

2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

BART STATION ACCESS, SAFETY, AND CAPACITY

Pending Board Approval: October 23, 2018

Prepared for the San Francisco County Transportation Authority

By Bay Area Rapid Transit District



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Improvements to stations and other facilities owned or operated by BART within San Francisco to enhance passenger safety, accessibility and capacity, (e.g. additional staircases), improved signage and security, realtime traveler information, intermodal access improvements (including improved access for passengers transferring from other transit services or bicycles), and street level plaza improvements. Improvements to station or system capacity, including additional staircases, elevators, and escalators, shall be eligible for funding in this category if the Authority finds that the costs of the station and system capacity improvements are shared equitably among the counties BART serves. Includes project development and capital costs. Sponsoring Agency: BART, MUNI, DPT, DPW. The first \$9.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$100M; Prop K: \$10.5M.”

BART stands for the Bay Area Rapid Transit District, MUNI stands for San Francisco Municipal Railway, DPT stands for Department of Parking and Traffic, and DPW, now referred to as SFPW, stands for Department of Public Works. DPT and MUNI are now under the San Francisco Municipal Transportation Agency (SFMTA).

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires 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. For the 2019 5YPP update, we have not made any changes to the Prioritization Criteria and Scoring Table for this category.

Table 3 shows the Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated for program wide 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 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 three projects during the 2019 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 Station Access, Safety, and Capacity 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) |
|-----------------------------------------|----------------------------------------|----------------------------------------|
| BART Station Access, Safety, & Capacity | 90% | 95% |

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 enhance passenger safety, accessibility and capacity in stations and other facilities owned or operated by BART within San Francisco. The projects and programs themselves, when implemented, will be evaluated with many of the more systematic performance measures BART has established. With its controlled access, extensive database and regular surveying and monitoring processes, BART is especially poised to measure the success of these projects from a variety of indicators, including:

- registered customer complaints (especially quality-of-life and service concerns)
- customer satisfaction survey responses (numerous specific categories are measured)

BART will evaluate the systematic performance measures through its Quarterly Performance Report, available at www.bart.gov/reports.

**Table 2. Project Delivery Snapshot
BART Station Access, Safety Capacity**

| 5-Year Prioritization Program (5YPP) Period * | Programmed (Available for Allocation) | Allocated (as of July 2018) | % Allocated |
|---------------------------------------------------|---------------------------------------|-----------------------------|-------------|
| 2005 5YPP (FY 2004/05-2008/09) | \$ 3,871,000 | \$ 2,579,465 | 67% |
| 2009 5YPP (FY 2009/10-2013/14) | \$ 1,806,953 | \$ 835,253 | 46% |
| 2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018 | \$ 3,010,126 | \$ 2,683,092 | 89% |
| Total | | \$ 6,097,810 | |

*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 | 2004/05 | 16th and Mission Street BART Station Northeast Plaza Redesign | Environmental | \$ 514,417 | 100% |
| BART | 2005/06 | 16th Street BART Station - NE Plaza | Construction | \$ 2,015,047 | 100% |
| BART | 2010/11 | 24th Street/Mission BART Plaza and Pedestrian Improvements | Design | \$ 336,953 | 100% |
| BART | 2013/14 | Embarcadero & Montgomery Capacity Implementation Strategy | Planning | \$ 112,491 | 100% |

**Table 2. Project Delivery Snapshot
BART Station Access, Safety Capacity**

Underway 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 | 2013/14 | Wayfinding and Bicycle Parking Improvements | Construction | \$ 415,800 | 75% |
| BART | 2014/15 | Balboa Park Station Eastside Connections | Construction | \$ 2,030,000 | 80% |
| BART | 2016/17 | Balboa Park Station Eastside Connections - Supplemental Funds | Construction | \$ 653,101 | 80% |

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 mystreetsf.sfcta.org.

Table 3 - Prioritization Criteria and Scoring Table
BART Station Access, Safety and Capacity (EP 8)

| | 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 |
| Powell Station Modernization | 4 | 3 | 3 | 3 | 3 | 3 | 19 |
| BART Accessibility Improvement Program | 3 | 3 | 2 | 4 | 3 | 1 | 16 |
| BART Station Wayfinding | 4 | 2 | 1 | 2 | 3 | 1 | 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.

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 supports reliable and efficient transportation services to meet growing demand.

