects are sorted by Sponsor, then by Project Name.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART)

**Attachment 2.
Prop AA Revised Revenue Projections**



**Attachment 3.
2016 Prop AA Call for Projects
Draft Programming Recommendations**

Pedestrian Safety Category.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
15	Broadway Chinatown Streetscape Improvements	SFPW	Construction	\$ 8,199,591	\$ 1,029,839	\$ 1,029,839	Construction contract ready to re-advertise. Prop AA would leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and a state Safe Routes to School grant to fully fund the project.
12	Mansell Streetscape Improvements	SFPW	Construction	\$ 6,955,141	\$ 163,358	\$ 163,358	Project is under construction. Prop AA would leverage OBAG, prior Prop AA and Prop K allocations, Urban Greening grant, and Rec Park funds to fully fund the project.
12	Bulb-outs at WalkFirst Locations	SFMTA	Design	\$ 6,600,000	\$ 600,000	\$ 491,757	Recommend partial funding since number of project locations designed can be scaled to funds available. Construction phase to be funded with SFMTA Revenue Bonds. Can apply for future Prop AA or Prop K.
8	Greenwich Gate	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	\$ -	No funds available after funding higher scoring projects. Design is 10% complete; additional public outreach is needed before project advances to final design and construction. Potential candidate for future Prop AA or Transportation Fund for Clean Air funds.
Pedestrian Safety Category Sub-Total				\$ 22,659,829	\$ 2,043,197	\$ 1,684,954	Uses all funds available for reprogramming in this category (\$680,800) and Street Repair (\$4,417), plus \$999,737 from capital reserve.

Transit Reliability and Mobility Improvement Category.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
9.5	Muni Bus Layover Area at BART Daly City Station	BART	Construction	\$ 550,000	\$ 550,000	\$ 507,980	Project is ready to advertise for construction. Prop AA will leverage funds from BART and San Mateo County. San Mateo County will fund the difference between the requested amount and the amount available in this Prop AA category. BART has submitted a concurrent Prop AA funding request.
Transit Reliability and Mobility Improvement Category Sub-Total				\$ 550,000	\$ 550,000	\$ 507,980	Uses all funds available for reprogramming in this category.

TOTAL	\$ 23,209,829	\$ 2,593,197	\$ 2,192,934
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Amount Available for Programming	Available from deobligations and reprogramming	\$ 1,193,197
	Available from (increased) Prop AA Capital Reserve	\$ 999,737

TOTAL AVAILABLE	\$ 2,192,934
REMAINING CAPITAL RESERVE	\$ 240,000

(~5% of annual revenues net of 5% for program administration)

¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

Attachment 4.
Prop AA Strategic Plan
Programming and Allocations (Pending Board Approval 3.22.16)

Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
Street Repair and Reconstruction								
Funds Available in Category			\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
9th Street Pavement Renovation	CON	SFPW	\$ 2,216,627					\$ 2,216,627
28th Ave Pavement Renovation	CON	SFPW	\$ 1,174,260					\$ 1,174,260
	Deobligation	SFPW	\$ (4,417)					\$ (4,417)
Chinatown Broadway St	DES	SFPW		\$ 650,000				\$ 650,000
Mansell Corridor Improvement Project	DES	SFMTA		\$ 202,228				\$ 202,228
	CON	SFMTA			\$ 2,325,624			\$ 2,325,624
McAllister St Pavement Renovation	CON	SFPW		\$ 2,210,000				\$ 2,210,000
Dolores St Pavement Renovation	CON	SFPW			\$ 2,210,000			\$ 2,210,000
Brannan St Pavement Renovation	CON	SFPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed (48%)			\$ 3,386,470	\$ 3,062,228	\$ 4,535,624	\$ -	\$ 2,210,000	\$ 13,194,322

Pedestrian Safety								
Funds Available in Category			\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 2,104,780	\$ 1,105,043	\$ 7,859,353
Arguello Gap Closure	CON	Presidio		\$ 350,000				\$ 350,000
Mid-Block Crossing on Natoma/8th	DES	SFMTA		\$ 55,000				\$ 55,000
	CON	SFMTA			\$ 310,000			\$ 310,000
Ellis/Eddy Traffic Calming Improvement	DES	SFMTA		\$ 337,450	\$ -			\$ 337,450
Franklin and Divisadero Signal Upgrades	DES	SFMTA		\$ 825,000				\$ 825,000
	Deobligation	SFMTA		\$ (564,730)				\$ (564,730)
	CON	SFMTA			\$ 636,480			\$ 636,480
Franklin St Pedestrian Signals	DES	SFMTA		\$ -				\$ -
	CON	SFMTA			\$ -			\$ -
Pedestrian Countdown Signals	CON	SFMTA	\$ 1,683,000					\$ 1,683,000
McAllister St Campus Streetscape	DES	UC Hastings		\$ 83,000				\$ 83,000
	CON	UC Hastings			\$ 1,762,206			\$ 1,762,206
Webster St Pedestrian Signals	DES	SFMTA			\$ 260,000			\$ 260,000
	CON	SFMTA				\$ 104,794		\$ 104,794
Gough St Pedestrian Signals	DES	SFMTA				\$ 300,000		\$ 300,000
	DES/CON	SFMTA				\$ 37,000		\$ 37,000
Broadway Chinatown Streetscape Improvements	CON	SFPW				\$ 1,029,839		\$ 1,029,839
Mansell Streetscape Improvements	CON	SFPW				\$ 163,358		\$ 163,358
Bulb-outs at WalkFirst Locations	DES	SFMTA				\$ 491,757		\$ 491,757
Subtotal Programmed (28%)			\$ 1,683,000	\$ 1,085,720	\$ 2,968,686	\$ 2,126,748	\$ -	\$ 7,864,154

Transit Reliability and Mobility Improvements								
Funds Available in Category			\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
Civic Center BART/Muni Bike Station	CON	BART		\$ 248,000				\$ 248,000
City College Pedestrian Connector	DES	SFMTA		\$ 42,000				\$ 42,000
	CON	SFMTA			\$ 891,000			\$ 891,000
	CON	SFMTA			\$ -			\$ -
Hunters View Transit Connection	DES	MOH		\$ 195,000				\$ 195,000
	CON	MOH		\$ 1,649,994				\$ 1,649,994
24th St Mission SW BART Plaza and Pedestrian Improvements	CON	BART	\$ 1,217,811					\$ 1,217,811
	Deobligation	BART	\$ (503,980)					\$ (503,980)
Rapid Network Placeholder	DES/CON	SFMTA			\$ -	\$ 965,000	\$ 1,099,919	\$ 2,064,919
Elevator Safety and Reliability Upgrades	CON	SFMTA				\$ 287,000		\$ 287,000
Muni Bus Layover Area at BART Daly City Station	CON	BART				\$ 507,980		\$ 507,980
Subtotal Programmed (24%)			\$ 713,831	\$ 2,134,994	\$ 891,000	\$ 1,759,980	\$ 1,099,919	\$ 6,599,724

Total Programmed	\$ 5,783,301	\$ 6,282,942	\$ 8,395,310	\$ 3,886,728	\$ 3,309,919	\$ 27,658,200
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Total Available Funds	\$ 8,717,775	\$ 4,680,172	\$ 4,420,172	\$ 5,419,909	\$ 4,420,172	\$ 27,658,200
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	Allocated
	Pending
	Proposed New Programming