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
BART Station Access, Safety and Capacity Category (EP 8)
Programming**

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|---------------------------------------------------------|----------------------------------------|-------|---------|--------------------|--------------------|----------------------|--------------------|--------------------|--------------------|
| | | | | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | |
| BART | Powell Station Modernization | CON | Planned | \$672,975 | | | | | \$672,975 |
| BART | BART Accessibility Improvement Program | CON | Planned | | | \$700,000 | | | \$700,000 |
| BART | BART Station Wayfinding | CON | Planned | \$400,000 | | | | | \$400,000 |
| Funds Requested in 2019 5YPP | | | | \$1,072,975 | \$0 | \$700,000 | \$0 | \$0 | \$1,772,975 |
| Funds Programmed in 2019 Strategic Plan Baseline | | | | \$230,819 | \$194,919 | \$212,653 | \$230,645 | \$250,201 | \$1,119,237 |
| Cumulative Remaining Programming Capacity | | | | (\$842,156) | (\$647,237) | (\$1,134,584) | (\$903,939) | (\$653,738) | (\$653,738) |

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
 BART Station Access, Safety and Capacity Category (EP 8)
 Cash Flow (Maximum Annual Reimbursement)**

| Project Name | Phase | Fiscal Year | | | | | Total |
|--------------------------------------------------|-------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | |
| Powell Station Modernization | CON | \$200,000 | \$472,975 | | | | \$672,975 |
| BART Accessibility Improvement Program | CON | | | \$200,000 | \$300,000 | \$200,000 | \$700,000 |
| BART Station Wayfinding | CON | \$100,000 | \$200,000 | \$100,000 | | | \$400,000 |
| Cash Flow Requested in 2019 5YPP | | | | | | | |
| | | \$627,025 | \$672,975 | \$300,000 | \$300,000 | \$200,000 | \$1,772,975 |
| Cash Flow in 2019 Strategic Plan Baseline | | | | | | | |
| | | \$230,819 | \$194,919 | \$212,653 | \$230,645 | \$250,201 | \$1,119,237 |
| Cumulative Remaining Cash Flow Capacity | | | | | | | |
| | | (\$69,181) | (\$547,237) | (\$634,584) | (\$703,939) | (\$653,738) | (\$653,738) |



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

| Prop K Project Information Form | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------------------------------------------|
| Project Name: | Powell Station Modernization | | |
| Implementing Agency: | Bay Area Rapid Transit District | | |
| Prop K Expenditure Plan Information | | | |
| Category: | A. Transit | | |
| Subcategory: | i. Major Capital Projects (transit) | | |
| EP Line (Primary): | 8-BART Station Access, Safety & Capacity | | |
| Other EP Line Number/s: | | | |
| Fiscal Year of Allocation: | 2019/20 | | |
| Project Information | | | |
| Project Location: | Powell Street Station | | |
| Supervisory District(s): | District 06 | | |
| Project Manager: | Mike Wong | | |
| Phone Number: | 510-464-6497 | | |
| Email: | mwong@bart.gov | | |
| Brief Project Description for MyStreetSF (80 words max): | Upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance and improve the customer experience. Project components will include relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates. | | |
| 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>As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station to upgrade and modernize the station, so that it demonstrates BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell St. as a gateway station, enhancing the quality of life around the stations and meeting BART's needs for the future. The station modernization revolves around the themes of:</p> <ul style="list-style-type: none"> * Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths * Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience * Sustainability – Incorporate sustainable materials and technologies into the station to increase the life cycle value of the station's infrastructure and to conserve natural resources and protect the public investment <p>The improvements focus on increasing safety, capacity, sustainability, appearance, and enhancing the customer experience. In developing potential improvements for the station, BART has undertaken a planning process to: identify existing station deficiencies; consider impacts of development and growth on station ridership; understand future access, capacity and operational issues; consider art & place-making improvements; coordinate conversation with stakeholders, engage the community to help identify and prioritize improvements.</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). | BART conducted extensive community outreach as part of the Powell St BART Station Modernization Program Final Report (2015), including 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 station, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. The Modernization Program is 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. | Coordinating with SFMTA Central Subway Project. Main contact is Jane Wang. | | |
| Type of Environmental Clearance Required: | Categorically Exempt | | |
| Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>Powell Modernization Fact Sheet July 2018</td> </tr> </table> | Yes | Powell Modernization Fact Sheet July 2018 |
| Yes | Powell Modernization Fact Sheet July 2018 | | |



**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 and Contracted | Q4-Apr-May-Jun | 2013/14 | Q1-Jul-Aug-Sep | 2015/16 |
| Environmental Studies (PA&ED) | | | | | | |
| Right of Way | | | | | | |
| Design Engineering (PS&E) | 95% | In-house and Contracted | Q1-Jul-Aug-Sep | 2015/16 | Q1-Jul-Aug-Sep | 2018/19 |
| Advertise Construction | | | Q2-Oct-Nov-Dec | 2018/19 | | |
| Start Construction (i.e. Award Contract) | | | Q3-Jan-Feb-Mar | 2018/19 | | |
| Operations (i.e. paratransit) | | | | | | |
| Open for Use | | | | | Q3-Jan-Feb-Mar | 2020/21 |
| Project Completion (means last eligible expenditure) | | | | | Q4-Apr-May-Jun | 2020/21 |

Comments/Concerns

The SFCTA Board approved BART's allocation request for \$327,025 in Prop K funds from EP8 for this project on first read at its September 11, 2018 meeting. The funding resolution includes an intent to allocate \$672,975 in FY19/20 EP8 funds for the project. BART will work with SFCTA staff to bring the FY19/20 funding request to the Board for the May CAC/June Board cycle.



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

| | |
|----------------------|------------------------------|
| Project Name: | Powell Station Modernization |
|----------------------|------------------------------|

| Project Cost Estimate | Phase | Cost | Funding Source | |
|-----------------------|---------------------------------|----------------------|---------------------|----------------------|
| | | | Prop K | Other |
| | Planning/Conceptual Engineering | \$ 350,000 | \$ - | \$ 350,000 |
| | Environmental Studies (PA&ED) | \$ - | \$ - | \$ - |
| | Right of Way | \$ - | \$ - | \$ - |
| | Design Engineering (PSS&E) | \$ 1,200,000 | \$ - | \$ 1,200,000 |
| | Construction | \$ 14,550,000 | \$ 1,000,000 | \$ 13,550,000 |
| | Operations (i.e. paratransit) | \$ - | \$ - | \$ - |
| | Total Project Cost | \$ 16,100,000 | \$ 1,000,000 | \$ 15,100,000 |
| | Percent of Total | | 6% | 94% |

| 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 IB | | Planning/Conceptual Engineering | Allocated | Previous | \$ 350,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Prop IB | | Design Engineering (PS&E) | Allocated | Previous | \$ 1,200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Prop K | 8-BART Station Access, Safety & Capacity | Construction | Allocated | Previous | \$ 327,025 | \$ - | \$ 327,025 | \$ - | \$ - | \$ - | \$ - |
| Prop K | 8-BART Station Access, | Construction | Planned | 2019/20 | \$ 672,975 | \$ - | \$ 200,000 | \$ 472,975 | \$ - | \$ - | \$ - |
| Prop IB | | Construction | Allocated | Previous | \$ 9,450,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| BART Funds | | Construction | Planned | Previous | \$ 4,100,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | Total By Fiscal Year | \$ 16,100,000 | \$ - | \$ 527,025 | \$ 472,975 | \$ - | \$ - | \$ - |

| | |
|-----------------|--|
| Comments | |
|-----------------|--|

Powell Station Modernization



Project Contact

Mike Wong, Project Manager
MWong@bart.gov

Webpage

<http://www.bart.gov/about/planning/powell-street-station-modernization>

Related Projects

- Powell Station Ceiling and Lighting Project
- Escalator and Canopy Modernization:
<http://www.bart.gov/about/planning/sfentrances>

Project Summary

The Powell Station Modernization Project will upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance, and improve customer experience. Project components include relocation of ticket vending machines, new wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

Goals

As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station: to upgrade and modernize the station, demonstrating BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell Street as a gateway station, enhancing the quality of life around the station and meeting BART's needs for the future. The station modernization revolves around the themes of:

- Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths
- Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience
- Sustainability – Incorporate sustainable materials and technologies into the station to increase the life-cycle value of the station's infrastructure, conserve natural resources, and protect the public investment

Schedule

- Advertise contract by the end of 2018
- Start construction in early 2019
- Project duration: 2 years



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

| Prop K Project Information Form | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------------------------------------------|
| Project Name: | BART Accessibility Improvement Program | | |
| Implementing Agency: | Bay Area Rapid Transit District | | |
| Prop K Expenditure Plan Information | | | |
| Category: | A. Transit | | |
| Subcategory: | i. Major Capital Projects (transit) | | |
| EP Line (Primary): | 8-BART Station Access, Safety & Capacity | | |
| Other EP Line Number/s: | | | |
| Fiscal Year of Allocation: | 2021/22 | | |
| Project Information | | | |
| Project Location: | Balboa Park, Embarcadero, 24th St Mission Stations | | |
| Supervisory District(s): | District 03, District 06, District 09, District 11 | | |
| Project Manager: | Carl Orman | | |
| Phone Number: | 510-464-6496 | | |
| Email: | corman@bart.gov | | |
| Brief Project Description for MyStreetSF (80 words max): | Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements will include improvements to handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, and hearing loops at agent booths. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations. | | |
| 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). | BART has implemented Universal Design principles in its prioritized plan of accessibility improvements. The system was evaluated and BART reached out to the various impaired communities and special users in order to collect feedback on which improvements are important to these users and used this information to create a prioritized list of improvements. Based upon available funds for the program the accessibility improvements will include improvements to - handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, hearing loops at agent booths. These improvements improve safety, accessibility and station access for all users, especially for seniors; travelers with luggage and small children; and users with impaired vision, impaired cognitive ability, impaired mobility and impaired hearing. The overall systemwide BART Accessibility Improvement Program will be implemented in phases. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations. | | |
| 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 Accessibility Improvement Program Evaluation and Phasing Plan included outreach (via online survey) to the program defined user groups (which were based upon APTA Universal Design Guidelines). These user groups were asked to score improvements based upon level of importance. Scores were tabulated and a priority list of 44 improvements was created. The user groups who participated in the survey included BART Accessibility Task Force, BART Limited English Proficiency Group, Hearing Loss Association of America, and Lighthouse for the Blind, among others. Surveys were received from seniors; travelers with luggage and young children; and users with limited english proficiency, vision impairments, cognitive impairments, height and weight impairments, mobility and hearing impairments and others. Accessibility improvements 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 with SFMTA. | | |
| Type of Environmental Clearance Required: | Categorically Exempt | | |
| Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <table border="1"> <tr> <td>Yes</td> <td>List of aspects of accommodation for BART stations</td> </tr> </table> | Yes | List of aspects of accommodation for BART stations |
| Yes | List of aspects of accommodation for BART stations | | |



**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 and Contracted | Q3-Jan-Feb-Mar | 2016/17 | Q3-Jan-Feb-Mar | 2018/19 |
| Environmental Studies (PA&ED) | | | | | | |
| Right of Way | | | | | | |
| Design Engineering (PS&E) | 0% | Contracted | Q4-Apr-May-Jun | 2019/20 | Q1-Jul-Aug-Sep | 2021/22 |
| Advertise Construction | | | Q2-Oct-Nov-Dec | 2021/22 | | |
| Start Construction (i.e. Award Contract) | | | Q4-Apr-May-Jun | 2021/22 | | |
| Operations (i.e. paratransit) | | | | | | |
| Open for Use | | | | | Q4-Apr-May-Jun | 2023/24 |
| Project Completion (means last eligible expenditure) | | | | | Q4-Apr-May-Jun | 2023/24 |

Comments/Concerns



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

Project Name: BART Accessibility Improvement Program

| Phase | Cost | Funding Source | | |
|---------------------------------|----------------------|-------------------|----------------------|--|
| | | Prop K | Other | |
| Planning/Conceptual Engineering | \$ 660,000 | \$ - | \$ 660,000 | |
| Environmental Studies (PA&ED) | \$ - | \$ - | \$ - | |
| Right of Way | \$ - | \$ - | \$ - | |
| Design Engineering (PS&E) | \$ 1,500,000 | \$ - | \$ 1,500,000 | |
| Construction | \$ 10,700,000 | \$ 700,000 | \$ 10,000,000 | |
| Operations (i.e. paratransit) | \$ - | \$ - | \$ - | |
| Total Project Cost | \$ 12,860,000 | \$ 700,000 | \$ 12,160,000 | |
| Percent of Total | | 5% | 95% | |

| Fund Source | Prop K Expenditure Line | Phase | Fund Source Status | Fiscal Year of Allocation (Programming Year) | Total Funding | Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement) | | | | | | |
|-----------------------------|------------------------------------------|---------------------------------|--------------------|----------------------------------------------|----------------------|---------------------------------------------------------------|-------------|-------------|-------------------|-------------------|-------------------|-------------|
| | | | | | | Previous | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | |
| FTA Funds | | Planning/Conceptual Engineering | Allocated | Previous | \$ 660,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | Design Engineering (PS&E) | Programmed | 2019/20 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Prop K | 8-BART Station Access, Safety & Capacity | Construction | Planned | 2021/22 | \$ 700,000 | \$ - | \$ - | \$ - | \$ 200,000 | \$ 300,000 | \$ 200,000 | \$ - |
| | | Construction | Planned | 2021/22 | \$ 10,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| BART Funds | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total By Fiscal Year | | | | | \$ 12,860,000 | \$ - | \$ - | \$ - | \$ 200,000 | \$ 300,000 | \$ 200,000 | \$ - |

Comments

E6A-16

| Order Number | List of Aspects of Accommodation for BART Stations |
|--------------|----------------------------------------------------------------------------------------------------------------------------------|
| 1 | HIGHER GUARDRAILS SERVING AS FALL PROTECTION INSIDE STATION (GUARDRAILS) |
| 2 | STAIR TREAD NOSING |
| 3 | MORE VISIBLE PLATFORM EDGE TACTILE WARNING STRIPS (PLATFORM EDGES) |
| 4 | LENGTHEN HANDRAILS AT STAIR TOP AND BOTTOM LANDINGS |
| 5 | HIGHER GUARDRAILS SERVING AS FALL PROTECTION OUTSIDE STATION (GUARDRAILS) |
| 6 | BRIGHTER LIGHTING ALONG PEDESTRIAN PATHS TO PASSENGER DROP-OFF/PICK-UP AND BUS LOADING AREAS |
| 7 | BRIGHTER LIGHTING NEAR ELEVATORS |
| 8 | PROVIDE ADDITIONAL RAIL AT BOTTOM OF ESCALATOR TO ENSURE SAFETY WHEN GETTING OFF (ESCALATORS) |
| 9 | (WALL PROTRUSIONS) |
| 10 | RAISED YELLOW TACTILE DOTES ON CURB RAMPS |
| 11 | IMPROVE CLARITY OF PUBLIC ADDRESS SYSTEM |
| 12 | TTY PHONE ON CONCOURSE (TTY) |
| 13 | LOWER SURFACE SLOPE AND LENGTHEN STATION ACCESS RAMPS (RAMPS) |
| 14 | PA SYSTEM: TRANSLATION OF SAFETY MESSAGES |
| 15 | LOWER SLOPE SURFACE OF BUS LOADING AREAS (BUS INTERMODAL) |
| 16 | LOWER SLOPE SURFACE OF PEDESTRIAN PATHS TO STATION ENTRANCE (ACCESSIBLE PATH) |
| 17 | LOWER SLOPE SURFACE OF PASSENGER DROP-OFF/PICK-UP AREAS (PASSENGER LOADING) |
| 18 | MORE DIRECT PATHWAYS THROUGH PARKING AREAS TO STATION |
| 19 | INSTALL DETECTABLE TACTILE PATH FROM CONCOURSE STAIR, THROUGH ACCESSIBLE FARE GATE, TO ACCESSIBLE DROP OFF AND BUS LOADING AREAS |
| 20 | FARE GATE AUDIBLE INDICATORS UPGRADE CURRENT BEEPS TO RECORDED MESSAGE |
| 21 | (ACCESSIBLE PHONES) |
| 22 | EXPAND INSTALLATION OF REAL-TIME TRAIN DEPARTURE INFORMATION SYSTEMWIDE |
| 23 | TTY PHONE ON PLATFORM (TTY) |
| 24 | STREET CURB RAMPS IN SIDEWALKS TO BART |
| 25 | HEARING LOOP AT STATION AGENT BOOTH AND PLATFORM |
| 26 | WAYFINDING SIGNAGE LEADING TO ACCESSIBLE FARE GATES |
| 27 | REAL-TIME DIGITAL: INCREASE SIZE OF TEXT DISPLAYED |
| 28 | ADD A FARE GATE AT ELEVATORS OUTSIDE BART PAID AREA WHICH ACCEPTS CLIPPER CARDS ONLY |
| 29 | ADDITIONAL SEATING IN PASSENGER BUS LOADING AREAS |
| 30 | REAL-TIME DIGITAL: IMPROVE COLOR SCHEME OF DISPLAY FORMAT |
| 31 | USE OF PICTOGRAMS AS MUCH AS POSSIBLE IN LIEU OF WORDS |
| 32 | SMART PHONE APPLICATIONS TO AID IN WAYFINDING |
| 33 | ADDITIONAL SEATING ON PLATFORM AND PASSENGER DROP-OFF AREAS |
| 34 | TALKING SIGNS |
| 35 | ADD A CARD READER AT TOP OF ACCESSIBLE FARE GATES |
| 36 | BEACONS |
| 37 | PA SYSTEM: TRANSLATION OF NEXT TRAIN AND ELEVATOR STATUS MESSAGES |
| 38 | PA SYSTEM: TRANSLATION OF ALL PUBLIC ADDRESS MESSAGES |
| 39 | EMERGENCY ALARM EQUIPPED WITH FIRE HORN AND FLASHING STROBE LIGHTS |
| 40 | PA SYSTEM: TRANSLATION OF STATION OPERATIONAL MESSAGES |
| 41 | REAL-TIME DIGITAL: NEED FOR MULTIPLE LANGUAGES |
| 42 | ADD HANDRAIL BELOW EXISTING HANDRAIL FOR SHORTER OR YOUNG RIDERS |
| 43 | ADDITIONAL SEATING ON CONCOURSE |
| 44 | BRILLE STATION MAPS AVAILABLE AT STATION AGENT BOOTHS AS HANDOUTS |

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

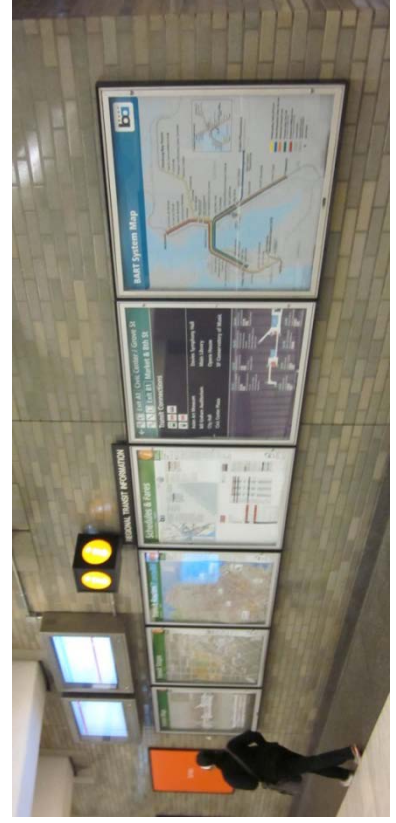
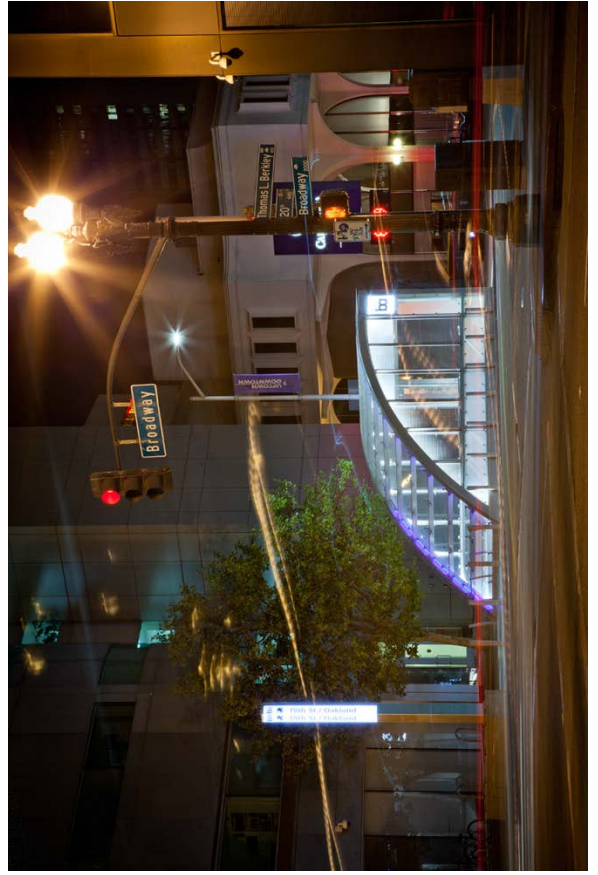
| Prop K Project Information Form | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------------|
| Project Name: | BART Station Wayfinding | | |
| Implementing Agency: | Bay Area Rapid Transit District | | |
| Prop K Expenditure Plan Information | | | |
| Category: | A. Transit | | |
| Subcategory: | i. Major Capital Projects (transit) | | |
| EP Line (Primary): | 8-BART Station Access, Safety & Capacity | | |
| Other EP Line Number/s: | | | |
| Fiscal Year of Allocation: | 2019/20 | | |
| Project Information | | | |
| Project Location: | Glen Park Station | | |
| Supervisory District(s): | District 08, District 09 | | |
| Project Manager: | Joe Lipkos | | |
| Phone Number: | 510-464-6489 | | |
| Email: | jlipkos@bart.gov | | |
| Brief Project Description for MyStreetSF (80 words max): | Project will remove and replace outdated wayfinding signs at street, concourse and platform levels. New LED backlit signs will be installed at the concourse and platform levels and will provide clear and understandable information to transit patrons with use of standard pictograms or icons. Real-time displays and transit information displays will be installed at concourse level. The transit information displays provide station maps, transit stop and transit routes maps with points of interest to help patrons with trip planning. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District, including Glen Park. Prop K funds will be used on Glen Park. | | |
| 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>MTC adopted the Transit Connectivity Plan in 2006 which developed regional transit wayfinding guidelines and standards. BART developed signs according to these standards which could be installed at stations to create a cohesive, integrated wayfinding system to help passengers and residents better navigate the BART system and surrounding areas. BART has implemented this wayfinding program at more than half of the system's BART stations, including several stations in San Francisco. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District. Packaging several stations into one contract will improve implementation efficiencies and reduce costs. The requested Prop K funds would fund implementation of wayfinding signage at the Glen Park Station in San Francisco. Program goals include the following:</p> <ol style="list-style-type: none"> 1) Provide consistent and understandable signage information to better direct BART and bus riders including: a) improved station identification at platforms; b) improved route information to end-destinations, transfer platforms, exits, elevators, escalators, and stairs; c) real-time departure times; d) transit information displays providing direction to other available transit options and points of interest to help patrons with trip planning. 2) Provide timely and accurate departure information. 3) Provide transit information consistent with MTC Regional Transit Wayfinding Guidelines and Standards | | |
| 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 MTC Transit Connectivity Plan (2006) included community outreach and focus groups in order to collect input for developing the regional transit wayfinding guidelines and standards. The 2018 Coordinated Public Transit-Human Services Transportation Plan documented a need for increased availability of real-time information. | | |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | This project will include stakeholder meetings with staff from the SFMTA | | |
| Type of Environmental Clearance Required: | Categorically Exempt | | |
| Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <table border="1"> <tr> <td>Yes</td> <td>Example Wayfinding Improvements</td> </tr> </table> | Yes | Example Wayfinding Improvements |
| Yes | Example Wayfinding Improvements | | |



**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 and Contracted | Q3-Jan-Feb-Mar | 2016/17 | Q4-Apr-May-Jun | 2017/18 |
| Environmental Studies (PA&ED) | | | | | | |
| Right of Way | | | | | | |
| Design Engineering (PS&E) | 0% | In-house and Contracted | Q1-Jul-Aug-Sep | 2018/19 | Q4-Apr-May-Jun | 2018/19 |
| Advertise Construction | | | Q1-Jul-Aug-Sep | 2019/20 | | |
| Start Construction (i.e. Award Contract) | | | Q2-Oct-Nov-Dec | 2019/20 | | |
| Operations (i.e. paratransit) | | | | | | |
| Open for Use | | | | | Q1-Jul-Aug-Sep | 2021/22 |
| Project Completion (means last eligible expenditure) | | | | | Q2-Oct-Nov-Dec | 2021/22 |

Comments/Concerns



**2014 Prop K 5-Year Prioritization Program – Program of Projects
BART Station Access, Safety and Capacity (EP 8)
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 | Balboa Park Station Improvements [NTIP] | PLAN/ CER | Programmed | \$410,000 | | | | | \$410,000 |
| BART | 24th and Mission Northeast Plaza Redesign | PS&E | Programmed | | | \$327,025 | | | \$327,025 |
| BART | Civic Center Station Improvements | PLAN/ CER | Programmed | | | | | \$243,101 | \$243,101 |
| Total Programmed in 5YPP | | | | \$410,000 | \$0 | \$327,025 | \$0 | \$243,101 | \$980,126 |
| Total Programmed in 2014 Strategic Plan | | | | \$2,440,000 | \$0 | \$327,025 | \$0 | \$243,101 | \$3,010,126 |
| Cumulative Remaining Programming Capacity | | | | \$2,030,009 | \$2,030,009 | \$2,030,009 | \$2,030,009 | \$2,030,009 | \$2,030,009 |

2014 Prop K 5-Year Prioritization Program – Program of Projects
 BART Station Access, Safety and Capacity (EP 8)
 Cash Flow (\$) Maximum Annual Reimbursement

Approved 6/24/2014

| Project Name | Phase | Fiscal Year | | | | | Total |
|------------------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Balboa Park Station Improvements [NTIP] | PLAN/ CER | \$200,000 | \$210,000 | | | | \$410,000 |
| 24th and Mission Northeast Plaza Redesign | PS&E | | | \$220,500 | \$106,525 | | \$327,025 |
| Civic Center Station Improvements | PLAN/ CER | | | | | \$243,101 | \$243,101 |
| Cash Flow Programmed in 5YPP | | | | | | | |
| Total Cash Flow in 2014 Strategic Plan | | \$200,000 | \$210,000 | \$220,500 | \$106,525 | \$243,101 | \$980,126 |
| Cumulative Remaining Cash Flow Capacity | | \$200,000 | \$210,000 | \$220,500 | \$106,525 | \$243,101 | \$980,126 |
| | | \$9 | \$9 | \$9 | \$9 | \$9 | \$9 |

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
BART Station Access, Safety and Capacity (EP 8)
Programming and Allocations to Date

Pending September 2018 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--------------------|---------------------------------------------------------------|-----------|------------|--------------------------------------------------|---------|-----------|---------|-----------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SUBCATEGORY | | | | | | | | | |
| BART | Balboa Park Station Improvements [NTIP] | PLAN/CEER | Programmed | \$0 | | | | | \$0 |
| BART | Balboa Park Station Eastside Connections | CON | Allocated | \$2,030,000 | | | | | \$2,030,000 |
| BART | Balboa Park Station Eastside Connections - Supplemental Funds | CON | Allocated | | | \$653,101 | | | \$653,101 |
| BART | 24th and Mission Northeast Plaza Redesign | PS&E | Programmed | | | \$0 | | \$0 | \$0 |
| BART | Powell Station Modernization | CON | Pending | | | | | \$327,025 | \$327,025 |
| BART | Civic Center Station Improvements | PLAN/CEER | Programmed | | | | | \$0 | \$0 |
| | | | | Total Programmed in 5YPP | | | | | \$3,010,126 |
| | | | | Total Programmed in 2014 Strategic Plan | | | | | \$3,010,126 |
| | | | | Cumulative Remaining Programming Capacity | | | | | \$9 |

| |
|-----------------------------------------|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
BART Station Access, Safety and Capacity (EP 8)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending September 2018 Board

| Project Name | Phase | Fiscal Year | | | | | Total |
|---------------------------------------------------------------|----------|-------------|-----------|-------------|-----------|-----------|-------------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SUBCATEGORY | | | | | | | |
| Balboa Park Station Improvements [NTIP] | PLAN/CER | \$0 | \$0 | | | | \$0 |
| Balboa Park Station Eastside Connections | CON | | | \$2,030,000 | | | \$2,030,000 |
| Balboa Park Station Eastside Connections - Supplemental Funds | CON | | | | \$400,000 | \$253,101 | \$653,101 |
| 24th and Mission Northeast Plaza Redesign | PS&E | | | \$0 | | \$0 | \$0 |
| Powell Station Modernization | CON | | | | | | \$327,025 |
| Civic Center Station Improvements | PLAN/CER | | | | | \$0 | \$0 |
| Cash Flow Programmed in 5YPP | | | | | | | |
| Total Cash Flow in 2014 Strategic Plan | | \$200,000 | \$210,000 | \$2,250,500 | \$106,525 | \$243,101 | \$3,010,126 |
| Cumulative Remaining Cash Flow Capacity | | \$200,009 | \$410,009 | \$630,509 | \$337,034 | \$327,034 | \$9 |

| |
|-----------------------------------------|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |