



## MEMORANDUM

**TO:** Brenda Dix, MTC Air Quality Conformity Task Force  
**FROM:** Wells M. Lawson, Project Manager  
**CC:** Shannon Hatcher, ICF International Consulting; Peter Albert, SFMTA; Marty Mellera, SFMTA; Frank Filice, San Francisco Department of Public Works  
**DATE:** July 25, 2011  
**RE:** Additional information and documentation regarding Bayview Transportation Improvements (TIP ID SF-010038)

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At the June 23, 2011, Air Quality Conformity Task Force (AQCTF) meeting, the San Francisco Department of Public Works (SFDPW) presented documentation indicating the Bayview Transportation Improvement Project is not a Project of Air Quality Concern (POAQC). The AQCTF members issued preliminary concurrence that the project is not a POAQC, pending additional documentation from SFDPW. This submittal serves to present the AQCTF their requested documentation to aid their formal concurrence that the Bayview Transportation Improvement Project is not a POAQC. Below is the additional documentation requested by the AQCTF and SFDPW's responses.

1. Provide more concise documentation of truck percentages on affected roadways in the BTI Project area
2. Back-of-the-envelope estimate of emissions at the new Hunters Point Shipyard Transit Center
3. Document transition of fleet turnover for fiscal years 2014-2015 and 2016-2017 (i.e., number of buses, fleet emissions characteristics, funding allocation and security)
4. Document why traffic volumes increase at various segments and identify existing/potential land uses
5. Number of buses per hour when Hunters Point Transit Center opens in 2020 and SFMTA Fleet Characteristics

**1. Provide more concise documentation of truck percentages on affected roadways in the BTI Project area**

Attachment A contains peak hour and daily truck volumes and percentages for intersections analyzed within the BTI Project area for Year 2035 conditions. Analyzed volumes include only those at LOS F, as these volumes represent worst-case conditions where hot-spot emissions would be anticipated to be highest due to traffic volumes and roadway congestion. Because no intersections would operate at LOS F in 2016, only 2035 conditions are analyzed. Based on the data contained in Attachment A, truck percentages would vary from 2.0% to 10.0%, which would equate to a maximum of 7,000 trucks daily.

**2. Back-of-the-envelope estimate of emissions at the new Hunters Point Shipyard Transit Center**

The current PM10 emission rate for SFMTA motor coaches is 0.043 grams/mile. This emission rate is significantly lower than the default EMFAC2007 PM10 emission rate for urban buses (0.3 grams/mile in 2010 and 0.167 grams/mile in 2035). This is primarily due to SFMTA's use of biodiesel (B20) fuel, fleet characteristics, and use of aftermarket emissions control technology (Cleaire devices). Based on these factors, SFMTA has currently optimized potential PM10 reductions to the point where replacement of traditional diesel motor coaches with hybrid motor coaches would not yield meaningful emission reductions for PM10. Emissions have been estimated for bus activity at the proposed Hunters Point Transit Center for opening year (2020) and build out year (2035) conditions. The emissions estimate includes emissions associated with SFMTA fleet (using SFMTA's urban bus emission rate of 0.043 grams/mile), as well as those for a "typical" bus fleet (using EMFAC2007 emission rates for 2010 and 2035). The use of the EMFAC2007 emission rates for activity at Hunters Point Transit Center in 2020 and 2035 allows the comparison of SFMTA's cleaner fleet to a "typical" fleet. Further, the use of a 2035 emission factors provides a reasonable estimate of emissions associated with the cleanest "typical" fleet, as EMFAC2007 emission rates in 2035 are lower than those in 2010 because emissions trend downward with time. The emissions estimate assumed a simplistic assumption that vehicles would be operating at a speed of 25 miles per hour over a one-mile travel route, with 11 buses arriving at the Hunters Point Transit Center in 2020 and 52 in 2035. Actual emissions may be higher with lower speeds (as emissions are higher at the lower speeds), but this would serve to skew the "typical" fleet emissions higher and would show a larger difference in emissions between the "typical" fleet emissions and those of SFMTA, as the goal of this analysis is to demonstrate the differences in emissions between the cleanest "typical" fleet and SFMTA's fleet. In addition, it should be noted that the hybrid diesel buses are essentially an electric bus, as they incorporate an electric drive train that is powered by the electric battery. In other words, the diesel engine, which is about the size of a pickup truck engine, is not used to directly move the bus. When recharge of the battery is needed, the diesel engine will operate to provide electric charge for the diesel battery. The hybrid bus also includes regenerative braking to capture braking energy and charge the batteries. In general, hybrid buses are more efficient in low speed, stop-and-go conditions than at higher speeds with fewer stops. For example, SFMTA has documented that more than 30% of the energy it takes to climb a hill is recaptured during deceleration down the other side of the hill in their existing hybrid buses.

Table 1 below presents the results of the SFMTA and EMFAC2007 fleet analysis and also compares SFMTA fleet emissions to EMFAC emissions (the EMFAC analysis includes emissions rates for 2010 and 2035, with 2010 emissions being the highest and 2025 being the lowest). The results of Table 1 indicate that SFMTA emissions would be lower than those of a "typical" fleet.

**Table 1. SFMTA Fleet Emissions vs. EMFAC2007 Fleet Emissions (grams)**

Scenario	2020	2035
SFMTA Emissions (grams PM10)	0.473	2.236
EMFAC 2010 Emissions (grams PM10)	3.3	15.6
EMFAC 2035 Emissions (grams PM10)	1.837	8.684
SFMTA emissions benefit (SFMTA - EMFAC 2010)	2.827	13.364
SFMTA emissions benefit (SFMTA - EMFAC 2035)	1.364	6.448

In addition, it should be noted that the hybrid diesel vehicles have the capability for programmable idling. SFMTA can program the hybrid buses to idle as they prefer, meaning that they can be programmed not to idle at all and operating at electric-only mode when stationary. It was assumed that the buses would operate in electric-only mode when at the Hunters Point Transit Center, and that no idling emissions would be generated.

### 3. Fleet turnover for fiscal years 2014-2015 and 2016-2017

SFMTA currently has 512 diesel motor coaches (MC), of which 86 are diesel hybrid. Table 2 presents future turnover of diesel MC to diesel hybrid based on SFMTA's procurement plan.

**Table 2. SFMTA Diesel Motor Coach to Diesel Hybrid Turnover**

Year	Hybrid Turnover Schedule
2013	45
2016	235
2017	95
2019	10
2020	56
2021	30

The underlying policy requiring the conversion from diesel to hybrid is captured in the attached *Zero Emissions 2020 Plan* (Attachment B), which plan was jointly vetted through and released in partnership with the San Francisco Department of Environment. SFMTA is on schedule with hybrid procurements and the use of biodiesel and continues to work toward the goal of an all zero emission fleet as these technologies become commercially available. The SFMTA is testing the latest zero emissions technologies in the form of pilot buses in the next year in order to be fully on top of technology developments and how they apply to San Francisco-specific service needs. Regardless of the City's goal to achieve a zero emissions fleet, it should be noted that *any* bus purchases must meet emissions standards set by the California Air Resources Board, which for PM emissions is 0.01 grams. This means that regardless of bus technology, any bus purchased in the next decade would have to meet 0.01 grams of PM emissions as a maximum. CNG, conventional diesel, hybrid - all have to meet 2010+ emissions standards.

The procurement schedule described above is supported by the SFMTA 5-year Capital Improvement Plan, which is provided as Attachment C for your reference, and in the approved FY11 and FY12 SFMTA Capital Plan (Attachment D). SFMTA's longer-term capital program is captured in the 2035 Regional Transportation Plan ([http://www.mtc.ca.gov/planning/2035\\_plan/](http://www.mtc.ca.gov/planning/2035_plan/)). The Metropolitan Transportation Commission (MTC), through its Transit Capital Priorities process, has established vehicle replacement as the top priority for Federal Transit Administration formula funds (Section 5307 and 5309 Fixed Guideway).

The required match to these FTA funds is through a combination of bridge toll revenues allocated by MTC and Proposition K transportation sales tax revenues administered by the San Francisco County Transportation Authority. The Prop K expenditure plan includes a category of funding for fleet replacement, which is intended to leverage the FTA funds described above.

#### **4. Traffic volumes increases along various segments and identify existing/potential land uses**

It was noted in the June 23, 2011 AQCTF meeting that traffic volumes increased substantially at all intersections between 2016 and 2035 conditions (Tables 1 and 2, respectively, in the original BTI Project June 23, 2011 AQCTF submittal). The AQCTF group asked for clarification for the observed increases.

The AQCTF submittal analyzed 37 intersections in the BTI Project area to evaluate the effect of the BTI Project to local traffic. The results of the traffic congestion analysis were presented in Tables 1 and 2 in the original BTI Project June 23, 2011 AQCTF submittal, and indicate that traffic volumes will increase at all intersections between 2016 and 2035 due to background housing and employment growth, which includes the approved Candlestick Point/Hunters Point Phase 2 (CPHPS) Development Project. However, implementation of the BTI Project generally improves level of service and reduces vehicle delay at intersections. The BTI Project would serve to implement specific transit elements of the Candlestick Point and Hunters Point Shipyard Phase II Transportation Plan which was completed as part of the CPHPS redevelopment plan.

In addition, the AQCTF group also asked for a discussion of surrounding land uses in the vicinity of intersections with the greatest traffic volumes. Table 3 presents the intersections with the greatest traffic volumes and highest truck volumes and identifies the current and proposed zoning for the areas surrounding the intersections.

#### **5. Number of buses per hour when Hunters Point Transit Center opens in 2020 and SFMTA Fleet Characteristics**

It was noted in the documentation provided at the June 23, 2011 AQCTF meeting that approximately 52 buses per hour would arrive at the Hunters Point Transit Center in 2035. The AQCTF requested additional information characterizing the number of buses that would arrive at the Hunters Point Transit Center when it opened in 2020 as well as SFMTA's bus fleet based on their procurement cycle (discussed above). It is anticipated that approximately 11 buses would arrive at the Hunters Point Transit Center in the 2020 opening year. As indicated above, all buses in SFMTA's fleet will be biodiesel hybrid by 2017. Consequently, all buses serving the Hunters Point Transit Center in 2020 and beyond will be diesel hybrid buses. In addition, please see the analysis presented under item #1 for a presentation of emissions from SFMTA buses at the Hunters Point Transit Center in 2020 and 2035.

**Table 3. Intersection Volume and Land Use Characteristics**

Intersection	Total Vehicles		Total Trucks		Existing Land Use	Zoning
	2035 No Build Volume	2035 Build Volume	2035 No Build Volume	2035 Build Volume		
3rd & Evans	64,600	64,400	5,250	5,230	Commercial/Industrial Gasoline stations, Sewage Treatment, Shopping Center, Industrial Park	PDR -2. Encourages the introduction, intensification, and protection of a wide range of light and contemporary industrial activities and thus prohibits new housing, large office developments, large-scale retail, and the heaviest of industrial uses, such as incinerators
Ilana & Beatty	86,950	86,800	3,347	3,341	Heavy Commercial Recology Waste Management, Highway 101, and Recycling Facility, Soil Processing	Heavy Commercial and Highway
E. Thomas Melon & Harney Way	73,400	73,100	3,055	3,043	Commercial, Open Space and Industrial Includes office, primarily subsurface sewer facilities, and open space	C-2, M-1, M-2 and P (Public) Commercial, Open Space and Industrial. Proposed development would include residential uses and would facilitate the construction of this intersection

# Attachment A

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## **2035 Peak Hour and Daily Truck Volumes for LOS F Intersections**

**2035 No Build PM LOS Volumes**

Intersection	INTID	Total Vehicles		Total Trucks		Truck Percentages	
		PM Peak Hour Total	Daily Total	PM Peak Hour Total	Daily Total	PM Peak Hour Total	Daily Total
25th St/Pennsylvania Ave	1	2,450	24,500	66	655	2.7%	2.7%
Third St/25th St	2	5,510	55,100	551	5,510	10.0%	10.0%
25th St/Illinois St	3	1,190	11,900	33	331	2.8%	2.8%
Cesar Chavez St/Evans Ave	4	4,940	49,400	494	4,940	10.0%	10.0%
Cesar Chavez/Penns/I-280	5	4,230	42,300	423	4,230	10.0%	10.0%
Third St/Cesar Chavez St	6	7,000	70,000	700	7,000	10.0%	10.0%
Cesar Chavez St/Illinois St	7	1,950	19,500	65	651	3.3%	3.3%
Evans/Napoleon/Toland	8	3,230	32,300	133	1,333	4.1%	4.1%
Third St/Cargo Way	9	5,480	54,800	535	5,350	9.8%	9.8%
Amador St/Cargo Way	10	2,450	24,500	98	976	4.0%	4.0%
Third St/Evans Ave	11	6,460	64,600	525	5,250	8.1%	8.1%
Third St/Jerrold Ave	12	4,320	43,200	208	2,076	4.8%	4.8%
Third St/Oakdale Ave	13	4,700	47,000	215	2,152	4.6%	4.6%
Third St/Palou Ave	14	5,450	54,500	235	2,347	4.3%	4.3%
Third St/Revere Ave	15	4,675	46,750	219	2,194	4.7%	4.7%
Third/Williams/Van Dyke	16	4,675	46,750	217	2,173	4.6%	4.6%
Third St/Carroll Ave	17	4,495	44,950	212	2,117	4.7%	4.7%
Third St/Paul Ave	18	5,835	58,350	226	2,258	3.9%	3.9%
Third St/Ingerson Ave	19	3,585	35,850	172	1,721	4.8%	4.8%
Third St/Jamestown Ave	20	4,710	47,100	197	1,968	4.2%	4.2%
Third/Le Conte/US 101 nb off	21	1,515	15,150	73	734	4.8%	4.8%
Evans Ave/Jennings St	22	3,955	39,550	170	1,696	4.3%	4.3%
Innes Ave/A.Walker Drive	23	2,140	21,400	104	1,037	4.8%	4.8%
Innes Ave/Earl St	24	1,790	17,900	87	868	4.8%	4.8%
Innes Ave/Donahue St	25	1,650	16,500	79	786	4.8%	4.8%
Crisp Road/Palou Ave	26	2,110	21,100	69	686	3.3%	3.3%
Ingalls St/Palou Ave	27	1,820	18,200	71	706	3.9%	3.9%
Keith St/Palou Ave	28	1,390	13,900	65	647	4.7%	4.7%
Ingalls St/Thomas Ave	29	1,590	15,900	65	654	4.1%	4.1%
Ingalls St/Carroll Ave	30	2,240	22,400	75	750	3.3%	3.3%
Ingalls St/Egbert Ave	31	620	6,200	28	277	4.5%	4.5%
A.Walker/Gilman Ave	32	3,285	32,850	66	657	2.0%	2.0%
Harney Way/Jamestown Ave	33	3,060	30,600	61	612	2.0%	2.0%
Harney Way/Executive Park East	34	4,120	41,200	194	1,937	4.7%	4.7%
Alana Way/Harney Way/Mellon	35	4,870	48,700	219	2,192	4.5%	4.5%
Alana Way/Beatty Ave	36	8,695	86,950	335	3,347	3.8%	3.8%
Harney Way/Thomas Mellon Dr	37	7,340	73,400	306	3,055	4.2%	4.2%

**2035 Build PM LOS Volumes**

Intersection	INTID	Total Vehicles		Total Trucks		Truck Percentages	
		PM Peak Hour Total	Daily Total	PM Peak Hour Total	Daily Total	PM Peak Hour Total	Daily Total
25th St/Pennsylvania Ave	1	2,450	24,500	66	655	2.7%	2.7%
Third St/25th St	2	5,490	54,900	549	5,490	10.0%	10.0%
25th St/Illinois St	3	1,190	11,900	33	331	2.8%	2.8%
Cesar Chavez St/Evans Ave	4	4,940	49,400	494	4,940	10.0%	10.0%
Cesar Chavez/Penns/I-280	5	4,230	42,300	423	4,230	10.0%	10.0%
Third St/Cesar Chavez St	6	6,980	69,800	698	6,980	10.0%	10.0%
Cesar Chavez St/Illinois St	7	1,950	19,500	65	651	3.3%	3.3%
Evans/Napoleon/Toland	8	3,230	32,300	133	1,333	4.1%	4.1%
Third St/Cargo Way	9	5,460	54,600	533	5,330	9.8%	9.8%
Amador St/Cargo Way	10	2,450	24,500	98	976	4.0%	4.0%
Third St/Evans Ave	11	6,440	64,400	523	5,230	8.1%	8.1%
Third St/Jerrold Ave	12	4,300	43,000	207	2,066	4.8%	4.8%
Third St/Oakdale Ave	13	4,680	46,800	214	2,142	4.6%	4.6%
Third St/Palou Ave	14	5,430	54,300	234	2,337	4.3%	4.3%
Third St/Revere Ave	15	4,650	46,500	218	2,181	4.7%	4.7%
Third/Williams/Van Dyke	16	4,650	46,500	216	2,160	4.6%	4.6%
Third St/Carroll Ave	17	4,470	44,700	211	2,106	4.7%	4.7%
Third St/Paul Ave	18	5,800	58,000	225	2,249	3.9%	3.9%
Third St/Ingerson Ave	19	3,580	35,800	172	1,718	4.8%	4.8%
Third St/Jamestown Ave	20	4,700	47,000	196	1,963	4.2%	4.2%
Third/Le Conte/US 101 nb off	21	1,510	15,100	73	731	4.8%	4.8%
Evans Ave/Jennings St	22	3,950	39,500	169	1,693	4.3%	4.3%
Innes Ave/A.Walker Drive	23	2,130	21,300	103	1,032	4.8%	4.8%
Innes Ave/Earl St	24	1,780	17,800	86	863	4.8%	4.8%
Innes Ave/Donahue St	25	1,640	16,400	78	781	4.8%	4.8%
Crisp Road/Palou Ave	26	2,090	20,900	68	679	3.2%	3.2%
Ingalls St/Palou Ave	27	1,810	18,100	70	701	3.9%	3.9%
Keith St/Palou Ave	28	1,380	13,800	64	642	4.7%	4.7%
Ingalls St/Thomas Ave	29	1,580	15,800	65	649	4.1%	4.1%
Ingalls St/Carroll Ave	30	2,220	22,200	74	744	3.4%	3.4%
Ingalls St/Egbert Ave	31	620	6,200	28	277	4.5%	4.5%
A.Walker/Gilman Ave	32	3,230	32,300	65	646	2.0%	2.0%
Harney Way/Jamestown Ave	33	3,030	30,300	61	606	2.0%	2.0%
Harney Way/Executive Park East	34	4,090	40,900	192	1,922	4.7%	4.7%
Alana Way/Harney Way/Mellon	35	4,840	48,400	218	2,177	4.5%	4.5%
Alana Way/Beatty Ave	36	8,680	86,800	334	3,341	3.8%	3.8%
Harney Way/Thomas Mellon Dr	37	7,310	73,100	304	3,043	4.2%	4.2%

# Attachment B

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## **San Francisco Zero Emissions 2020 Plan**



## Zero Emissions 2020

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### The Clean Air Plan of the San Francisco Municipal Railway

#### Muni's Goal

Muni has set a course to be the first major transit agency in the world to operate a 100% zero emissions fleet by the year 2020. To achieve this unprecedented goal, Muni has chosen a strategy that capitalizes on its longstanding expertise in electric drive vehicles. For almost 70 years, Muni has continuously operated a network of zero emission cable cars, streetcars, electric trolley buses, and modern light rail vehicles. These electric vehicles not only make Muni the cleanest transit system in California today by CARB standards, they also position Muni to continue its leadership with an all-electric fleet by 2020.

Muni's 2020 zero emission fleet will be comprised of:

- Electric Light Rail Vehicles*
- Electric Trolley Buses*
- Battery Electric Buses*
- Fuel Cell Electric Buses*
- Cable Cars, Muni's first Electric vehicle*

#### Muni's Path to Zero Emissions

To achieve zero emissions by 2020, Muni will expand its electric fleet, replacing conventional diesel buses with the next generation of electric drive bus technologies. Hybrid electric buses and battery electric buses will be Muni's next new bus procurements. Fuel cell electric buses will begin appearing in Muni's fleet in 2016 (or earlier if available) and are anticipated to complete the shift to 100% zero emission vehicles by 2020.

#### Muni's Clean Air Plan

Muni has a three-part strategy to achieve the lowest possible overall fleet emissions on its way to a 100% zero emission fleet.

##### 1) Maximize the Use of Zero Emission Vehicles (ZEVs)

Muni expansion of the light rail system along major corridors, including the Third Street Light Rail, is part of a long-term effort to shift an increasing number of daily trips to zero emission vehicles. Muni's recent procurement of 273 new electric trolley coaches ensures continued service on Muni's 16 existing electric routes. Muni's Electrification Study, published in December 2002, prioritizes existing non-electric routes for electrification with overhead wires.

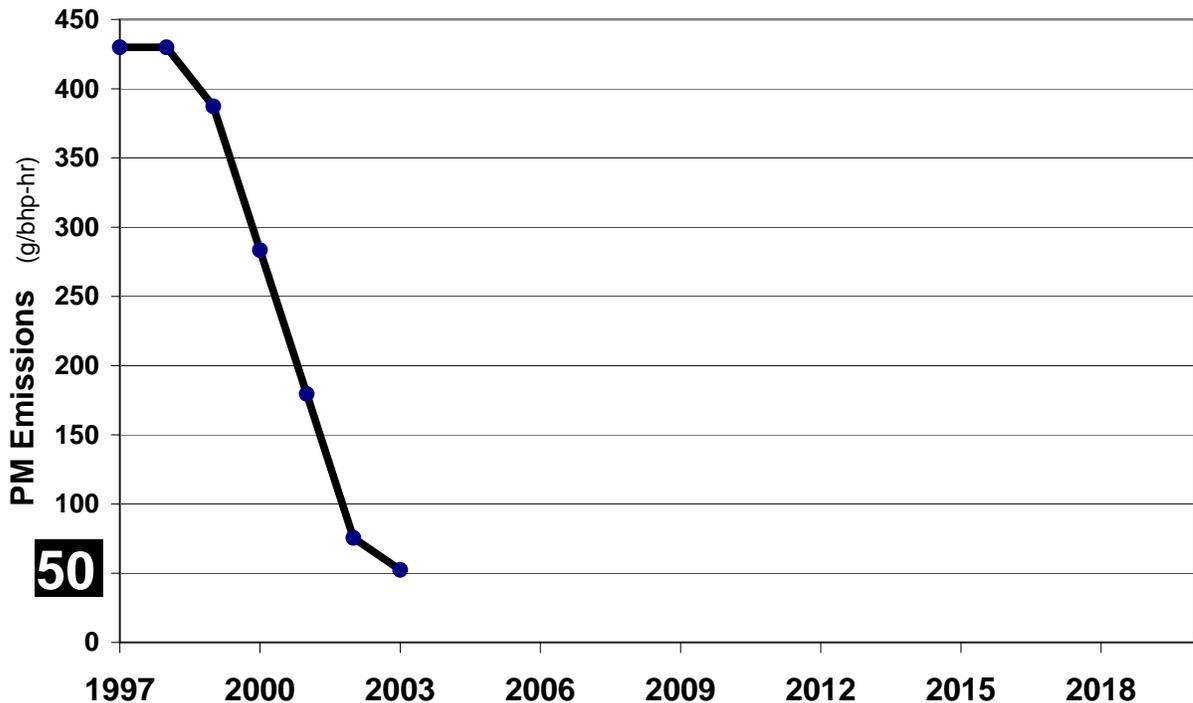
## 2) Replace Conventional Diesel Buses with Electric Drive Buses

Hybrid electric buses use a small on-board engine to generate electricity for the electric motor. This requires less fuel and produces less emissions than conventional engine-driven buses. Battery electric buses with a 100-mile range are currently being developed for the American transit market. Muni will be the first transit property in the country to consider making significant use of this emerging technology in regular service. Both hybrid electric and battery electric buses will replace conventional diesel buses in Muni's next two bus procurements.

## 3) Update Remaining Diesel Buses to State-of-the-Art Low-emission Diesel Standards

Muni has reduced Particulate Matter (PM) emissions by 88% from 1997 to 2003. This reduction was achieved with an aggressive bus replacement program that removed 375 old diesel buses from the Muni fleet. By 2007, Muni will reduce PM by 98% from 1997 levels by installing new low-emission engines on older buses and adding PM/NOx reduction devices to all low-emission diesel buses. Lastly, Muni will seek local funding to update its reserve fleet to state-of-the-art low-emission diesel standards.

### Muni Reduced PM emissions 88% from 1997 - 2003

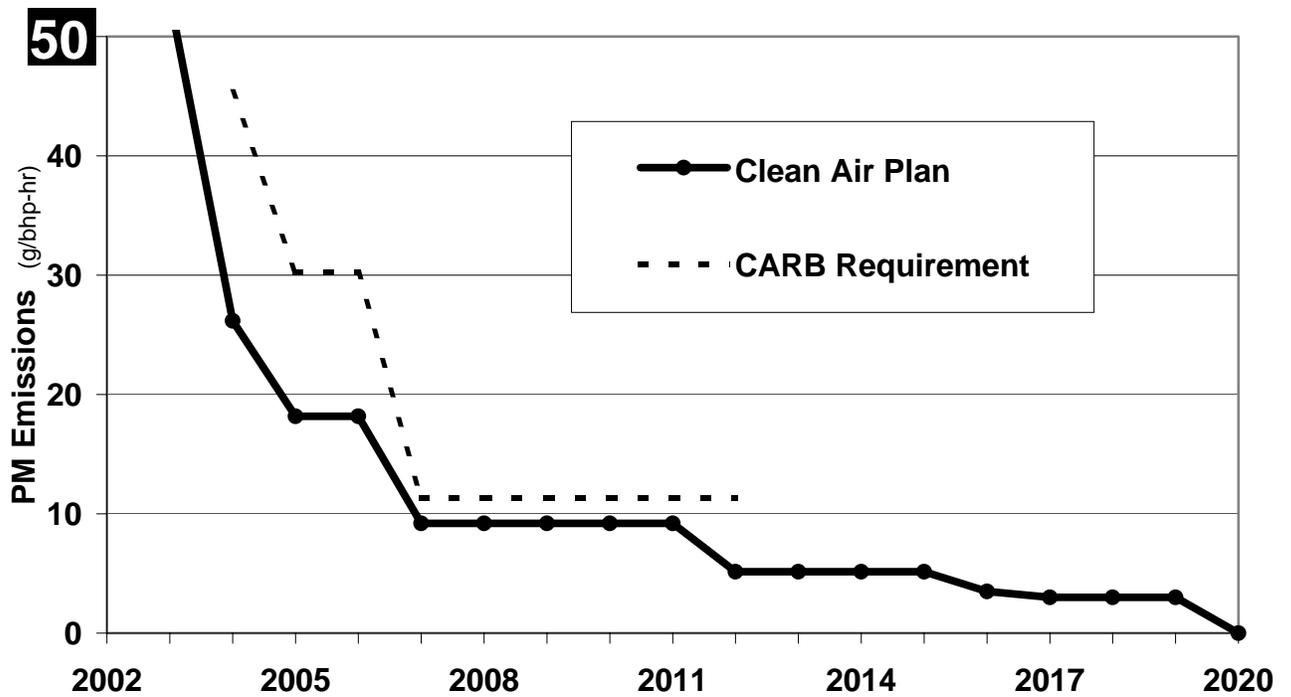


# Clean Air Plan: 1996 - 2020

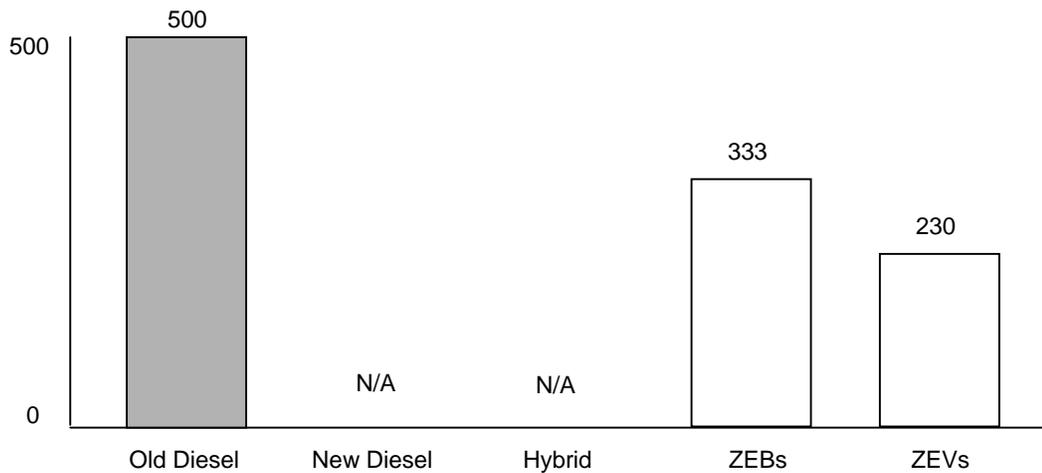
## Major Goals

- 2003** 88% reduction in PM (Particulate Matter) since 1997
- 2004** PM/NOx reduction devices installed fleet wide
- 2007** 98% reduction in PM since 1997
- 2012** 62% of Muni's vehicles are ZEVs or Hybrids, including 52% of the bus fleet
- 2015** 66% of Muni's vehicles are ZEVs or Hybrids, including 57% of the bus fleet
- 2020** 100% of Muni's fleet are ZEVs

## PM Emission Models for Muni Fleet from 2002 - 2012



## 1996

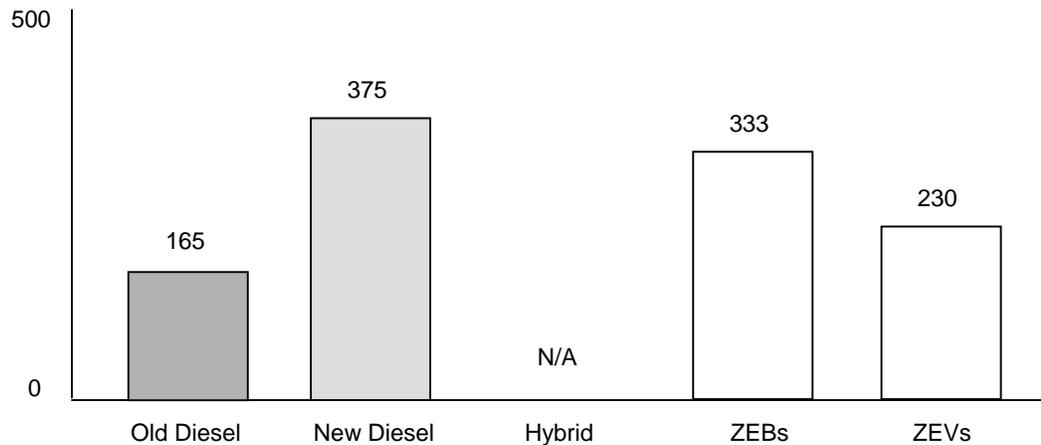


### Goals Met 1996 - 2003

- 1996 – Introduced initial Fleet Plan calling for rapid turnover of ALL active pre-1996 motor coaches (455 buses) which would have reduced PM emissions by 98% by the end of 2003 (note: Transportation Authority approved funding for only 80% turnover)
- 1999 – Grew fleet size by 45 buses to meet increased service demands
- 2002 – Converted to Ultra Low Sulfur Diesel fuel ahead of CARB requirements - Muni is the only CCSF department to use this premium diesel fuel (90% less sulfur)
- 2003 – Lowered PM emissions 88% since 1997
- 2003 – Completed Alternative Fuels Pilot Project (AFPP) on CNG and Hybrid-Electric buses – formalized procedures for new technology evaluation and selection
  - Established Hybrid-Electric buses as Muni’s preferred technology choice
  - Qualified two technologies still in development – HPDI-LNG (High Pressure Direct Injection Liquefied Natural Gas) and Battery-Electric – as potential future options
- Maintained full compliance with annual CARB, BAAQMD, and EPA emission requirements

### Clean Air Plan Status

- ❑ 53% of Muni’s vehicles are ZEVs, including 38% of the bus fleet
- ❑ 57% of Muni passenger trips are on ZEVs. This equals roughly 400,000 passenger trips per weekday (for comparison: BART provides roughly 300,000 passenger trips per weekday)
- ❑ Muni has as many ZEBs (330+) as all other transit agencies in the United States combined (and by itself it would be the 4<sup>th</sup> largest transit bus fleet in California)

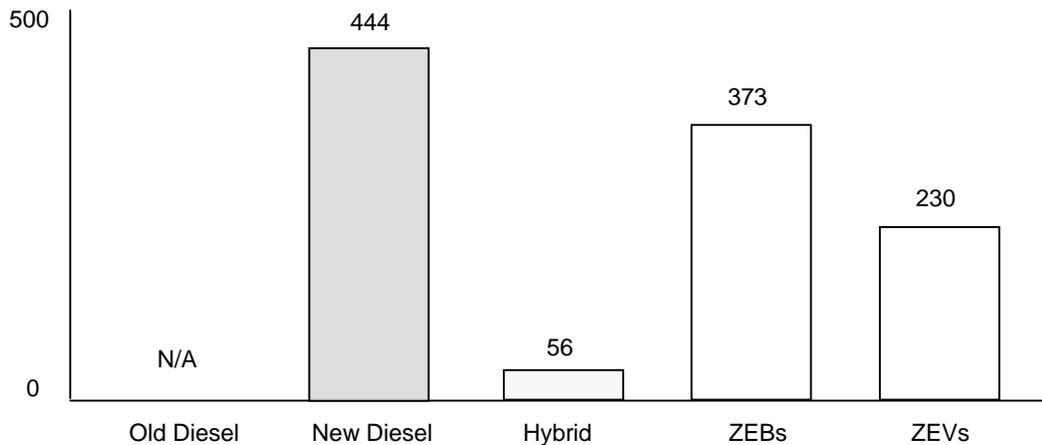


**Goals**

- Install PM/NOx reduction devices on Muni’s 375 low-emission diesel buses by the end of 2004
- Muni has the lowest average bus NOx emissions in California
- Provide regional and statewide leadership as CARB considers changes to its Transit Bus Fleet Rule
- Release RFP for Muni’s first Hybrid-Electric bus procurement
- Release RFP for Muni’s first Battery-Electric bus procurement (dependent upon manufacturer product advancements)
- Establish a new funding source to address the repowering or replacement of reserve fleet buses to low-emission diesel standards or better
- Investigate the potential use of biodiesel as a near term fuel supplement and as an eventually self-sufficient (Bay Area-produced) fuel supply

**Clean Air Plan Status**

- ❑ Maintain full compliance with annual CARB, BAAQMD, and EPA emission requirements – including higher January 2004 PM standards
- ❑ Revise Clean Air Plan to be the framework for 98% PM reduction by 2007, and strategic incorporation of new technologies positioning Muni to be an early adopter of fuel cell buses



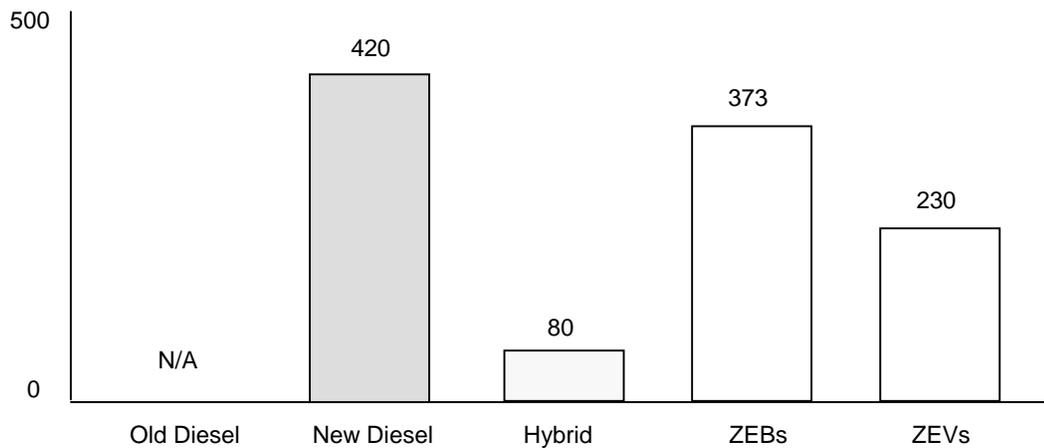
**Goals**

- PM emissions lowered 98% since 1997
- Muni has the lowest average bus PM emissions in California
- 60% of Muni’s vehicles are ZEVs or Hybrid-Electric, including 49% of the bus fleet
- Manage bus procurement and retirement so that the oldest buses in Muni’s fleet are low-emission diesel (1999 or newer) with PM/NOx devices installed

**Clean Air Plan Actions**

- ❑ Complete 40’ Hybrid-Electric bus procurement (56 buses)
- ❑ Enter final stages of a 30’ Battery-Electric procurement (40 buses) – Hybrid-Electric buses if battery-powered buses are not available
- ❑ Complete the installation of low-emission diesel engines in the remaining 1989 40’ buses (all 45 in reserve fleet) and 1991 60’ buses (24). (See *Reserve Fleet Funding* under *Other Projects* later in this document.)
- ❑ Remain in full compliance with all CARB, BAAQMD, and EPA emission requirements – including higher 2007 PM standards

## 2012: MUNI'S 100-Year Anniversary – 75 Years of Continuous ZEB Operation



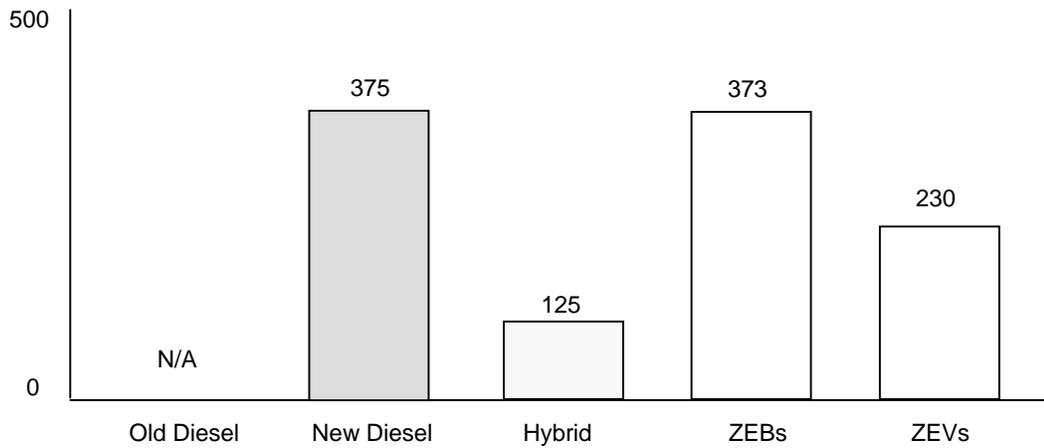
### Goals

- 62% of Muni's vehicles are ZEVs or Hybrid-Electrics, including 52% of the bus fleet
- The Islais Creek ZEB maintenance facility is completed and in full operation? (2008)

### Clean Air Plan Actions

- ❑ Aggressively pursue the purchase of 24 60' ZEBs for this year's replacement buses. (Note that while the bus industry is moving forward by introducing ZEB technologies as the eventual replacement for conventional bus engines, it is anticipated that ZEBs may still be cost prohibitive or otherwise not available for large procurements of 60' buses in the 2010-12 timeframe. If ZEBs are not available for this application, this procurement will be Hybrid-Electric).
- ❑ Aggressively pursue the purchase of 45 40' ZEBs for 2013. While the 60' buses in 2012 will likely be Hybrid-Electric, there is a better chance that ZEB technologies will be an option for large purchases of relatively lighter 40' buses.

**2015**



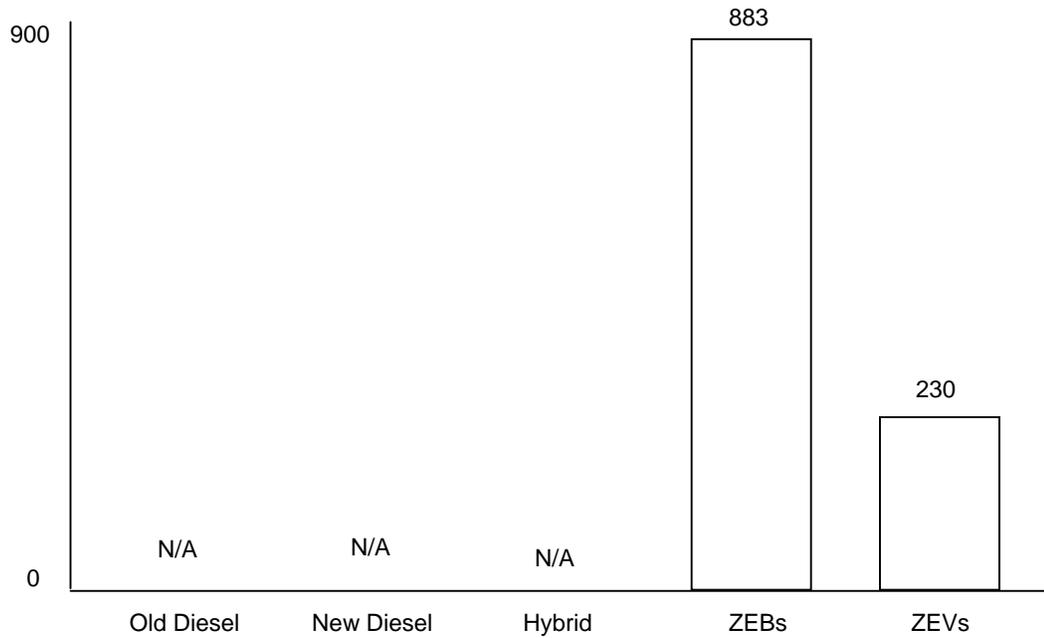
**Goal**

- 66% of Muni's vehicles are ZEVs or Hybrid-Electrics, including 57% of the bus fleet

**Clean Air Plan Actions**

- ❑ Muni is in pre-production phase for 2016-17 procurement of 206 40' ZEBs
- ❑ Muni is in pre-production phase for 2016-17 procurement of 124 60' ZEBs

**2020**



**Goals**

- 100% of Muni's bus fleet are ZEBs
- Muni becomes the first multi-mode transit agency in the world to have all passenger trips 100% zero emission

**Clean Air Plan Actions**

- ❑ Repower the oldest buses in the fleet (45 2006 40' Hybrid-Electrics) with ZEB technology in order to completely phase out the remaining emissions producing buses (5% of the bus fleet).
- ❑ The 2012 and 2013 purchases (45 40' buses; 24 60' buses), if Hybrid-Electric, are upgraded with ZEB technology in place of mid-life engine rebuilds.

# Summary of Current Projects

## Background on Bus Technologies

Hybrid-Electric buses have been chosen as Muni's preferred "next-step" bus technology because:

- 1) They build on Muni's existing competency in electric drive systems
- 2) They position Muni to be an early adopter of zero-emission fuel cell technology

Battery-Electric buses could soon be available in a commercial application suitable to Muni's 30' bus needs. Vehicle range is presently the limiting factor for this technology when applied to 40' and 60' transit bus applications (heavier buses, longer runs).

LNG (Liquefied Natural Gas) in a compression-ignition application (HPDI-LNG) has also been identified as a suitable technology; however no manufacturer is currently developing an engine that matches Muni's operating specifications. If available in the short term, the procurement of natural gas buses could serve as a useful "stop-gap" measure allowing Muni to replace its oldest unreliable buses. However, in future procurement cycles, natural gas buses would need to be phased out as quickly as possible in favor of electric drive buses (Hybrid-Electrics, Battery-Electrics, and fuel cells) if Muni is to continue to make significant reductions in emissions.

CNG (Compressed Natural Gas) buses failed Muni's AFPP testing and are not being considered for the Muni fleet. Poor reliability and performance were shown to be significant concerns in San Francisco tests. These inherent limitations of spark-ignited engines are unlikely to be addressed by any near-term technology refinements. This conclusion is supported by the engine manufacturers. Muni's two-year experience with CNG buses helped to identify operational safety concerns throughout the City that will need to be addressed prior to wide use of large fuel cell (hydrogen) vehicles. Muni also gained valuable knowledge regarding lighter-than-air gas fueling, storage, and facility requirements – all of which will aid future fuel cell implementation.

## Major Projects

### 40' Hybrid-Electric Bus Procurement

Muni's 1988/89 40' diesel buses have been the top priority for replacement since the original replacement plan was not fully approved by the Transportation Authority in early 2001. Muni intends to replace these remaining buses with its first Hybrid-Electric bus procurement. The procurement process depends on:

- 1) CARB rules changes necessary to allow Muni's preferred form of Hybrid-Electric technology to be purchased in California
- 2) Industry response and availability of production capacity
- 3) Funding for the incremental cost of Hybrids over conventional diesel buses

Note that the procurement process will include a significant and thorough production prototype phase to ensure the success of this emerging technology. Buses from this procurement would be expected to begin arriving at Muni in 2006.

### **30' Bus Procurement**

Forty (40) 30' buses are 1990 diesels. Funds are being programmed from regional sources that will allow Muni to begin a procurement process to replace these buses starting in 2004. This 30' procurement could be the nation's first application of battery-powered buses with a major transit agency. Alternatively, this procurement may be Muni's second Hybrid-Electric bus procurement. Buses from this procurement would be expected to begin arriving at Muni in 2006-2007.

Currently, there are no major transit bus manufacturers producing a battery bus; Muni's ability to pursue battery buses will depend on manufacturer product offerings available in 2004. Several propulsion system and minor bus manufacturers are in the process of prototyping battery-powered buses in a 30' transit bus configuration. Muni hopes to be able to establish a working prototype project based on one of these small efforts, and encourage a major bus manufacturer to invest in this technology for applications in San Francisco and other U.S. cities. The intention is to directly base the 30' bus procurement on successful prototype development.

### **60' Articulated Repower**

Twenty-four (24) 1991 diesel buses are to be repowered to modern low-emission diesel standards by the end of 2005. These buses will meet the same emission standards as any of Muni's 2003 state-of-the-art low-emission diesel buses. This repower will extend the useful life of these buses by seven years (through 2012).

### **Cleaire Device Retrofit**

All of Muni's modern low-emission diesel buses (including repowers) can be retrofit with combined PM and NOx devices to further reduce emissions. 375 buses are scheduled for retrofit by the end of 2004. Buses that are repowered after this time will be retrofit as part of the repower process.

## **Other Ongoing Projects**

### **Reserve Fleet Funding**

Muni is working to find funding resources to address emissions from the reserve fleet. Regular funding sources are not available to apply to the reserve fleet, but local funding and a spending plan is being considered. While funding to replace the reserve fleet with new buses may be beyond reach, minimal funding to repower or replace reserve buses with low-emission diesels would greatly improve emissions from this portion of the Muni fleet.

### **CARB**

Muni is working closely with CARB to stay informed of proposed changes to the Transit Bus Fleet Rule. These changes are essential to Muni's progress on the pending Hybrid-Electric bus procurement.

## **LNG**

Muni continues to monitor the progress of the Cummins-Westport compression ignition (HPDI) LNG engine – which is based on the 11-liter ISM engine that Muni already uses in 375 buses. Unfortunately, their development plans for this engine have been put on hold due to a lack of research and development resources. Plans for a similar engine, the larger 15-liter ISX used by San Francisco's NORCAL Waste Systems, have also met with significant development delays within the last year.

## **Biodiesel and Alternative Fuel Investigations**

Diesel engines were originally designed to be fueled with peanut oil. Similarly, biodiesel offers the potential for Muni to fuel its diesel bus fleet with locally recycled restaurant waste oils, uniformly processed, and residing in Muni's existing underground fuel storage tanks. Biodiesel can be mixed with conventional diesel (at 20% or B20 - for example), or it can be used in its pure form (B100). While potential is great, issues related to increased NOx emissions, availability, cost, performance, and vehicle compatibility remain. Despite these concerns, the City of Berkeley has already decided to fuel its entire diesel fleet with B100. Note that CARB will have to approve this fuel before Muni could legally adopt it. Muni will continue to work closely with Berkeley and other municipalities as they explore this fuel. Synthetic diesel and diesel emulsion are also alternatives to ultra low sulfur diesel that are being investigated.

## **California Fuel Cell Partnership**

The CaFCP is a collaboration of vehicle manufacturers, energy providers, fuel cell technology companies, and government agencies. In addition to testing the fuel cell vehicles, the partnership is examining fuel infrastructure issues and beginning to prepare the California market for this new technology.

To gain insight into the viability and timing of fuel cell technology, Muni participates in many CaFCP events and demonstration projects. AC Transit is a member of the CaFCP, and together with Golden Gate Transit, VTA, and SamTrans, they will be formally evaluating six (6) fuel cell buses beginning in 2005. Unlike these agencies, Muni is not required by law to demonstrate fuel cell buses (due to the fact that Muni already operates over 330 ZEBs), however, Muni intends to be an active participant in these evaluations in order to better inform future procurement decisions. This may include performance and range testing in San Francisco, in addition to regular project debriefings.

## **Islais Creek Maintenance Facility**

Muni has completed construction plans for a new maintenance facility focused on electric drive vehicles and lighter-than-air fuels. Lighter-than-air fuels require specific safety accommodations including non-spark electrical fixtures, gas detection devices, and custom ceiling design/ventilation, all of which have been incorporated into the Islais Creek design since project inception. The new facility, scheduled for completion in 2008, will position Muni to be an early adopter of fuel cell buses and interim bridge technologies using electric drives and lighter-than-air fuels.

# Attachment C

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## **SFMTA 5-year Capital Improvement Plan**



EQUIPMENT \* FACILITIES \* INFRASTRUCTURE \* FLEET

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**SFMTA** | Municipal Transportation Agency

**FY 2009- 2013**

**CITY & COUNTY OF SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**FY 2009-2013 CAPITAL INVESTMENT PLAN  
FY 08/09 & FY 09/10 CAPITAL BUDGET**

**PROPOSED**

**BOARD OF DIRECTORS**

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Tom Nolan, Vice-Chairman  
Cameron Beach, Director  
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Executive Director/CEO

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Senior Director of Transportation Planning and Development  
Chairman, Capital Planning and Working Committee

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CFO/Director of Finance

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Gavin Newsom | Mayor  
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Shirley Brayer Black | Director  
Malcolm Heinicke | Director  
Jerry Lee | Director  
Bruce Oka | Director  
Nathaniel P. Ford, Sr. | Executive Director/CEO

May 20, 2008

Board of Directors  
San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, 7<sup>th</sup> Floor  
San Francisco, CA 94103

Dear Board Members,

Attached is a copy of the **“Proposed”** SFMTA 5-Year Capital Investment Plan (CIP) for Fiscal Year 2009 - 2013 and the FY 08/09 and FY 09/10 Capital Budgets, for your review.

The SFMTA 5-Year Capital Investment Plan (CIP) is prepared using an integration of capital planning, capital budgeting, capital financing, and capital project prioritization concepts. This plan is strategically designed to provide the Agency’s unconstrained capital needs to improve, extend, and increase the value of capital assets over the next five years. Investing in the capital program will strengthen the SFMTA ability to achieve many of its strategic goals such as delivering better quality services and increasing the financial capacity of the Agency. The SFMTA 5-Year Capital Investment Plan includes the following components:

- Executive Summary - A high-level summary of the CIP to include 5-Year financial projections, capital budget, capital funding, capital asset management, CIP implementation, and deferred and emerging capital needs of the agency.
- Capital Planning – An overview of the various capital planning processes.
- Capital Prioritization Process - An overview of the prioritization process which is based upon a tiered decision making process, a qualitative and quantitative analysis of the capital project attributes, project scoring and ranking.
- Capital Programs and Major Capital Projects - A brief description of the major capital programs and capital projects in the CIP.
- Financial Information – This section includes financial reports, a list of proposed capital projects, charts and graphs.

## **Capital Investment Plan**

In summary, the FY 2009-2013 Capital Investment Plan (CIP) reflects planned expenditures in the amount of **\$4.5 billion** and anticipated revenues in the amount of **\$2.8 billion**. The net of both revenues and expenditures is **\$1.7 billion**, which represents a projected shortfall over the next five years. The Transportation Planning and Development (TPD) staff and the Finance staff will work together to seek additional financial resources to address the projected shortfall.

## **Capital Budgets**

While the CIP reflects a five-year projection of capital expenditures and revenues with a projected shortfall, the FY 08/09 (**\$762 million**) and FY 09/10 (**\$353 million**) capital budget expenditures are constrained based upon the amount of realistic revenues, resulting in balanced budgets for both fiscal years.

Sincerely,

Nathaniel P. Ford, Sr.  
Executive Director/CEO, SFMTA

Carter R. Rohan, R. A.  
Senior Director, Transportation Planning and Development

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## EXECUTIVE SUMMARY

### Overview

The purpose of this document is to provide an overview of the City and County of San Francisco Municipal Transportation Agency's (SFMTA) FY 2009-2013 Capital Investment Plan (CIP). The SFMTA begins the capital planning process with a review of the SFMTA Strategic Plan and the San Francisco Municipal Railway Short Range Transit Plan (SRTP). During this review process, these very important documents are reviewed to ensure the CIP and the capital projects are developed and prioritized to support the Agency's Strategic Plan and Long Range Transit Plan.

The 5-Year CIP focuses on integrating capital planning, capital budgeting, capital financing and capital project prioritization concepts into a long-range strategic plan designed to improve the capital assets of the SFMTA. The major objectives of this program are to strategically invest the Agency's dollars into capital assets, thereby improving their physical condition, extending their useful life, and increasing their value as well as acquiring new assets. Investing in the capital program will strengthen the SFMTA's ability to achieve many of its strategic goals, such as delivering better quality services and increasing the financial capacity of the Agency.

The CIP will provide information on the development of a capital project, types of construction programs, capital funding, capital prioritization process, capital implementation process, and the capital asset management and inventory process. This document also provides a listing of capital projects that represent the most critical capital investment needs of the SFMTA.

### 5-Year CIP Forecast

The Capital Investment Plan reflects planned expenditures of **\$4.5 billion** and anticipated revenues of **\$2.8 billion**. The net of both revenues and expenditures is a projected shortfall of **\$1.7 billion** over a five-year period.

**Figure 1: Summary of CIP 5-Year Budget Projections**

<b>Description</b>	<b>FY 08-09</b>	<b>FY 09-10</b>	<b>FY 10-11</b>	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>5-Year CIP TOTAL</b>
<b>PLANNED EXPENDITURES</b>	\$868,730	\$827,604	\$1,047,797	\$930,980	\$862,689	<b>\$4,537,799</b>
<b>LESS REVENUES</b>	\$761,917	\$352,956	\$743,060	\$448,522	\$551,395	<b>\$2,857,850</b>
<b>TOTAL (Surplus/(Deficit))</b>	<b>(\$106,813)</b>	<b>(\$474,648)</b>	<b>(\$304,737)</b>	<b>(\$482,458)</b>	<b>(\$311,294)</b>	<b>(\$1,679,949)</b>

## Capital Budgets

While the CIP reflects a five-year projection of capital expenditures and revenues, the capital budgets for FY 08/09 and FY 09/10 were developed based upon a variety of budget assumptions. The planned expenditure assumptions are based upon the phase of the project, project needs, and impacts on the potential workload of the project management staff. The anticipated revenues are based upon assumptions driven by the various Federal, State, and Local agencies that provide funding for SFMTA capital projects. The following are other budgetary assumptions that impact the development of the capital budgets:

- Actual Expenditures/Revenues as of January 31, 2008. The source for this information is the City's FAMIS system.
- Revenues were cash flowed for projects with slow start-ups.
- Proposition A, approved by voters in November 2007, sets forth provisions to develop two-year budgets for the SFMTA.

## Capital Funding

The SFMTA CIP is funded by a variety of Federal, State, and Local funding sources. (**See the Capital Funding Plan for a full description of each funding source beginning on page 123**).

**Federal Funding:** The Federal Transit Administration (FTA) provides funding for capital projects through competitive grant processes such as the New Starts program and through capital formula grants. The Metropolitan Transportation Commission (MTC) is responsible for programming and administering Federal formula capital funds such as the Section 5309, 5307, Section 9, Regional Measure 2 (RM2), and other Federal funding.

**State Funding:** The State provides a variety of grants to support transit improvements, street improvements, pedestrian safety, bike programs, traffic calming, and traffic engineering capital projects. This plan also includes the anticipated State Transportation Infrastructure Bond revenues for various capital projects.

**Local Funding:** Local funding is by far the largest contributor of capital funding for the SFMTA. The majority of local funding is provided by Proposition K, a half-cent local transportation sales tax program, which is administered by the San Francisco County Transportation Authority (SFCTA). Also, the SFMTA operating budget supports the capital investment plan with emergency funding from the fund balance, as needed, and with the allocation of parking revenues.

## Capital Asset Management Program

The SFMTA has embarked upon a new concept referred to as “Capital Asset Management” (CAM). This new concept clearly integrates asset management and inventory concepts with capital planning, capital investment, capital budgeting and capital project prioritization concepts. This program will primarily focus on the asset inventory and the condition of the asset for all types of capital assets such as facilities, stations, rail/track/guideways, fleet, systems and equipment.

The systems currently used by the SFMTA to manage and inventory its assets are fragmented making it difficult to comply with Federal, State, and Local reporting requirements. The SFMTA uses Shops History and Online Parts System (SHOPS), Track and Rail Control System (TRACS), Fixed Asset Accounting Control System (FAACS), and Facilities Resource Forecast Model (FRFM), a system developed by the City’s Department of Public Works, to account for and inventory capital assets. The SFMTA plans to develop a system with the ability to project and forecast capital asset inventory needs for a 30-to 40-year horizon. The SFMTA will perform an evaluation of the current systems and processes and design a comprehensive plan to transition the assets into a state-of-the-art asset inventory and management system. During this process, the SFMTA will identify key asset data collection needs and desired outcomes, inventory and assess the condition of all assets, and review database architectural design and implementation strategies.

## Quality Assurance Program

This program is tasked with evaluating the effectiveness of the Transportation Planning and Development Division’s project development functions from the design phase through the construction/implementation phases and serves as an important systematic monitoring tool for management. The Quality Assurance (QA) program evaluation activities include performing audits, inspections and technical reviews of projects to determine their conformance with established policies, guidelines and procedures. This section is responsible for developing the Quality Assurance Plan, procedures and requirements for projects, reviewing contractors’ and consultants’ quality assurance/quality control plans, and providing a quality training program for staff and consultants.

## Capital Investment Plan Implementation

The Capital Planning and Working Committee (CAPWOC) will be responsible for the implementation and management of the FY 2009-2013 CIP. This committee will review all new capital requests throughout the year and make recommendations to Executive Management on project scope and funding modifications for capital projects. The CAPWOC will use the capital prioritization process described below to prioritize funding and new projects for the CIP.

## Deferred and Emerging Capital Needs

The SFMTA is committed to providing efficient, on-time, clean, safe and courteous service, but much remains to be done to bring the SFMTA system into a “State of Good Repair”. The proposed FY 2009-2013 CIP projects \$2.8 billion dollars will be available over the next five years, but that will only be the first step to improving the Agency’s aging infrastructure and deteriorating capital assets. Strategically, the SFMTA must address the funding shortfall of \$1.7 billion over the next five years to preserve its capital assets.

Although we have a very aggressive and unconstrained CIP, we realize that Federal, State, and Local funding is shrinking and the grant and earmark application processes are becoming more competitive as we compete with transit operators nationwide. As a result, we have outlined the capital priorities with the understanding that if funding does not become available, we will defer certain capital costs as indicated below.

Despite our recognition of limited capital funding resources, we have identified the Agency’s emerging capital needs. The emerging capital needs include the possibility of new costs for the recommendations arising from the Transit Effectiveness Project (TEP) process, as well as our need to strategically focus on traffic calming projects, bike program projects, and pedestrian and school safety projects.

**Figure 2: Deferred Capital Needs**

DEFERRED CAPITAL NEEDS
<b>Infrastructure Program:</b> Enhancement and Expansion Projects (i.e. Transit Preferential Streets, LRV Expansion, Parking and Traffic Enhancement Projects)
<b>Fleet Program:</b> Partially defer Mid-Life and End of Life Overhaul of all fleet, i.e., motor coaches, trolley coaches, and LRVs.
<b>Equipment Program:</b> Acquisition and replacement of equipment to support all aspects of Muni’s operations and maintenance functions.
<b>Facilities Program:</b> Deferral of major renovations and improvements to correct long-term deferred maintenance.

**Figure 3: Emerging Capital Needs**

EMERGING CAPITAL NEEDS
<b>Transit Effectiveness Project (TEP):</b> This Project may recommend additional capital needs such as changes to types and sizes of vehicle fleets.
<b>Traffic Calming Program:</b> Focuses on reducing the negative impact of auto traffic by redesigning streets and sidewalks.
<b>Bike Program:</b> Incorporates new design guidelines for a wide range of bicycle facilities and the Bicycle Route Network.
<b>Pedestrian Safety Program:</b> Focuses on flashing in-pavement crosswalk lights, pedestrian refuge areas, crossing warning signs, etc, promoting safety and convenience for walkers.

## CAPITAL PLANNING

The SFMTA begins the capital planning process with the review of the SFMTA Strategic Plan and the SRTP. During this process, these very important documents are reviewed to ensure the capital projects are developed and prioritized to support the Agency’s overall goals and objectives. This approach to capital planning includes a higher-level of analytical decision-making relative to strategic planning, asset management, and financial analysis for prioritizing capital projects for both short-term and long-term capital investment plans.

The SFMTA participates in a variety of capital planning processes to manage the 40-year horizon of the CIP. Many of these plans and programs are driven by strictly defined program requirements and criteria, formulas for allocating funding, and established program priorities. The purpose of each plan is different and focuses on a specified period of time. The following is a brief overview of these various capital plans developed and maintained by SFMTA:

**Figure 4: Capital Planning Processes**

<b>SFMTA CIP 5-YEAR</b>	<b>SAN FRANCISCO CIP 10-YEAR</b>	<b>SHORT RANGE TRANSIT PLAN 20-YEAR &amp; PROP K</b>
<ul style="list-style-type: none"> <li>• Approval/Review: SFMTAB and BOS</li> <li>• Muni and DPT capital assets</li> <li>• Annual review and approvals:                             <ul style="list-style-type: none"> <li>– Capital plan</li> <li>– Capital budget</li> </ul> </li> <li>• Unconstrained expenditures and realistic revenue projections</li> <li>• Administered by SFMTA</li> </ul>	<ul style="list-style-type: none"> <li>• Approval/Review: CPC, SFMTAB, BOS</li> <li>• Muni and DPT capital assets</li> <li>• Annual review and approval:                             <ul style="list-style-type: none"> <li>– Capital plan</li> </ul> </li> <li>• Unconstrained expenditures and realistic revenue projections</li> <li>• Administered by SFMTA and CCSF</li> </ul>	<ul style="list-style-type: none"> <li>• Approval/Review SFMTAB and MTC</li> <li>• Muni (Transit) capital assets</li> <li>• Biennial review and approvals:                             <ul style="list-style-type: none"> <li>– Capital plan</li> <li>– Operations plan</li> </ul> </li> <li>• Unconstrained expenditures and realistic revenue projections</li> <li>• Administered by MTC and SFMTA</li> </ul>
<b>REGIONAL TRANSPORTATION PLAN 25-YEAR</b>	<b>CENTRAL SUBWAY NEW STARTS 30-YEAR PLAN</b>	<b>CAPITAL ASSET PLAN 40-YEAR</b>
<ul style="list-style-type: none"> <li>• Approval/Review: SFMTAB, MTC, FTA</li> <li>• Muni capital (Transit) assets</li> <li>• Biennial review and approvals:                             <ul style="list-style-type: none"> <li>– Capital plan</li> <li>– Operations plan</li> </ul> </li> <li>• Unconstrained expenditures and realistic revenue projections</li> <li>• Administered by MTC and SFMTA</li> </ul>	<ul style="list-style-type: none"> <li>• Approval/Review: SFMTAB and FTA</li> <li>• Muni and DPT Assets</li> <li>• Grant Application review and approvals:                             <ul style="list-style-type: none"> <li>– Capital plan</li> <li>– Operations plan</li> <li>– Project Plan</li> </ul> </li> <li>• Constrained expenditures and realistic revenue projections</li> <li>• Administered by FTA and SFMTA</li> </ul>	<ul style="list-style-type: none"> <li>• Approval/Review: SFMTAB, MTC, and FTA</li> <li>• Mandated by FTA/MTC–RTICI (Regional Transportation Inventory Control Initiative)</li> <li>• Estimated 1 -2 Years to develop</li> <li>• Muni and DPT Assets (Life Cycle Data)</li> <li>• Three Phased Program (Evaluation/Implementation–Inventory–Valuation/Reporting)</li> <li>• Unconstrained expenditures and realistic revenue projections</li> <li>• Administered by MTC and SFMTA</li> </ul>

**Note: The financial information in these plans varies depending on the criteria established by the funding agency and the various financial methodologies (i.e. the application of escalation rates, time periods) used to prepare each plan.**

## CAPITAL PRIORITIZATION

The FY 2009-2013 CIP comprises approximately 300 capital projects with varying levels of attributes and importance to the Agency. Therefore, it is necessary to rank and prioritize capital projects because the amount of capital expenditures requested often exceeds the amount of available funding. However, before a capital project is ranked and prioritized, it first must be developed and justified.

### Development of a Project

Capital projects are conceptualized or developed in a variety of ways such as during the bi-annual call for projects, planning studies, engineering assessments, maintenance and operations staff observations, through the Capital Planning and Working Committee (CAPWOC) process, or as a priority of an external capital funding program.

### Capital Project Prioritization Process

The SFMTA capital project prioritization process is based upon a tiered decision making process, qualitative and quantitative analysis, and project scoring and ranking. The SFMTA begins the prioritization process with the review of the Agency's Strategic Plan, Proposition E Service Standards, SRTP, and the goals and objectives of the main and sub criteria (see **Figure 5: Capital Investment Plan Prioritization Criteria**). These criteria were used to rank projects along with a scoring mechanism to assign a range of values based upon each project's strengths and weaknesses.

The three-step decision-making process includes the evaluation of the attributes and purposes of the capital project against specific criteria measurements. This process is briefly described below:

Step 1: Includes the vetting or assignment of a capital project to a main and sub criteria. Step 1 is performed by staff familiar with the attributes of the capital projects and construction programs.

Step 2: Includes the evaluation (High, Medium, and Low) of projects based upon the criteria measurements and the correlations of points for the project scoring. Step 2 is performed by staff familiar with the detailed attributes of the project, purpose of the capital project, and the project's impact on the SFMTA.

Step 3: Includes the review of the overall project scoring and ranking by management.

During Step 1 of the process, capital projects are screened and assigned within one of the following four main criteria and three sub criteria. Each project receives a score which is calculated based upon a static ranking of the main and sub criteria and points accumulated from the evaluation and scoring of the project against the criteria measurement. The maximum points a project can receive is 100 points.

**Figure 5: CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA**

Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
1	<p><b>MISSION CRITICAL:</b> These main criteria categories include projects that directly impact the transit system's ability to meet the goals and objectives of the SFMTA Strategic Plan and Proposition E Service Standards. The Proposition E Service Standards consist of system reliability, system performance, staffing performance, customer and employee safety and satisfaction.</p>	A	<p><b>SYSTEM RELIABILITY &amp; PERFORMANCE:</b> This sub criterion includes projects that ensure efficient and effective service delivery by improving system reliability, system performance, and promoting service integration. This subcriteria includes projects that focus on the following areas:</p> <p><b>Service Delivery:</b> This area includes project that improve direct service delivery in the performance of transit operations, traffic and engineering, and parking services.</p> <p><b>Work Productivity:</b> This area includes projects that improve and/or increase employee productivity by reducing workload and work hours; increasing employee skills and abilities.</p> <p><b>Customer/Passenger Satisfaction:</b> This area includes projects that improve and/or increase passenger ability to receive transit information, improves passenger mobility, improves transfer between modes, and improves passenger comfort and satisfaction.</p> <p><b>Financial Impacts:</b> This area includes projects that support cost effective and efficiency measures and/or generates revenues. These projects reduce administrative costs, operations and maintenance costs, and other operating budget costs within the transit system.</p>	<p><b>HIGH</b> - The project has a significant to great impact on improving/increasing the criteria.</p> <p><b>MED</b> - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p><b>LOW</b> - The project has a least to little impact on improving/ increasing the criteria.</p>
1	<p><b>MISSION CRITICAL (Contd)</b></p>	B	<p><b>REGULATORY COMPLIANCE/LEGALLY MANDATED:</b> This sub criteria includes projects that address <b>specific and clearly identifiable</b> regulatory compliance issues that are legally mandated to meet requirements establish Federal, State, and Local laws, regulations, and ordinances such as the Americans with Disabilities Act (ADA), State Clean Air regulations (Air Quality), Environmental Quality Act, Proposition I, and City building codes.</p>	<p><b>HIGH</b> - The project has a significant to great impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses an imminent noncompliant issue with the corrective lead time of 6 months to 1 year.</p> <p><b>MED</b> - The project has a moderate to medium impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses a noncompliant issue with the corrective lead time of 1 to 3 years.</p>

Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
				<p><b>LOW</b> - The project has a least to little impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses a noncompliant issue with the corrective lead time of 3 to 5 or more years.</p>
1	<p><b>MISSION CRITICAL (Contd)</b></p>	C	<p><b>HEALTH, SAFETY, &amp; SECURITY:</b> This sub criterion includes projects that mitigate or eliminate identified health, safety, and security risks within the system. Includes projects that addresses safety hazards in facilities and during the operation of vehicles and equipment; reduces accident fatalities, mitigates unsafe working environments, and reduces passenger related safety issues. Includes projects that address security deficiencies in the detection of, or response to, threats to persons from planned acts of violence, life threatening emergencies or natural disasters, and protection of transit assets.</p>	<p><b>HIGH</b> - The project has a significant to great impact on improving/increasing the criteria.</p> <p><b>MED</b> - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p><b>LOW</b> - The project has a least to little impact on improving/ increasing the criteria.</p>

Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
2	<p><b>PRESERVATION:</b> This main criterion include projects that focus on the replacement, rehabilitation, modification, and preventive maintenance of existing capital assets to preserve the asset in a "State of Good Repair." NOTE: A deteriorated asset is one that is beyond its useful life cycle or normal replacement cycle.</p>	A	<p><b>REPLACEMENT:</b> This sub criterion includes projects that mainly replace, exchange, and/or substitute <b>existing</b> assets that are beyond their useful life cycle or normal replacement cycle with a different asset. Includes minor improvements as a result of the major replacement.</p>	<p><b>HIGH</b> - The asset is significantly to greatly beyond its useful life cycle or normal replacement cycle and may cause imminent health, safety, or security risks.</p> <p><b>MED</b> - The asset is moderately beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p> <p><b>LOW</b> - The asset is slightly beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p>
2	<p><b>PRESERVATION (Contd):</b></p>	B	<p><b>REHABILITATION:</b> This sub criterion includes projects that mainly rehabilitate, renovate, treat, and/or remediates <b>existing</b> assets to continue the use of the asset. Include major improvements to an asset that may extend the useful life cycle of the asset.</p>	<p><b>HIGH</b> - The asset is significantly to greatly beyond it's useful life cycle or normal replacement cycle and may cause imminent health, safety, or security risks.</p> <p><b>MED</b> - The asset is moderately beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p> <p><b>LOW</b> - The asset is slightly beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p>

Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
2	<b>PRESERVATION (Contd):</b>	C	<b>MAINTENANCE:</b> This sub criterion includes projects that focus on fleet preventative maintenance (non-routine), facilities maintenance (routine), traffic signal and lighting maintenance, traffic stripping and markings on an existing asset during its useful life cycle. <b>EXAMPLE: LRV Mid-life Overhaul of major components or systems.</b>	<p><b>HIGH</b> - The asset is significantly to greatly beyond it's useful life cycle or normal replacement cycle and may cause imminent health, safety, or security risks.</p> <p><b>MED</b> - The asset is moderately beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p> <p><b>LOW</b> - The asset is slightly beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p>

Figure 5: CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA (contd)

Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
3	<p><b>TRANSPORTATION INITIATIVES:</b> This main criteria category includes projects that address funding and political priorities established and/or highly recommended by federal, state, regional, and local governing bodies which may impact the mission and priorities of the SFMTA.</p>	A	<p><b>FEDERAL INITIATIVES:</b> This sub criterion includes projects supported by a Federal agency or governing body which impact the SFMTA priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. <b>EXAMPLE: Projects funded by the FTA.</b></p>	<p><b>HIGH</b> - The Initiative has a significant to great impact on the Agency.</p> <p><b>MED</b> - The Initiative has a moderate to medium impact on the Agency.</p> <p><b>LOW</b> - The Initiative has least to little impact on the Agency.</p>
3	<p><b>TRANSPORTATION INITIATIVES (Contd):</b></p>	B	<p><b>STATE/REGIONAL INITIATIVES:</b> This sub criterion includes projects supported by a State/Regional agency or governing body which impact the SFMTA priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects.</p> <p><b>EXAMPLE: Projects funded by State I-BOND; Projects funded by MTC; or Joint projects with BART, AC Transit, CAL TRAIN.</b></p>	<p><b>HIGH</b> - The Initiative has a significant to great impact on the Agency.</p> <p><b>MED</b> - The Initiative has a moderate to medium impact on the Agency.</p> <p><b>LOW</b> - The Initiative has least to little impact on the Agency.</p>

Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
3	TRANSPORTATION INITIATIVES (Contd):	C	<p><b>LOCAL INITIATIVES:</b> This sub criteria includes projects supported by a Local agency or governing body which impact the SFMTA priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects.</p> <p><b>EXAMPLE: Projects funded by SFCTA or political support from the Mayor's Office, Board of Supervisors, or SFMTAB.</b></p>	<p><b>HIGH</b> - The Initiative has a significant to great impact on the Agency.</p> <p><b>MED</b> - The Initiative has a moderate to medium impact on the Agency.</p> <p><b>LOW</b> - The Initiative has least to little impact on the Agency.</p>

Figure 5: CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA (contd)

Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
4	<p><b>MISSION DEVELOPMENT:</b> This main criteria category includes projects that enhance and/or expand the existing transit system; projects that develop and or create new or additional transit services or systems; and projects that acquire new assets to support the transit system.</p>	A	<p><b>ENHANCEMENT:</b> This sub criterion includes projects that enhances and enriches the quality of the existing transit system thereby improving system reliability and service delivery. Includes projects that upgrade systems and/or enhances and enriches the features or components of an existing asset. Include Transit-Oriented Development (TOD) related projects.  <b>EXAMPLE: Electric motors installed on existing manual pull doors.</b></p>	<p><b>HIGH</b> - The project has a significant to great impact on improving/increasing the criteria.</p> <p><b>MED</b> - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p><b>LOW</b> - The project has a least to little impact on improving/ increasing the criteria.</p>
4	<p><b>MISSION DEVELOPMENT (Contd):</b></p>	B	<p><b>EXPANSION:</b> This sub criterion includes projects that expand, augment, and increase capacity of the existing transit system thereby improving system reliability and service delivery. Includes projects to increase existing service and systems, changes to transit modes in an existing corridor, planning studies to expand existing transit services and systems.  <b>EXAMPLE: Adding additional bus service along with the existing LRV service to address overcrowding on a corridor.</b></p>	<p><b>HIGH</b> - The project has a significant to great impact on improving/increasing the criteria.</p> <p><b>MED</b> - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p><b>LOW</b> - The project has a least to little impact on improving/ increasing the criteria.</p>

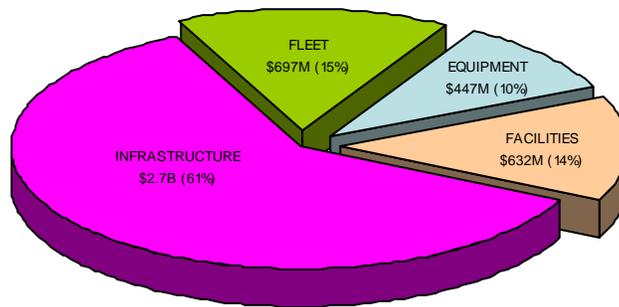
Main Criteria	MAIN CRITERIA DESCRIPTION	Sub Criteria	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
4	<b>MISSION DEVELOPMENT (Contd):</b>	C	<p><b>NEW SERVICE/NEW ASSET:</b> This sub criterion includes projects that add new service to the transit system which <b>is not currently being provided in the existing</b> transit system. These projects will increase Prop E service levels beyond current levels to improve system reliability, system performance, and service delivery. Includes the purchase of new assets.  <b>EXAMPLE: The addition of the T-Line service.</b></p>	<p><b>HIGH</b> - The project has a significant to great impact on improving/increasing the criteria.</p> <p><b>MED</b> - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p><b>LOW</b> - The project has a least to little impact on improving/ increasing the criteria.</p>

## CAPITAL PROGRAMS & PROJECTS

### Overview

The capital projects within the SFMTA are categorized into four major capital improvement programs -- Equipment, Facilities, Fleet, and Infrastructure. As depicted in the pie chart below, the Infrastructure program represents the largest portion of the expenditures within the CIP in the amount of \$2.7 billion dollars or 61%, followed by Fleet in the amount of \$697 million dollars or 15%, Facilities in the amount of \$632 million dollars or 14%, and Equipment in the amount of \$447 million dollars or 10% of the total planned expenditures. The major capital projects within these programs are explained in detail in the Program Highlights section.

**Figure 6: Capital Expenditures Pie Chart**



### Program Highlights

The following is a summary of the major highlights and accomplishments of the SFMTA during the past year:

**Central Subway Project:** The Central Subway is the second phase of the Third Street Light Rail project. It is a 1.7-mile extension with .4 miles on the surface of Fourth Street and 1.3 miles underground in a subway. The Agency is currently in Preliminary Engineering, and the Supplemental Environmental Impact Report is in its final stages. The Agency received an Overall Project Rating from the FTA of Medium-High this year and the Cost Effectiveness Rating has increased from Medium-Low last year to Medium this year. This project is one of ten projects included in the Preliminary Engineering Category and is ranked at the top. The Agency received \$12 million in New Starts funding this fiscal year, bringing the total federal funding to-date on the project to approximately \$56 million. This year's budget submission includes funding necessary to advance this critical project.

**Muni Metro East Maintenance Facility:** Construction completion will occur this summer and the facility will go into operation in the fall. The facility is located on a 13-acre site at 25<sup>th</sup> and Illinois Streets in the Bayview area, will support the operation of the Third Street Light Rail line and relieve the tremendous overcrowded conditions at the Agency's only light rail facility at Metro Green/Geneva. The facility will be a new, state-of-the-art storage yard, maintenance shop and operations/dispatch facility for a fleet of 80 light rail vehicles. Now, after many budgetary and

funding hurdles, several starts and stops, and multiple procurements, the Agency's management has ensured a successful completion of this critical facility. The budget includes money to support Operations move into the new facility, and beginning of service next fiscal year.

Paratransit Debit Card Program: The difficult and previously unsuccessful paratransit debit card project has been revitalized. To date, new management has analyzed the program's past failures, terminated the original contract, and embarked on a new program that has 100% support from the Agency, taxi industry, elected officials, and disabled taxi users.

Overhead Rehabilitation Project: The Overhead Line Rehabilitation Program includes phased design and construction to rehabilitate and replace overhead wires, related poles, and traction power systems. Last year, the Agency completed the work in the Metro subway to West Portal. This has been a highly successful program.

Emergency Re-Rail of the Twin Peaks Tunnel: In the fall of last year, the SFMTA discovered an unsafe rail condition in the Twin Peaks Tunnel between Eureka station and West Portal station. The Agency immediately declared an emergency due to the potential unsafe conditions for our patrons and negotiated with a contractor to replace deteriorated rail, rail ties and ballast and realign our trackway. The emergency work began in January this year and was successfully completed in March. The tracks are back in use.

Radio System Replacement Project: The SFMTA existing radio system is 30 years old, has limited capability, and is extremely difficult and costly to maintain. The Agency has just awarded a contract to prepare operational conceptual documents and design-build specifications for the replacement of the system. The new system is expected to be in place by summer 2013 in time to meet new Federal Communications Commission (FCC) guidelines for radio transmissions. The project will meet the Agency's future needs, will expand data transmission capabilities, will be interoperable with 911 and local counties, and will be compatible with our Central Subway, Central Control and Communications program, and the new Bus Rapid Transit projects.

SFMTA Islais Creek Motorcoach Maintenance Facility: The Agency is currently in the final design stages for a new motorcoach maintenance facility. The project is currently undergoing a Leadership in Energy and Environmental Design (LEED) assessment for greening of the design and construction with the intent of making this a premier "green" facility. Construction is planned to begin in fall 2009 and is forecast to be completed in 2011.

Capital Investment Program: Last year, for the first time in the Agency's history, we instituted a CIP for a five-year horizon. The CIP identified the Agency's unconstrained capital needs for the five-year period and mapped potential funding in to meet the needs. The CIP was designed to establish a priority system of implementation of capital programs associated with the Agency's strategic goals. This allows the Agency to utilize non-discretionary funding to support the highest priority projects in our program.

NextMuni AVL (NextMuni) Program: The SFMTA's new AVL system for our revenue fleet has been implemented. All lines except express lines and cable cars are active. Three hundred and fifty shelter signs have been installed and commissioned and our inspectors have equipment installed in their non-revenue vehicles. SFMTA is now advancing into the full operational stage, which will

require full time staffing to operate the system.

Bicycle Planning Program: This project is unprecedented – a Citywide transportation network and approximately 60 projects being analyzed in an Environmental Impact Report (EIR). The Agency is working diligently with City Planning to hold to the projected schedule for certifying the Bike Plan EIR, which currently forecasts a completed draft in the fall of this year and final completion in spring 2009.

Better Streets Plan: The Agency is working with City Planning to establish a unified set of standards and guidelines for the design and management of sidewalks and street crossings. It is a coordinated effort to combine the City's Streetscape Master Plan and the Agency's Pedestrian Master Plan. A public draft of the Better Streets Plan (BSP) is expected to be published later this year.

Transit Preferential Streets Program: This program is designed to make the streets more transit friendly in a city that depends heavily on public transit. The Agency has completed installation, testing, and activation of infrared-based transit signal priority at 39 intersections on the Mission and Geary corridors. In the five-year program, we will be implementing Market Street improvements, performing planning and implementation of 19<sup>th</sup> Avenue, Potrero Avenue, Outer Mission and Geneva Avenue.

Bus Rapid Transit - Van Ness: The Agency received good news late last year that the FTA approved the request to initiate Project Development for the Bus Rapid Transit project on Van Ness Avenue. Currently, in partnership with the SFCTA, the Agency has completed the feasibility study and an environmental study is underway. SFMTA looks forward to advancing this project and plan to open for service in 2012. Van Ness is one of the corridors identified in the Four Corridors Plan for primary investment in rapid transit solutions.

Short Range Transit Plan (SRTP): As a condition for federal transit assistance, the Agency must publish a primary transit planning document every four years representing future service plans, service standards, capital investment program, and operating financial plan covering a 20-year horizon. This past year, the Agency published our SRTP and will be required to undergo an update in each fiscal year afterwards between the full document submissions.

Connected Bus Program: The SFMTA embarked on a program to meet the FTA's requirements that all transit agencies using federal funds for Intelligent Transportation Systems comply with national standards that support regional and national interoperability. The Connected Bus Program, in cooperation with CISCO Systems, does just that. In February of this year, an SFMTA bus was showcased at the first Connected Urban Development (CUD) Global Conference in San Francisco. The Agency has a hybrid bus with on-board integration devices that provides information on schedule accuracy, operator availability, vehicle reliability, supervisorial coverage, and congestion management. The pilot was a huge success. Our customers can benefit from the experience of interaction with real time data displays, status of connecting lines at key transfer points, and be online with NextMuni.

Other Capital Projects:

- Geneva Historic Car Canopy Project
- 22 Fillmore / 33 Stanyan Overhead Replacement Project
- Church & Dubose Rail Replacement Project
- Potrero & Presidio Vehicle Lifts Project
- Advanced Train Control System Maintenance Program
- 5 Fulton / 21 Hayes Overhead Replacement Project
- Trapeze Scheduling System
- Woods Vehicle Lifts Project

## Transit Effectiveness Project

The Transit Effectiveness Project (TEP) is the first comprehensive review of the Muni system in a generation and aims to transform the Agency into a first-rate transit system that meets the needs of our customers safely and efficiently. A key objective of the TEP is to develop a five to seven-year roadmap for the Agency's transit investments. The draft recommendations are informed by extensive data and community involvement and focus on three categories of changes: 1) improving the reliability of the existing system; 2) reducing travel time through delay reduction investments; and 3) updating Muni routes to make service more attractive and convenient for our customers.

Each of these categories includes recommendations for changes to Muni operations. Many infrastructure investments already underway are included in the CIP. Even though these investments were not part of the TEP project, they will support the recommendations coming out of the TEP. These investments include, for example, opening a new rail yard to support vehicle reliability, and investing in bus rapid transit on Van Ness Avenue, to minimize the impact of congestion on a busy transit route.

## EQUIPMENT PROGRAM

The Equipment Program represents the smallest cost in the 5-Year CIP at \$447 million dollars or 10% and includes projects such as the purchase and acquisition of small shop tools, rail grinders, homeland security equipment, info technology software and hardware, and equipment used to support the administrative functions of the SFMTA.



**Equipment**

### Major Capital Projects

During this period, the SFMTA will focus on replacing various small equipment items such as vital relay test system, shop hoist replacement, shop heaters, and traction power hi-speed trip devices. The SFMTA will also continue the acquisition of an integrated scheduling system, incident reporting system, capital asset management system, transit signage, homeland security equipment, tunnel intrusion systems, and various other equipment items. Most importantly, SFMTA will enhance the Geographic Information System (GIS) capabilities to facilitate easier sharing of spatial data within the SFMTA and with other agencies.



**Equipment - Metal Lathe**

### Deferred Equipment Costs

While the Equipment Program represents the smallest costs in the CIP, it is also the least funded program, with a projected shortfall of \$257 million dollars or 57% of unfunded capital needs. During facility inspections, staff identified several major equipment components and machinery that would require replacement.



**Equipment - Disc Sander**

## FACILITIES PROGRAM

The Facilities Program represents 14% or \$632 million dollars of the total cost in the 5-Year CIP and entails a variety of facility improvement, replacement, and new development projects to support the 19 maintenance, operations, and administrative facilities, 25 power and substations, 9 subway and 24 surface light rail stations, and 6.6 miles of subway and tunnels.

### Major Capital Projects

#### **Metro East Light Rail Vehicle Facility**

This new facility is for the storage, maintenance, and operation of up to 80 Muni light rail vehicles. It is needed to support the new Third Street Light Rail line and to relieve overcrowded conditions at Green Division, Muni's other light rail maintenance facility. The facility will be located on a 13-acre parcel bounded by 25<sup>th</sup> Street, Illinois Street, Cesar Chavez Street, and Louisiana Street (part of the former Western Pacific Railroad site). The facility has been constructed to store 80 Light Rail Vehicles. The facility will consist of a two-story main shop and administration building, power substations, an LRV storage yard, and an on-site parking lot. The shop building will have a combined floor space of about 180,000 square feet. The building is designed to be within the allowable height limit of 40 feet. The on-site parking lot will accommodate about 170 non-revenue vehicles.



**Muni Metro East Light Rail Vehicle Facility (aerial view and**

#### **Islais Creek Motor Coach Maintenance Facility**

SFMTA plans to replace the Kirkland Motor Coach Division (built in 1950) with a new motor coach facility along the shores of Islais Creek. The Islais Creek yard will be located on 7.72 acres of land between Cesar Chavez Street, Indiana Street, I-280, and Islais Creek. The new bus yard will include parking for 19 non-revenue vehicles, three buildings for 16 service bays, plus facilities for operations and maintenance, administration, fuel and wash. Also, some of Muni's alternative fuel vehicles will be stored, operated, and maintained at the Islais Creek facility.



**Model of the new Islais Creek Facility**

### **Central Control Facility Replacement**

Design and construction of a new Central Control facility is needed to replace the existing undersized facility which is contributing to inefficiencies. The difficulty of expanding the current Muni facility coupled with the need to combine it with DPT's facility, means that off-site expansion is the best option. Expansion is needed in part to provide adequate facilities for the Advanced Train Control System and other communication systems and functions.

### **Bryant Street Rehabilitation**

When a large warehouse on Burke Avenue near Third Street became available on the real estate market, it was decided to divert the funding targeted for the 1401 Bryant project to purchase that property. The property will become both Muni's central warehouse and the new home of Muni's Overhead Lines Facility. The warehouse function moved there in April 2005 and plans are currently underway to convert a portion of the building for use by Overhead Lines. SFMTA is currently seeking additional revenue sources to complete this project.

### **Central Warehouse**

This project is intended to consolidate various parts and equipment storage locations into one central facility that includes indoor and outdoor storage to improve security and efficiency. Long term storage for major equipment and other items is currently provided at leased facilities at Piers 72 and 80. The preferred location for this facility is in the southeast waterfront area, near the cluster of Muni operating divisions.

### **Training Center**

Although all operators are first trained on motor coaches, the current training facility, located at Muni's Presidio trolley coach division, is several miles from any of the motor coach divisions. Maintenance Training is located at Pier 80, in space rented from the Port. This project would combine both the operations and maintenance training facilities into one facility. Also, relocating Operator Training would allow redevelopment of all or part of the Presidio Division property, and relocating Maintenance Training will allow Muni to relinquish leased space.

### **Deferred Facility Costs**

Facilities rehabilitation and improvements continue to be a challenge for the SFMTA. With limited funding available, the Facilities program continues to lack adequate funding to support long-term deferred maintenance and deterioration of capital assets. The projected shortfall in this program is \$455 million dollars which represents over 72% of unfunded capital needs.

## FLEET PROGRAM

The SFMTA has one of the most unique and diverse Fleets in the world and is comprised of historical street cars and cable cars dating back to 1873. Many of the historical street cars were imported from other countries such as Italy, United Kingdom, Japan, Portugal, Australia, Belgium, and Germany.

The SFMTA manages over 1,080 revenue vehicles, which include buses, light rail vehicles, trolley coach buses, cable cars, historic street cars, paratransit vans, and 909 other support vehicles. The Fleet program represents 15% or \$697 million dollars of the costs in the CIP.

### Major Capital Projects

#### Motor Coach Replacement

The SFMTA recently completed the purchase of 56 standard (40') diesel-electric hybrid coaches and the purchase of 30 small (30') diesel-electric hybrid coaches, completing the replacement of 455 diesel coaches. The next motor coach procurement is scheduled to begin in FY 09-10.

#### Trolley Coach Replacement

This project replaces the fleet of 295 Flyer standard trolley coaches with 33 articulated and 240 standard coaches from Electric Transit Inc. (ETI).

#### Light Rail Vehicle Replacement

The LRV fleet consists of 151 Breda vehicles which began service in 1997. The phased replacement for these vehicles will begin in FY 22/23. To date, a number of modifications to the LRV fleet have taken place, including the installation of the Emergency Brake Application Limiting Device (EBALD) system, which began in January 2007.

#### Streetcar Program

Muni has seven Streetcar Projects for rehabilitation and/or restoration of the Milan, Presidents' Conference Committee (PCC) and other historic streetcars to operate on the F-Line and future E-Line.

#### Deferred Fleet Costs

Performance of fleet mid-life overhauls and end-of-life overhauls on all fleet continues to be a challenge for the Agency. The Fleet program has a \$261 million dollar projected shortfall over the next five years.



Various Types of Muni

## INFRASTRUCTURE PROGRAM

The Infrastructure Program represents the largest costs in the CIP at 61% or \$2.7 billion dollars. This program includes the replacement and rehabilitation of rail/track, overhead lines, cable car infrastructure rehab, and replacement of the fare collection system, traffic signals, traffic signs, traffic calming, information technology, communications, and the radio system replacement projects.

### Major Capital Projects

#### Central Subway Project

The Central Subway Project will add 1.5 miles of light rail track north from the northern end of the Phase 1 of the Third Street Light Rail Line at Fourth and King Streets, to a terminal at Stockton and Clay in Chinatown. Running along Fourth Street, the tracks will enter the Central Subway near Bryant Street, and proceed to cross beneath Market Street, running under Stockton Street to Chinatown. The Central Subway is projected to open in 2016. The current approved alignment places the subway in SOMA under Fourth Street, with a total of three underground subway stations located at Moscone Center, Market St/Union Square and Chinatown. Current projections show that the two-phase Third Street project will carry over 99,000 daily riders by 2030, with travel times from Visitacion Valley to Chinatown reduced by up to 14 minutes, compared to today's travel times.



Map of Proposed Central Subway

#### Overhead Line Reconstruction/Replacement Projects

The major element of these projects is the reconstruction of the Overhead Catenary System (OCS) in the Metro Subway and replacement of trolley wires, overhead special work, and deteriorated trolley poles. Modifications on the OCS include replacement of contact wires, messenger wires, hangers, section insulators, and installation of registration arms and associated OCS hardware. The project also includes rebuilding 21 existing circuit breakers and implementing trip units at the traction power substations.



Overhead Lines on Market Street

## Rail Replacement Projects

The purpose of these projects is to replace worn out special track work for the K and M Lines at the intersection of St. Francis Boulevard, Sloat Boulevard, Junipero Serra Boulevard, West Portal Avenue, and Portola Drive. The replacement of special track work includes a single crossover on West Portal Avenue, two turnouts, and one diamond crossing; and exclusive K-Line tracks north of the single crossover on Junipero Serra Boulevard and tangent tracks within the intersection due to the deteriorated condition.



Track Replacement near West Portal Station

## Cable Car Infrastructure Projects

These projects will assess the condition of the California Street cable car system. As a result of the assessment, construction projects will be developed to address worn system components which may cause chronic operational problems. The conceptual engineering report process is underway and currently working with Operations and Maintenance to define and establish a clear scope of work.



Cable Car Turnaround Work

## Traffic Signal Projects

The program includes three major components: Accessible Pedestrian Signals, Traffic Signal Upgrading, and Transit Signal Priority.

### Accessible Pedestrian Signals Project

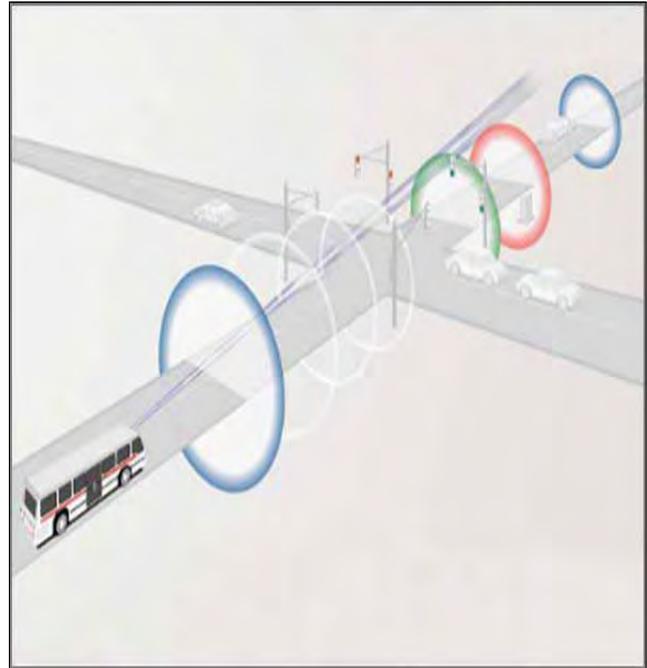
Accessible Pedestrian Signals (APS) is a pedestrian pushbutton-integrated device that communicates information about pedestrian timing in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces to assist the visually impaired in crossing signalized intersections safely. Currently, 54 APS have been installed throughout the City.

### Traffic Signal Upgrading

This program provides for the replacement and upgrade of obsolete or deteriorated signal hardware for over 1,000 signalized intersections, including controllers and foundations, vehicle and pedestrian signal heads, poles, conduit, pull boxes, wiring, and loop detectors. Additional programming goals include modifying signal operations to improve safety and efficiency, and installing mast arms to improve visibility. To date, approximately 300 signals have been completely rebuilt.

### Transit Signal Priority

The project includes the installation of a locally controlled traffic signal priority system for Muni buses. Phase I of this project included procurement and installation of on-board equipment onto a total of 124 sixty-foot motor coaches and 93 sixty-foot trolley coaches. As part of Phase I, wayside traffic signal priority equipment was also installed along the 14 Mission and 38 Geary routes at a total of approximately 39 intersections. The construction of Phase I of this project is completed. Muni and DPT continue to work with the contractor and vendor to finalize the software for data output. The goal of this project is to have Transit Signal Priority (TSP) at all 1,100 signalized intersections where bus and LRV lines travel in San Francisco. DPT and Muni are currently exploring GPS technology since the capabilities and cost of GPS have improved greatly since the GPS option was studied in the late 1990s.



Computer Rendering of Transit

### Bus Rapid Transit

Bus Rapid Transit (BRT) is a new mode of transit for San Francisco, developed to deliver many of the benefits of light rail at lower cost with buses. It is a high-quality transit service that reduces travel time, increases reliability, and improves passenger comfort primarily by giving the bus an exclusive lane so it can operate faster and more reliably. Key components of a BRT system include: dedicated lanes or exclusive guideways; modern, low-floor, high-capacity buses; high quality bus stops; streetscape improvements and amenities; improved fare collection; and advanced transit and traffic management systems such as signal priority and real-time information systems.



Computer Rendering of Proposed Van Ness Avenue BRT

## Transit Preferential Streets

The Transit Preferential Streets (TPS) Program is an interdepartmental program established in 1973 by the Board of Supervisors as part of the Transit First Policy. The TPS Program applies transit priority treatments to transit streets in order to reduce delays to transit vehicles. The TPS network defines the streets on which improvements are concentrated. The network was developed based on transit vehicle frequencies, passenger ridership levels, and other factors.



**Dedicated Bus Lane**

The TPS Program includes the following:

- The Rapid Rail Program, which reduces or eliminates delays by not stopping Muni Light Rail Vehicles at traffic signals between passenger stops on the rail lines using priority signaling, exclusive right-of-way, and adjusting stop spacing. It would reduce delays at intersections which are now controlled by all way STOP signs or non-priority traffic signals.
- Motor Coach and Trolley Coach Program, which includes a variety of low-to-medium cost treatments to speed transit vehicle flow, such as signal timing, signal priority systems, bus bulbs, boarding islands, transit lanes, exclusive transit right-of-way, and transit stop respacing and relocation.
- Bus Stop Improvements, which will install bus bulbs, lengthened bus stops, and passenger boarding islands, where feasible, throughout the Metro system at stops where passengers must now board and disembark in the street. This project is designed to reduce delays associated with entering and leaving vehicles at bus and Metro stops.

## Traffic Calming Program

This program addresses the ever-growing concerns of speeding, cut-through traffic, and improving the livability of our City. Traffic Calming attempts to reduce the negative impacts of auto traffic by redesigning streets and sidewalks, without limiting mobility or impeding public transportation. Traffic Calming includes the installation of speed bumps, chokers, median islands, corner bulbs, traffic circles, parking signage and striping.

## Bicycle Plan

The Bicycle Plan is a guide to providing a safe and attractive environment in which to promote bicycling as a mode of transportation. The Bicycle Plan includes a policy document; new design guidelines for a wide range of bicycle facilities; and a revised Bicycle Route Network that emphasizes expansion and refinement of the existing Bicycle Route Network.



**Bicycle Lane on Market Street**

## Pedestrian Safety Program

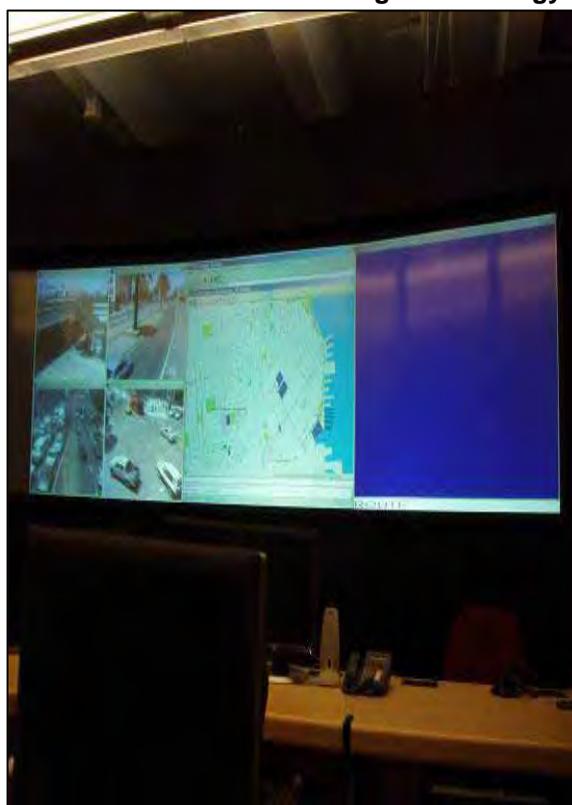
This program promotes safety and convenience for walkers, develops new policies, and tests a number of innovative technologies. San Francisco was the first city to receive federal approval for the citywide use of pedestrian countdown signals, now operating at some 660 intersections and expected to increase. San Francisco is one of three cities chosen nationally for a special federal grant to test “cutting edge” technologies to improve pedestrian safety. San Francisco led the nation by implementing policies to increase pedestrian crossing time by 60 percent to allow for slow walkers. Other projects include testing flashing in-pavement crosswalk lights, adding and improving pedestrian refuge areas including signs in roadway medians reminding motorists to yield, and citywide conversion of crossing warning signs to brighter fluorescent versions. The Pedestrian Program will lead an interdepartmental effort to develop a citywide Better Streets Program (BSP), including a long-range blueprint for physical improvements and policy changes. Other projects include the School Pedestrian Safety projects which include the installation of curb bulbs and various pedestrian safety improvements at various locations in the City.

## SFgo

SFgo is a citywide intelligent transportation management system that will gather real-time information on current traffic flow and congestion, process and analyze this information, respond to changes in roadway conditions, and disseminate information to the public. It will significantly replace the existing obsolete and deteriorating traffic signal communications facilities and implement various Intelligent Transportation System (ITS) technologies and improve the overall effectiveness of the transportation system. This project is a joint effort with various stakeholders including the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), California Highway Patrol (CHP), and the Federal Highway Administration (FHWA).

Recently, the FTA awarded this project \$38 million as part of its Urban Partnership Program. This project will implement transit signal priority at 500 key intersections leading to and through downtown to facilitate the movement of transit vehicles and general traffic. This project will also include traffic signal upgrades, fiber optic communication cables, traffic signal controller upgrades including software, GPS, transit signal priority, closed-circuit television, variable message signs, additional pedestrian countdown signals, and accessible pedestrian signals for the visually impaired. The 500 intersections include 100 along corridors (Geary, Polk, Van Ness, Franklin, and Gough) and 400 in downtown and South of Market. Polk, Franklin, and Gough will be implemented during the initial phases.

### SFgo Technology

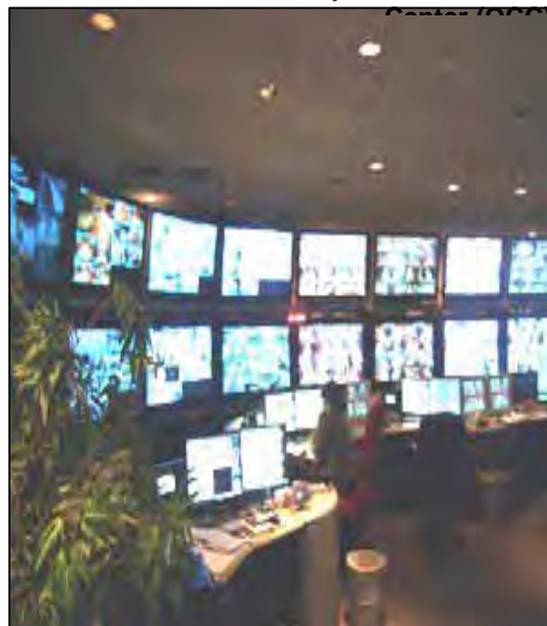


## Central Control & Communications Program

The SFMTA's existing Transit Operations Control Center (OCC), and most of the systems within it, dates from the 1970s when the facility was built as part of the BART subway construction. The OCC is the nerve center of Muni operations, operating 24 hours a day, 7 days a week. Fleet movements are globally monitored and controlled from the OCC, as are all transit-related emergencies and other service-affecting events. In today's advanced technology environment, the existing OCC is severely outdated, under staffed, and overcrowded. Planned service expansions for the Central Subway and BRT lines will require accommodation at the OCC. Rigorous post-9/11 security and emergency preparedness protocols also need to be addressed. A new and expanded Central Control, with modernized systems and communications, is essential for the SFMTA to deliver the level of transportation services needed within the City.

The Central Control & Communications (C3) Program is a coordinated effort to implement a series of systems and facilities projects that will result in a modern OCC equipped and up-to-date integrated communications, security and transit management systems. The C3 Program is staged in three phases: The near-term phase, already underway, upgrades the most critical priority systems and environmental deficiencies at the existing OCC; the interim phase will implement systems and environmental projects to facilitate operational improvements until a new facility can be constructed; the final phase will deliver a new, state-of-the-art OCC and systems, incorporating near-term and interim improvements into redundant capabilities at a backup OCC.

Idealized Operations Control



## Radio Replacement Project

Muni's existing voice and data radio systems are out-of-date and in urgent need of complete replacement. For transit and security purposes, communication between the fleet, Central Control as well as police, fire, and security is critical. Muni has embarked on a program to replace its obsolete system with a state-of-the-art wireless communications system that will include mobile and handheld radios, mobile data terminals and interface from new mobile radios to vehicle on-board power, control and communications systems. The Request for Proposals for Phase 1 of this project was issued in 2007 and includes analysis, design, and specification development to guide Phase 2, which includes the procurement process.

## Next Muni

NextMuni is an Automatic Vehicle Location (AVL) system. AVL systems are used to provide real-time vehicle location information and arrival schedules to transit patrons, assist operation managers in recovery from service disruptions, and provide line managers with continuous updates of vehicle locations. The AVL systems increase customer satisfaction by reducing unnecessary waiting, and providing vehicle arrival information, as well as performance data to SFMTA management.

## TransLink®

TransLink® is a Federal, state and locally funded program for the design, implementation and operation and maintenance of a smart card fare payment system for San Francisco Bay Area transit operators. The TransLink® program was developed in response to not only strong public demand for a single fare payment card, but also a legislative mandate through California senate bill 1474 which requires consolidation and coordination of Bay Area transit operators' functions. The Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation planning agency, and the Bay Area's transit operators are working together as the TransLink® Consortium to implement the TransLink® system region wide. The TransLink® card will keep track of stored value, automatically deducting the correct fares, transfers, and discounts. TransLink® will allow SFMTA to replace its many paper passes and other fare media with this smart card technology. Transit riders will be able to access every Bay Area transit system using the TransLink® card by 2010.

TransLink® Smart Card Technology



## Fare Collection System

The SFMTA will embark a major effort to replace the existing of Metro Subway fare collection system with a new, state-of-art fare collection system. This project includes the replacement of fare gates, ticket vending machines, and agent's booth control panel and displays.

## Deferred Infrastructure Costs

The SFMTA continues to be faced with seeking funding to rebuild its aging infrastructure. Limited availability of funding may result in infrastructure enhancement and expansion projects (i.e., Transit Preferential Streets, LRV expansion projects, and various Parking and Traffic enhancement projects) being deferred. The projected shortfall for this program is \$707 million dollars over the next five years.



Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$350	\$350	\$350	-	\$1,051	\$1,051
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$109)	(\$549)	(\$89)	-	(\$747)	(\$747)
<b>EQUIPMENT - Replacement cont'd</b>												
REF 5	ITS	<b>DATA PROCESSING - FUTURE PHASE:</b> Procurement and replacement of data processing and office equipment to support management, administration, planning, operations, and engineering services of the MTA.	2A	74.8	-	\$5,354	\$5,569	\$5,791	\$6,023	\$6,264	\$29,002	\$29,002
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$200	\$200	\$200	\$5,000	\$5,600	\$5,600
		Unidentified/ SURPLUS (DEFICIT)			-	(\$5,354)	(\$5,369)	(\$5,591)	(\$5,823)	(\$1,264)	(\$23,402)	(\$23,402)
CPT 474	MUNI	<b>MIS: SCHEDULING SYS REPLACEMENT:</b> Acquisition of an integrated, client-server based scheduling and dispatch system to replace the current RUCUS scheduling systems.	1A	100	\$3,735	\$465	-	-	-	-	\$465	\$4,200
		LESS FUNDED			(\$3,735)	(\$465)	-	-	-	-	(\$465)	(\$4,200)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 29	TPD	<b>MOTIVE POWER SCADA SYSTEM (C3):</b> Procurement of three HP workstations, front-end processor that interfaces with 29 remote terminal units with a link to a communication link to Central Control to replace the current Transit Power Substation monitoring and control equipment located at the Power Control Center.	1A	100	-	-	\$74	\$228	\$120	-	\$422	\$422
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$74)	(\$228)	(\$120)	-	(\$422)	(\$422)
<b>EQUIPMENT - Replacement cont'd</b>												
REF 31	MUNI	<b>PBX TELEPHONE SYSTEM &amp; EQUIPMENT:</b> Purchase and install Private Business Exchange (PBX) telephone system and fiber-optic communications links at Muni Facilities to replace the obsolete Centrex equipment.	2A	56.1	-	\$300	\$312	\$324	-	-	\$936	\$936
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$312)	(\$324)	-	-	(\$936)	(\$936)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 107	ITS	<b>INCIDENT MANAGEMENT/INCIDENT TRACKING CENTRAL CONTROL/EVENT COMMAND CENTER (C3):</b> Purchase software and hardware required to centralize, control and management all transit-related incidents. This system includes a notification application to specific call groups based on the type of incident. Provide centralized tracking, management of reports and records, and trend analysis of incidents.	1A	100	-	\$220	\$1,492	\$348	-	-	\$2,060	\$2,060
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	\$900	-	-	-	\$900	\$900
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$220)	(\$592)	(\$348)	-	-	(\$1,160)	(\$1,160)
		<b>SUBTOTAL EQUIPMENT REPLACEMENT</b>			<b>\$4,942</b>	<b>\$10,339</b>	<b>\$12,066</b>	<b>\$11,917</b>	<b>\$11,082</b>	<b>\$10,943</b>	<b>\$56,348</b>	<b>\$61,291</b>
		LESS FUNDED			(\$4,942)	(\$465)	-	-	-	-	(\$465)	(\$5,407)
		Federal			-	\$300	\$900	-	-	-	\$1,200	\$1,200
		State			-	\$332	\$200	\$200	\$204	\$208	\$1,144	\$1,144
		Local			-	\$386	\$750	\$750	\$750	\$9,000	\$11,637	\$11,637
		Unidentified/ SURPLUS (DEFICIT)			-	(\$8,856)	(\$10,215)	(\$10,967)	(\$10,128)	(\$1,735)	(\$41,902)	(\$41,902)
<b>EQUIPMENT - Enhancement</b>					-							

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 22	MUNI	<b>CABLE CAR SHOP EQUIPMENT:</b> Purchase of specialized equipment to include a Lathe, Monarch EE 10" X 20"; Propane Forklift to lift heavy objects; Radio Repeater; Suc-o-Matic Hydraulic Lift to lit cable cars to desired working height; and shop fans.	1A	75	-	\$205	-	-	-	\$1,000	\$1,205	\$1,205
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	\$1,205	\$1,205	\$1,205
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$205)	-	-	-	\$205	-	-
REF 17	TPD	<b>GEOGRAPHICAL INFORMATION SYSTEM:</b> Purchase and installation of a centralized and comprehensive GIS to include data storage, handheld devices, ruggedized laptops for field data collections, software, training, scanning and geodatabase development.	4A	17.6	-	\$189	\$197	-	-	-	\$386	\$386
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$189)	(\$197)	-	-	-	(\$386)	(\$386)
		<b>(INTENTIONALLY LEFT BLANK)</b>			-	-	-	-	-	-	\$0	\$0
		LESS FUNDED			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	\$0	\$0
<b>EQUIPMENT - Enhancement Cont'd</b>												
REF 50	PKT	<b>TRAVEL MODELING/MICRO-SIMULATION:</b> Purchase and install systems to perform limited travel demand modeling and traffic micro-simulation tasks.	4A	26.4	-	\$100	-	-	-	-	\$100	\$100
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	-	-	-	-	(\$100)	(\$100)
			4A									
REF 54	HR	<b>WORKER'S COMPENSATION SYSTEM:</b> Purchase and install a wireless system for the field inspectors to enforce timely data entry. System includes 30 hand-held pocket PCs, or equivalent, software, consultant services, and training.	4A	35.2	-	\$162	\$169	-	-	-	\$331	\$331
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$162)	(\$169)	-	-	-	(\$331)	(\$331)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		(INTENTIONALLY LEFT BLANK)			-	-	-	-	-	-	\$0	\$0
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	\$0	-	-	-	-	\$0	\$0
<b>EQUIPMENT - Enhancement Cont'd</b>												
REF 45	TPD	<b>SUPERVISORY CONTROL &amp; DATA ACQUISITION (SCADA SYSTEM) (C3)-</b> Purchase and Installation of hardware and software to support the existing MMT/MMX SCADA system, and replace the obsolete 1970's vintage Data Transmission System (DTS) with a modern SCADA system.	<b>1A</b>	<b>100</b>	-	\$2,314	\$2,855	\$2,969	-	-	\$8,137	\$8,137
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$200	-	-	-	-	\$200	\$200
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,114)	(\$2,855)	(\$2,969)	-	-	(\$7,937)	(\$7,937)
					-	-	-	-	-	-	\$0	\$0

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 2	TPD	<b>CAPITAL ASSET TRACKING SYSTEM:</b> Purchase and install a system to track, maintain, and account for all capital assets. System to include relational data bases, condition assessment, and valuation. System should include hand-held devices.	4A	35.2	-	\$15,000	\$15,600	\$16,224	-	-	\$46,824	\$46,824
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	\$300	-	-	-	-	\$300	\$300
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$14,700)	(\$15,600)	(\$16,224)	-	-	(\$46,524)	(\$46,524)
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>						
REF 3	TPD	<b>CAPITAL INVESTMENT PROGRAM (CIP) SYSTEM:</b> Purchase and install a system to manage, analyze, and account for all capital projects. System includes a web-based project management system to replace the current Access-based PMIS.	2A	74.8	-	\$2,500	\$2,600	-	-	-	\$5,100	\$5,100
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$2,500)	(\$2,600)	-	-	-	(\$5,100)	(\$5,100)
						-	-					
<b>EQUIPMENT - Enhancement Cont'd</b>												
		(INTENTIONALLY LEFT BLANK)			-	-	-	-	-	-	\$0	\$0
		LESS FUNDED			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	\$0	-	-	-	-	\$0	\$0
REF 20	HR	<b>HUMAN RESOURCES SYSTEM:</b> To provide support to the City's new HRMIS system to manage the worker's comp, benefits, position control, and employee information. Integrating BEMIS, TESS, and Peoplesoft systems into one HRMIS.	<b>4A</b>	<b>35.2</b>	-	\$500	\$2,337	\$1,560	\$788	-	\$5,185	\$5,185
		<b>LESS FUNDED</b>			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$500)	(\$2,337)	(\$1,560)	(\$788)	-	(\$5,185)	(\$5,185)
REF 7	MUNI	<b>DRIVER TRAINING SIMULATORS:</b> Purchase and install 360 degree computer based graphic training stations. These simulators will be used to train transit operators to provide control over difficult weather conditions, equipment malfunctions, traffic behaviors and other real-world hazard situations.	<b>1A</b>	<b>100</b>	-	\$934	-	-	-	-	\$934	\$934
		<b>LESS FUNDED</b>			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	(\$934)	-	-	-	-	(\$934)	(\$934)
<b>EQUIPMENT - Enhancement Cont'd</b>												
REF 15	MUNI	<b>RAIL TRAINING SIMULATOR:</b> To purchase and install full scale rail training simulator and virtual learning environment. Includes the purchase of Audio Visual and multimedia setup for 5 class rooms.	1A	100	-	\$950	-	-	-	-	\$950	\$950
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$585	-	-	-	-	\$585	\$585
		Unidentified/ SURPLUS (DEFICIT)			-	(\$365)	-	-	-	-	(\$365)	(\$365)
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>						
REF 33	SEC	<b>PROOF OF PAYMENT WIRELESS:</b> Purchase and install a wireless solution system for the Proof of Payment (POP) staff while in the field. This system will include hand held units and all software and hardware.	4A	26.4	-	\$126	\$131	\$136	-	-	\$394	\$394
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$126)	(\$131)	(\$136)	-	-	(\$394)	(\$394)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 1	SEC	<b>4 AUTO VIEW/AUTO FIND</b> - Purchase of equipment for auto plate recognition system that reads license plates using a hand-held or vehicle-mounted device and determines the status of the vehicle, including outstanding tickets or scofflaw vehicles.	1C	82.8	-	\$184	\$184	-	-	-	\$368	\$368
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$184	\$184	-	-	-	\$368	\$368
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>EQUIPMENT - Enhancement Cont'd</b>												
REF 51	SEC	<b>TUNNEL INTRUSION SYSTEM</b> - Purchase and installation of a laser based surveillance and identification system within subways and portals for the detection of unauthorized intrusions.	1C	82.8	-	\$311	\$689	-	-	-	\$1,000	\$1,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$311	\$689	-	-	-	\$1,000	\$1,000
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 55	SEC	<b>YARD INTRUSION ALARM SYSTEMS</b> - Purchase and installation of a equipment to enhance the current alarm system; the constituent components will be mounted on or around perimeter fences and integrated with audible alarms and strobe lights and high intensity illumination.	1C	62.1	-	\$266	\$867	\$902	-	-	\$2,035	\$2,035
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$266)	(\$867)	(\$902)	-	-	(\$2,035)	(\$2,035)
REF 10	SEC	<b>ELECTRONIC LED SIGNAGE SYSTEM: EXPANSION TO NEXTBUS</b> - Purchase and installation of a public information signage at the entrances of all subway stations to alert and inform passengers of the status of transit services (e.g., train delays, emergencies and other service related disruptions)	1A	100	-	\$266	\$867	\$902	-	-	\$2,035	\$2,035
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$266	\$752	\$867	-	-	\$1,885	\$1,885
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$115)	(\$35)	-	-	(\$150)	(\$150)
<b>EQUIPMENT - Enhancement Cont'd</b>					-							

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 12	SEC	<b>FACILITY VIDEO CAMERAS CONNECTIVITY</b> - Purchase and installation of a system to connect all facility video systems through a high speed T-1 line or fiber optic network to the MTA wide area network (WAN) in order for authorized security staff and MTA management personnel to monitor (in real time) all MTA facilities.	1C	82.8	-	\$990	\$5,200	\$2,080	\$2,308	-	\$10,578	\$10,578
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$990)	(\$5,200)	(\$2,080)	(\$2,308)	-	(\$10,578)	(\$10,578)
REF 18	SEC	<b>GPS/GPM UPGRADES</b> - Purchase and installation of equipment to integrate exiting GPS architecture to the DVRs on revenue vehicles; it will make it easy to superimpose the City map on recorded video (from DVRs) to accurately depict the location of a vehicle at the time of an incident.	1C	82.8	-	\$266	\$867	\$902	-	-	\$2,035	\$2,035
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$266	\$100	\$100	-	-	\$466	\$466
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$767)	(\$802)	-	-	(\$1,569)	(\$1,569)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
<b>EQUIPMENT - Enhancement Cont'd</b>												
CPT 586 & CPT 587	TPD	<b>HOMELAND SECURITY NEEDS - SYSTEMWIDE IMPROVEMENTS</b> - To purchase and install equipment, make improvements and renovations to address emergency, disaster, and Homeland security needs of the MTA (includes Transit Security Rail projects).	1C	82.8	\$1,639	\$34,800	\$36,192	\$37,640	\$39,145	\$40,711	\$188,488	\$190,127
		LESS FUNDED			(\$1,639)	(\$1,213)	-	-	-	-	(\$1,213)	(\$2,852)
		Federal			-	-	-	-	-	-	-	-
		State			-	\$3,699	\$3,699	\$3,699	\$3,699	\$3,607	\$18,403	\$18,403
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$29,888)	(\$32,493)	(\$33,941)	(\$35,446)	(\$37,104)	(\$168,872)	(\$168,872)
REF 32	SEC	<b>PORTAL EMPLOYEE ACCESS CONTROL</b> - Purchase and installation of an enhanced/upgrade to the existing employee identification system that will provide a more stringent control of access into the portals.	4A	35.2	-	\$100	-	-	-	-	\$100	\$100
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	-	-	-	-	(\$100)	(\$100)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 38	SEC	<b>SECURITY INSPECTION SYSTEM</b> - Purchase and install Zonar system for security checks and audits. Zonar uses hand-held devices that upload information to a database, allowing the review of deficiencies and observations by staff.	1C	41.4	-	\$266	\$867	\$902	-	-	\$2,035	\$2,035
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$8	-	-	-	-	\$8	\$8
		Unidentified/ SURPLUS (DEFICIT)			-	(\$258)	(\$867)	(\$902)	-	-	(\$2,027)	(\$2,027)
						Note: FY 08/09 Revenue amount includes Prior Year's Allocation						
<b>EQUIPMENT - Enhancement Cont'd</b>				-								
REF 39	SEC	<b>SECURITY SIGNAGE PROGRAM</b> - Design, layout, and install signage at MTA yards and facilities, and affix at entrances, exits, and fences where they will be visable to deter trespassers. This signage will include the MTA policy regarding trespassing and safety and include informatiion that violations will be prosecuted under California Penal Code.	1C	82.8	-	\$266	\$867	\$902	-	-	\$2,035	\$2,035
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$266)	(\$867)	(\$902)	-	-	(\$2,035)	(\$2,035)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 40	SEC	<b>SECURITY SOFTWARE</b> - Purchase and install software to support upgrades to video monitors at 875 Stevenson Street.	1C	82.8	-	\$100	-	-	-	-	\$100	\$100
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	-	-	-	-	(\$100)	(\$100)
REF 41	SEC	<b>SECURITY VIDEO DISPLAYS</b> - Computer and television video monitors for the security office to conduct CCTV monitoring at each station and facility.	1C	82.8	-	\$200	-	-	-	-	\$200	\$200
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$40	-	-	-	-	\$40	\$40
		Unidentified/ SURPLUS (DEFICIT)			-	(\$160)	-	-	-	-	(\$160)	(\$160)
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>						
<b>EQUIPMENT - Enhancement Cont'd</b>				-								
CPT 472	SEC	<b>VIDEO SURVEILLANCE CAMERAS</b> - Purchase and installation of video surveillance cameras	1C	82.8	\$1,890	\$305	\$2,167	-	-	-	\$2,472	\$4,362
		LESS FUNDED			(\$1,890)	(\$25)	-	-	-	-	(\$25)	(\$1,915)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$280)	(\$2,167)	-	-	-	(\$2,447)	(\$2,447)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 310	TPD	<b>VARIOUS PROJECTS - MTA-</b> Wide for all divisions routine facility maintenance and equipment. Development of the capital asset (i.e. facilities and equipment) maintenance program. These funds will be used to perform the rehabilitations of various capital assets.	<b>2C</b>	<b>60</b>	-	\$20,000	\$20,800	\$21,632	\$22,497	\$23,397	<b>\$108,326</b>	<b>\$108,326</b>
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	<b>\$3,959</b>	<b>\$4,072</b>	<b>\$4,092</b>	<b>\$1,717</b>	<b>\$136,860</b>	<b>\$150,700</b>	<b>\$150,700</b>
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$16,041)</b>	<b>(\$16,728)</b>	<b>(\$17,540)</b>	<b>(\$20,780)</b>	<b>\$113,463</b>	<b>\$42,374</b>	<b>\$42,374</b>
		<b>SUBTOTAL EQUIPMENT ENHANCEMENT</b>			<b>\$3,529</b>	<b>\$81,300</b>	<b>\$93,455</b>	<b>\$86,750</b>	<b>\$64,739</b>	<b>\$65,108</b>	<b>\$391,352</b>	<b>\$394,880</b>
		LESS FUNDED			<b>(\$3,529)</b>	<b>(\$1,238)</b>	-	-	-	-	<b>(\$1,238)</b>	<b>(\$4,767)</b>
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	<b>\$3,699</b>	<b>\$3,699</b>	<b>\$3,699</b>	<b>\$3,699</b>	<b>\$3,607</b>	<b>\$18,403</b>	<b>\$18,403</b>
		<b>Local</b>			-	<b>\$6,119</b>	<b>\$5,797</b>	<b>\$5,059</b>	<b>\$1,717</b>	<b>\$138,065</b>	<b>\$156,757</b>	<b>\$156,757</b>
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$70,244)</b>	<b>(\$83,959)</b>	<b>(\$77,992)</b>	<b>(\$59,323)</b>	<b>\$76,564</b>	<b>(\$214,953)</b>	<b>(\$214,953)</b>
		<b>TOTAL EQUIPMENT</b>			<b>\$8,471</b>	<b>\$91,639</b>	<b>\$105,521</b>	<b>\$98,667</b>	<b>\$75,821</b>	<b>\$76,052</b>	<b>\$447,700</b>	<b>\$456,171</b>
		<b>LESS FUNDED</b>			<b>(\$8,471)</b>	<b>(\$1,703)</b>	-	-	-	-	<b>(\$1,703)</b>	<b>(\$10,174)</b>
		<b>Federal</b>			-	<b>\$300</b>	<b>\$900</b>	-	-	-	<b>\$1,200</b>	<b>\$1,200</b>
		<b>State</b>			-	<b>\$4,031</b>	<b>\$3,899</b>	<b>\$3,899</b>	<b>\$3,903</b>	<b>\$3,815</b>	<b>\$19,547</b>	<b>\$19,547</b>
		<b>Local</b>			-	<b>\$6,505</b>	<b>\$6,547</b>	<b>\$5,809</b>	<b>\$2,467</b>	<b>\$147,065</b>	<b>\$168,394</b>	<b>\$168,394</b>
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$79,100)</b>	<b>(\$94,175)</b>	<b>(\$88,958)</b>	<b>(\$69,450)</b>	<b>\$74,828</b>	<b>(\$256,855)</b>	<b>(\$256,855)</b>

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
<b>FACILITY - Replacement</b>				-								
CPT 566.2	TPD	<b>BURKE AVENUE REAL ESTATE:</b> Rehabilitation of the warehouse purchased at 1570 Burke Ave for use as the new Central Warehouse and overhead line facility.	<b>4C</b>	<b>25.2</b>	\$10,405	\$1,142	\$2,167	\$18,512	-	-	\$21,821	\$32,226
		LESS FUNDED			(\$10,405)	(\$1,452)	-	-	-	-	(\$1,452)	(\$11,857)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	\$1,753	-	-	-	-	\$1,753	\$1,753
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	\$2,063	(\$2,167)	(\$18,512)	-	-	(\$18,616)	(\$18,616)
REF 82	MUNI	<b>GREEN FACILITY DOOR REPLACEMENT:</b> Replacement of existing roll-up doors with doors that can accommodate the BREDA Fleet.	<b>2A</b>	<b>56.1</b>	-	\$2,350	\$2,444	\$2,542	-	-	\$7,335	\$7,335
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$2,350)	(\$2,444)	(\$2,542)	-	-	(\$7,335)	(\$7,335)
CPT 432	TPD	<b>ISLAIS CREEK FACILITY:</b> Development of a maintenance facility to replace the Kirkland motor coach maintenance facility. The replacement facility will accommodate 165 standard motor coaches. <b>(Note: Related projects include CPT 440 &amp; CPT358)</b>	<b>1A</b>	<b>100</b>	\$11,353	\$11,731	\$12,834	\$25,667	\$25,667	\$12,834	\$88,733	\$100,086

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		LESS FUNDED			(\$11,353)	(\$39,819)	-	-	-	-	(\$39,819)	(\$51,172)
		Federal			-	\$1,354	-	-	-	-	\$1,354	\$1,354
		State			-	\$10,100	\$10,100	\$10,100	\$2,538	-	\$32,838	\$32,838
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	\$39,542	(\$2,734)	(\$15,567)	(\$23,129)	(\$12,834)	(\$14,722)	(\$14,722)
<b>FACILITY - Replacement cont'd</b>												
CPT 502	MUNI	<b>FLYNN VENTILATION SYSTEM &amp; ROOF:</b> Replacement of the ventilation system at this facility to evacuate the exhaust fumes caused by the diesel vehicles. This projects improves the health and safety of employees.	<b>2B</b>	<b>67.2</b>	\$3,585	\$2,625	\$2,730	-	-	-	\$5,355	\$8,940
		LESS FUNDED			(\$3,585)	(\$111)	-	-	-	-	(\$111)	(\$3,696)
		Federal			-	\$1,470	-	-	-	-	\$1,470	\$1,470
		State			-	-	-	-	-	-	-	-
		Local			-	\$4,357	-	-	-	-	\$4,357	\$4,357
		Unidentified/ SURPLUS (DEFICIT)			-	\$3,313	(\$2,730)	-	-	-	\$582	\$582
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>						
CPT 470	TPD	<b>CENTRAL CONTROL - NEW FACILITY (C3):</b> Design and construction of a new central control facility to replace the existing facility which is undersized for its existing use, contributing to inefficiencies.	<b>1A</b>	<b>100</b>	\$1,057	\$9,718	\$10,107	\$37,166	\$17,093	\$17,776	\$91,860	\$92,917
		LESS FUNDED			(\$1,057)	(\$355)	-	-	-	-	(\$355)	(\$1,413)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	(\$9,363)	(\$10,107)	(\$37,166)	(\$17,093)	(\$17,776)	(\$91,505)	(\$91,505)
REF 254	TPD	<b>CENTRAL CONTROL INTERIM FACILITY (C3):</b> Design and construction of an interim facility to move the current central control operations from Lenox to an interim facility until the new OCC is constructed. Includes communications networking, hardware and software, security equipment, and other furnishings.	1A	100	-	\$16,045	\$16,687	\$17,355	\$8,640	\$8,986	\$67,713	\$67,713
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$16,045)	(\$16,687)	(\$17,355)	(\$8,640)	(\$8,986)	(\$67,713)	(\$67,713)
<b>FACILITY - Replacement cont'd</b>				-								
CPT 542	MUNI	<b>POTRERO/PRESIDIO-TC LIFTS:</b> Purchase and install lifts at the Potrero and Presidio Maintenance Facilities to replace the existing lifts. These lifts are used to raise the ETI Trolley Coaches to allow maintenance activities from under the vehicle and side compartment access.	1A	100	\$193	\$3,312	-	-	-	-	\$3,312	\$3,505
		LESS FUNDED			(\$193)	(\$187)	-	-	-	-	(\$187)	(\$380)
		Federal			-	\$2,500	-	-	-	-	\$2,500	\$2,500
		State			-	-	-	-	-	-	-	-
		Local			-	\$625	-	-	-	-	\$625	\$625

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)	
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	
					Note: FY 08/09 Revenue amount includes Prior Year's Allocation								
REF 94	MUNI	<b>PRESIDIO FIRE DETECTION SYSTEM:</b> Purchase and install an adequate and modern fire alarm and detection system at the Presidio facility to replace the existing antiquated fire alarm system.	<b>1B</b>	<b>91.2</b>	-	\$1,427	\$1,484	-	-	-	\$2,912	\$2,912	
		LESS FUNDED			-	-	-	-	-	-	-	-	
		<b>Federal</b>			-	-	-	-	-	-	-	-	
		<b>State</b>			-	-	-	-	-	-	-	-	
		<b>Local</b>			-	-	-	-	-	-	-	-	
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,427)	(\$1,484)	-	-	-	(\$2,912)	(\$2,912)	
<b>FACILITY - Replacement cont'd</b>													
CPT 372	TPD	<b>WOODS-FUEL, WASH &amp; LIFTS:</b> Replace underground fuel tanks and repave the bus parking yard. Includes the replacement of piping and electrical systems, and rehabilitation of the fueling islands and bus wash. Additional phases include vehicle lift replacement and procurement and installation of a Transmission Dynamometer to diagnose motor coach transmission power and performance capability.	<b>1A</b>	<b>75</b>	\$20,681	\$2,584	\$584	\$607	\$632	-	\$4,407	\$25,088	
		LESS FUNDED			(\$20,681)	(\$2,105)	-	-	-	-	(\$2,105)	(\$22,786)	
		<b>Federal</b>			-	-	-	-	-	-	-	-	
		<b>State</b>			-	-	-	-	-	-	-	-	
		<b>Local</b>			-	-	\$576	\$584	\$584	-	\$1,744	\$1,744	

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	(\$479)	(\$8)	(\$23)	(\$48)	-	(\$558)	(\$558)
REF 80	MUNI	<b>GREEN - LRV WASHER REPLACEMENT:</b> Replace the existing Light Rail Vehicle (LRV) washer at the Green Maintenance Facility to accommodate the BREDA vehicles.	2A	56.1	-	\$912	\$949	-	-	-	\$1,861	\$1,861
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$912)	(\$949)	-	-	-	(\$1,861)	(\$1,861)
<b>FACILITY - Replacement Cont'd</b>				-								
REF 109	TPD	<b>SUBWAY FIRE ALARM &amp; DETECTION (C-3):</b> Replacement of the existing fire alarm and detection systems at the nine existing subway stations, with a system that is compatible with the new Central Subway. This system will interface with the Central Control System and the SFFD system.	1B	91.2	-	-	\$419	\$1,023	\$1,064	\$1,106	\$3,612	\$3,612
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	\$1,500	-	-	-	\$1,500	\$1,500
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$375	-	-	-	\$375	\$375
		Unidentified/ SURPLUS (DEFICIT)			-	-	\$1,456	(\$1,023)	(\$1,064)	(\$1,106)	(\$1,737)	(\$1,737)
						Note: FY 09/10 Revenue amount includes Prior Year's Allocation						

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 102	TPD	<b>REVENUE CENTER IMPROVEMENTS:</b> Includes Coin Sorter Replacement and renovations of the existing facility.	2A	56.1	-	\$1,434	\$1,492	\$1,551	\$1,613	\$1,678	\$7,769	\$7,769
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,434)	(\$1,492)	(\$1,551)	(\$1,613)	(\$1,678)	(\$7,769)	(\$7,769)
REF 112	TPD	<b>TRAINING CENTER - MUNI WIDE:</b> Development and construction of a combined operations and maintenance training facility to replace the existing maintenance training facility at 501 Cesar and operations facility at 949 Presidio.	2A	37.4	-	-	\$2,080	\$11,440	\$13,520	\$14,017	\$41,057	\$41,057
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$2,080)	(\$11,440)	(\$13,520)	(\$14,017)	(\$41,057)	(\$41,057)
<b>FACILITY - Replacement Cont'd</b>				-								
REF 78	MUNI	<b>CABLE CAR VENTILATION SYSTEM:</b> Installation and replacement of the fresh air and exhaust ventilation systems for the cable car machinery area.	1A	100	-	-	\$115	-	-	-	\$115	\$115
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$115	-	-	-	\$115	\$115
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	\$0	\$0
REF 101	TPD	<b>MUNI METRO EAST - PHASE II - RESTORE SCOPE:</b> To restore the scope of work to the project to ensure a fully functional maintenance facility. This includes building a permanent "meet & greet" structure, providing redundant 12KV power feed to the substations, building a paint and body shop building, installing electrified track switches & signals. (Note: the \$5M to restore the wheel truing machine, blowdown equipment, is in FY 07/08 budget.)	1A	100	-	\$21,700	\$11,500	\$10,300	\$6,500	-	\$50,000	\$50,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	\$4,950	\$13,500	\$13,500	\$18,050	-	\$50,000	\$50,000
		Local			-	\$200	\$200	\$200	\$200	-	\$800	\$800
		Unidentified/ SURPLUS (DEFICIT)			-	(\$16,550)	\$2,200	\$3,400	\$11,750	-	\$800	\$800
		(INTENTIONALLY LEFT BLANK)			\$ -					-	#REF!	#REF!
		<b>SUBTOTAL FACILITY REPLACEMENT</b>			\$47,275	\$74,981	\$65,592	\$126,163	\$74,728	\$56,397	\$397,862	\$445,137
		LESS FUNDED			(\$47,275)	(\$44,029)	-	-	-	-	(\$44,029)	(\$91,304)
		Federal			-	\$5,324	\$1,500	-	-	-	\$6,824	\$6,824
		State			-	\$15,050	\$23,600	\$23,600	\$20,588	-	\$82,838	\$82,838
		Local			-	\$6,935	\$1,266	\$784	\$784	-	\$9,769	\$9,769

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	(\$3,643)	(\$39,226)	(\$101,779)	(\$53,357)	(\$56,397)	(\$254,402)	(\$254,402)
<b>FACILITY - Rehabilitation</b>												
REF 111	TPD	<b>SUBWAY STATION IMPROVEMENTS:</b> Rehab and improvements projects in the Metro Subway stations. Includes painting and platform edge detection tile replacement.	2B	33.6	-	-	\$5,836	-	-	-	\$5,836	\$5,836
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$5,836)	-	-	-	(\$5,836)	(\$5,836)
REF 65	TPD	<b>CABLE CAR MUSEUM RENOVATION:</b> Renovation and improvements to the Cable Car Museum, located at the Cable Car Barn at 1201 Mason Street.	2B	33.6	-	-	-	\$2,096	\$9,688	-	\$11,784	\$11,784
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	(\$2,096)	(\$9,688)	-	(\$11,784)	(\$11,784)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 500	TPD	<b>FACILITY PRESERVATION / IMPROVEMENT PROGRAM:</b> Includes the <b>minor</b> rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	2B	33.6	-	\$2,574	\$2,676	\$2,784	\$2,895	\$3,011	\$13,939	\$13,939
		LESS FUNDED			-	(\$432)	-	-	-	-	(\$432)	(\$432)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$2,142)	(\$2,676)	(\$2,784)	(\$2,895)	(\$3,011)	(\$13,508)	(\$13,508)
<b>FACILITY - Rehabilitation Cont'd</b>												
CPT 534	TPD	<b>FIXED FACILITY REHABILITATION:</b> Includes the <b>major</b> rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	2B	50.4	\$920	\$5,037	\$5,239	\$5,448	\$5,666	\$5,893	\$27,284	\$28,204
		LESS FUNDED			(\$920)	(\$305)	-	-	-	-	(\$305)	(\$1,224)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$4,733)	(\$5,239)	(\$5,448)	(\$5,666)	(\$5,893)	(\$26,980)	(\$26,980)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 81	TPD	<b>GREEN ANNEX ROOF/HVAC REHAB:</b> Rehabilitation or replacement of the roof and HVAC system at the Green Maintenance and Annex buildings. The roofs and HVAC systems are past their useful life. Include heating systems and minor improvements such as carpet replacement.	2B	33.6	-	\$311	\$3,339	-	-	-	\$3,650	\$3,650
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$311)	(\$3,339)	-	-	-	(\$3,650)	(\$3,650)
CPT 509	TPD	<b>POTRERO REHABILITATION:</b> Rehabilitation and improvements to the paint and body facility. Prior project phases included rehab of the roof and parking deck structure to eliminate roof leakages.	2B	33.6	\$2,818	\$1,900	\$5,300	-	-	-	\$7,200	\$10,018
		LESS FUNDED			(\$2,818)	(\$2,021)	-	-	-	-	(\$2,021)	(\$4,839)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	\$121	(\$5,300)	-	-	-	(\$5,179)	(\$5,179)
<b>FACILITY - Rehabilitation Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 95	MUNI	<b>PRESIDIO MAINTENANCE AREA FACILITY MODS:</b> Rehabilitation and improvements to the Presidio Maintenance Facility to accommodate vehicles. Currently, vehicle movement during maintenance is blocked by the "I" Beam section of the ceiling. Includes step down trenches to allow better access for the maintenance staff to access the side compartments of the vehicles.	2B	67.2	-	\$585	\$608	-	-	-	\$1,193	\$1,193
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$585)	(\$608)	-	-	-	(\$1,193)	(\$1,193)
CPT 505	MUNI	<b>PRESIDIO REHABILITATION:</b> Rehabilitation includes yard repaving and re-roofing of the facility.	2B	67.2	\$2,385	\$239	-	-	-	-	\$239	\$2,624
		LESS FUNDED			(\$2,385)	(\$239)	-	-	-	-	(\$239)	(\$2,624)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 538	MUNI	<b>FACILITIES - MISC SMALL PROJECTS:</b> Includes a collection of <b>small project</b> rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	2B	50.4	\$512	\$2,500	-	-	-	\$500	\$3,000	\$3,512
		LESS FUNDED			(\$512)	(\$192)	-	-	-	-	(\$192)	(\$703)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$2,308)	-	-	-	(\$500)	(\$2,808)	(\$2,808)
<b>FACILITY - Rehabilitation Cont'd</b>				-								
CPT 519	TPD	<b>GREEN ROOF/HVAC REHABILITATION:</b> Rehabilitation or replacement of the roof and HVAC system at the Green Maintenance buildings. The roofs and HVAC systems are past their useful life.	2B	83.2	\$462	\$2,202	\$2,290	-	-	-	\$4,491	\$4,953
		LESS FUNDED			(\$462)	(\$111)	-	-	-	-	(\$111)	(\$574)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$2,090)	(\$2,290)	-	-	-	(\$4,380)	(\$4,380)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 67	TPD	<b>CENTRAL CONTROL UPGRADES TO EXISTING FACILITY (C3):</b> Rehabilitation and seismic upgrade of the existing facility. Includes minor improvements, replacement and installation of small equipments items such as: 1) ATCS Final Cutover 2) HVAC, electrical, lighting updgades 3) UPS Replacement 4) Installation of Motive Power Maintenance data link 5) Building security & hardening seismic upgrade	1A	100	-	\$9,314	\$9,687	\$9,064	\$9,427	\$9,804	\$47,295	\$47,295
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$1,000	\$1,000	\$1,000	\$1,000	\$6,655	\$10,655	\$10,655
		Unidentified/ SURPLUS (DEFICIT)			-	(\$8,314)	(\$8,687)	(\$8,064)	(\$8,427)	(\$3,149)	(\$36,640)	(\$36,640)
<b>FACILITY - Rehabilitation Cont'd</b>				-								
REF 113	TPD	<b>KIRKLAND MOTOR COACH FACILITY REHAB:</b> Major renovation of deteriorated office building, shop building, operator breakroom, and addresses environmental remediation.	2B	50.4	-	\$860	\$1,560	\$4,160	\$3,630	-	\$10,210	\$10,210
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	(\$860)	(\$1,560)	(\$4,160)	(\$3,630)	-	(\$10,210)	(\$10,210)
REF 304	TPD	<b>WOODS FACILITY REHAB:</b> Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	<b>2B</b>	<b>33.6</b>	-	\$2,838	\$1,552	-	-	-	\$4,390	\$4,390
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,838)	(\$1,552)	-	-	-	(\$4,390)	(\$4,390)
REF 305	TPD	<b>BRYANT STREET FACILITY SEISMIC:</b> Rehabilitation and seismic retrofit of the current warehouse located at 1401 Bryant Street.	<b>2B</b>	<b>50.4</b>	-	-	\$4,500	\$4,680	\$4,867	\$5,062	\$19,109	\$19,109
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$4,500)	(\$4,680)	(\$4,867)	(\$5,062)	(\$19,109)	(\$19,109)
<b>FACILITY - Rehabilitation Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 306	TPD	<b>REGULATORY/COMPLIANCE HAZMAT PROGRAM:</b> Development of an environmental and regulatory compliance program for the correction of long-standing facility deficiencies for all facilities within the MTA.	1B	91.2	-	\$3,500	-	-	-	-	\$3,500	\$3,500
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$1,000	-	-	-	-	\$1,000	\$1,000
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,500)	-	-	-	-	(\$2,500)	(\$2,500)
REF 87	TPD	<b>GREEN FACILITY MAINTENANCE:</b> Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance. Includes modernization of major maintenance/overhaul of equipment.	2B	50.4	-	\$2,330	\$2,423	\$7,510	\$7,810	-	\$20,074	\$20,074
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,330)	(\$2,423)	(\$7,510)	(\$7,810)	-	(\$20,074)	(\$20,074)
<b>FACILITY - Rehabilitation Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 70	MUNI	<b>SAFETY, SECURITY &amp; TRAINING FACILITY IMPROVEMENTS:</b> Includes the installation of a facility gate and rollup doors; repair and installation of a fence at 501-10th Street; replacement of bay door and main door at 2650 Geary; replacement of classroom dividers at 2640 Geary; and rehab of security entrance and reception area at 2640 Geary. These projects will be coordinated with Security.	1C	82.8	-	\$409	\$1,052	\$1,094	\$185	-	\$2,740	\$2,740
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$820	-	-	-	-	\$820	\$820
		Unidentified/ SURPLUS (DEFICIT)			-	\$411	(\$1,052)	(\$1,094)	(\$185)	-	(\$1,920)	(\$1,920)
REF 308	TPD	<b>WEST PORTAL FACILITY MAINTENANCE:</b> Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance. Includes modernization of major maintenance/overhaul of equipment.	2C	45	-	\$3,000	-	-	-	-	\$3,000	\$3,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$3,000)	-	-	-	-	(\$3,000)	(\$3,000)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		<b>SUBTOTAL FACILITY REHABILITATION</b>			\$7,097	\$37,598	\$46,062	\$36,836	\$44,169	\$24,269	\$188,934	\$196,031
		<b>LESS FUNDED</b>			(\$7,097)	(\$3,298)	-	-	-	-	(\$3,298)	(\$10,395)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	\$2,820	\$1,000	\$1,000	\$1,000	\$6,655	\$12,475	\$12,475
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$31,480)	(\$45,062)	(\$35,836)	(\$43,168)	(\$17,614)	(\$173,161)	(\$173,161)
<b>FACILITY - Enhancement</b>				-								
CPT 303	TPD	<b>TRANSIT RESTROOM FACILITY PROGRAM (OPERATOR RESTROOMS):</b> Continue the construction of Muni-only restroom facilities at transit terminals to provide Muni operators with restroom facilities availability 24-hours a day. Also, include the improvements for Muni Metro Subway stations for ADA and Health compliance.	<b>1A</b>	<b>100</b>	\$2,676	\$1,260	\$1,685	\$1,060	\$1,991	\$2,527	\$8,523	\$11,199
		<b>LESS FUNDED</b>			(\$2,676)	-	-	-	-	-	-	(\$2,676)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	\$2,845	-	\$2,845	\$2,845
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$1,260)	(\$1,685)	(\$1,060)	\$854	(\$2,527)	(\$5,678)	(\$5,678)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 64	TPD	<b>CABLE CAR BARN FACILITY IMPROVEMENTS:</b> Construct office space on the first floor mezzanine level of the building for maintenance management and staff. Includes the construction of an emergency fire escape hatch from the welding shop.	2B	33.6	-	-	\$529	\$945	\$983	-	\$2,457	\$2,457
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	-	(\$529)	(\$945)	(\$983)	-	(\$2,457)	(\$2,457)
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	\$0	\$0
<b>FACILITY - Enhancement Cont'd</b>				-								
CPT 531	TPD	<b>GENEVA HISTORIC CAR ENCLOSURE:</b> Build a canopy over 4 to 8 tracks in the Geneva Yard to provide weather protection and minimize deterioration of the historic rail fleet.	2C	45	\$1,030	\$3,488	\$6,512	-	-	-	\$10,000	\$11,030
		LESS FUNDED			(\$1,030)	(\$3,120)	-	-	-	-	(\$3,120)	(\$4,150)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$368)	(\$6,512)	-	-	-	(\$6,880)	(\$6,880)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 84	MUNI	<b>GREEN SPRAY CABINET AND OVEN:</b> Purchase and install a spray cabinet and drying oven in the Green Electronics Shop to wash and rinse electronic assemblies.	4A	26.4	-	\$152	\$158	-	-	-	\$310	\$310
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	\$304	-	-	\$304	\$304
		Unidentified/ SURPLUS (DEFICIT)			-	(\$152)	(\$158)	\$304	-	-	(\$6)	(\$6)
REF 110	MUNI	<b>SUBWAY RELAY ROOM SECURITY /ACCESS:</b> Procure and install electronic door security/access system for subway relay rooms. Current security access of critical equipment rooms in subway is inadequate.	1C	82.8	-	\$324	-	-	-	-	\$324	\$324
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$324	-	-	-	-	\$324	\$324
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
						Note: FY 08/09 Revenue amount includes Prior Year's Allocation						
<b>FACILITY - Enhancement Cont'd</b>				-								
					-	-	-	-	-	-	\$0	\$0

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 73	MUNI	<b>FACILITY SAFETY IMPROVEMENTS:</b> A series of facility safety improvement projects including: Eye Wash Station improvements, Pigeon Abatement, Pit Drain Sump Systems, Pit Safety Net improvements, Motive Power Emergency Lights, Potrero Storeroom Isolative Wall, Presidio Power Shutoff Switches, and Woods Lift Replacement.	1C	82.8	-	\$414	\$430	\$448	\$466	\$484	\$2,242	\$2,242
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$1,049	\$193	\$414	\$414	\$414	\$2,483	\$2,483
		Unidentified/ SURPLUS (DEFICIT)			-	\$635	(\$238)	(\$34)	(\$52)	(\$70)	\$242	\$242
						Note: FY 08/09 Revenue amount includes Prior Year's Allocation						
REF 59	MUNI	<b>ATCS TEST &amp; REPAIR SHOP-GREEN:</b> Increase space at the Green Center Electronics shop for technicians testing equipment and spare parts. Current space is overcrowded, this expansion would allow for more efficient use of shop space and the ability to build test stations and leave them assembled, saving considerable labor.	2C	60	-	\$109	-	-	-	-	\$109	\$109
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$109)	-	-	-	-	(\$109)	(\$109)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
<b>FACILITY - Enhancement Cont'd</b>												
REF 63	SEC	<b>CABLE CAR BARN CCTV:</b> Purchase and install digital color cameras and security housing to replace older malfunctioning units and expand existing video coverage throughout the Cable Car Barn. This project will be coordinated with Security.	1C	82.8	-	\$102	-	-	-	-	\$102	\$102
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$102)	-	-	-	-	(\$102)	(\$102)
CPT 582	MUNI	<b>FALL PROTECTION SYSTEMS:</b> To purchase safety equipment to prevent the falling of employees while working on top of the LRV's	1B	91.2	\$21	\$120	\$125	\$130	\$135	-	\$510	\$531
		LESS FUNDED			(\$21)	(\$149)	-	-	-	-	(\$149)	(\$170)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$220	\$120	\$120	\$120	-	\$580	\$580
		Unidentified/ SURPLUS (DEFICIT)			-	\$249	(\$5)	(\$10)	(\$15)	-	\$219	\$219

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 93	SEC	<b>PRESIDIO CCTV IMPROVEMENT:</b> Purchase and Install digital color cameras and security housing to replace older malfunctioning units and expand existing video coverage with 19 new cameras throughout the Presidio facility.	1C	82.8	-	\$110	-	-	-	-	\$110	\$110
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$110)	-	-	-	-	(\$110)	(\$110)
<b>FACILITY - Enhancement Cont'd</b>												
REF 57	TPD	<b>PRESIDIO DIVISION FACILITY IMPROVEMENTS:</b> Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	2B	50.4	-	\$1,680	\$9,350	\$4,160	\$5,231	-	\$20,421	\$20,421
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$1,680)	(\$9,350)	(\$4,160)	(\$5,231)	-	(\$20,421)	(\$20,421)
REF 60	TPD	<b>BUS RAPID TRANSIT (BRT) FACILITY:</b> Develop maintenance facilities and yard at the Kirkland yard for the new VanNess BRT and Geary BRT Lines.	1A	100	-	\$2,020	\$8,320	\$5,190	\$5,190	-	\$20,720	\$20,720

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$2,020	\$2,000	\$2,000	\$2,000	-	\$8,020	\$8,020
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$6,320)	(\$3,190)	(\$3,190)	-	(\$12,700)	(\$12,700)
		<b>SUBTOTAL FACILITY ENHANCEMENT</b>			<b>\$3,726</b>	<b>\$8,099</b>	<b>\$17,759</b>	<b>\$7,772</b>	<b>\$8,765</b>	<b>\$3,011</b>	<b>\$45,406</b>	<b>\$49,133</b>
		LESS FUNDED			(\$3,726)	(\$3,269)	-	-	-	-	(\$3,269)	(\$6,996)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$3,613	\$2,313	\$2,838	\$5,378	\$414	\$14,556	\$14,556
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,216)	(\$15,447)	(\$4,934)	(\$3,386)	(\$2,597)	(\$27,581)	(\$27,581)
		<b>TOTAL FACILITIES</b>			<b>\$58,098</b>	<b>\$120,678</b>	<b>\$129,413</b>	<b>\$170,771</b>	<b>\$127,662</b>	<b>\$83,678</b>	<b>\$632,203</b>	<b>\$690,301</b>
		LESS FUNDED			(\$58,098)	(\$50,597)	-	-	-	-	(\$50,597)	(\$108,695)
		Federal			-	\$5,324	\$1,500	-	-	-	\$6,824	\$6,824
		State			-	\$15,050	\$23,600	\$23,600	\$20,588	-	\$82,838	\$82,838
		Local			-	\$13,368	\$4,579	\$4,622	\$7,163	\$7,069	\$36,800	\$36,800
		Unidentified/ SURPLUS (DEFICIT)			-	(\$36,340)	(\$99,735)	(\$142,549)	(\$99,911)	(\$76,609)	(\$455,144)	(\$455,144)
<b>FLEET - Replacement</b>				-								
CPT 581	MUNI	<b>MC REPLACE-30 HYBRIDS (30')</b> : Replacement of 30 motor coaches 30- foot 1990 Orions with 30-foot Hybrid-Electric vehicles.	<b>1A</b>	<b>100</b>	\$17,420	\$15,073	-	-	-	-	\$15,073	\$32,493
		LESS FUNDED			(\$17,420)	(\$11,778)	-	-	-	-	(\$11,778)	(\$29,198)
		Federal			-	-	-	-	-	-	-	-
		State			-	\$3,295	-	-	-	-	\$3,295	\$3,295

SFMTA CIP FY 2009-2013

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
CPT 554	MUNI	<b>MC REPLACE-56 HYBRIDS (40')</b> : Replacement of 56 motor coaches with 51 Hybrid-electric 40-foot 1988/1989 New Flyers and 5 30-foot 1990 Orions vehicle.	1A	100	\$34,059	\$19,050	-	-	-	-	\$19,050	\$53,109
		LESS FUNDED			(\$34,059)	(\$19,050)	-	-	-	-	(\$19,050)	(\$53,109)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
CPT 466	MUNI	<b>MOTOR COACH REPLACE-375 DIESEL</b> : Replacement of all 180 1984 Flyer coaches with 45 standard coaches from NABI and 135 standard coaches from Neoplan. Replacement of 100 1984 MAN Articulated coaches with 100 articulated coaches from Neoplan.	1A	75	\$162,311	\$4,829	-	-	-	-	\$4,829	\$167,140
		LESS FUNDED			(\$162,311)	(\$3,660)	-	-	-	-	(\$3,660)	(\$165,971)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$1,169	-	-	-	-	\$1,169	\$1,169
		Unidentified/ SURPLUS (DEFICIT)			-	(\$0)	-	-	-	-	(\$0)	(\$0)
<b>FLEET - Replacement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 146	MUNI	<b>MOTOR COACH REPLACE-FUTURE:</b> Continue the phased replacement of the motor coach fleet when vehicles reach the end of their useful life.	2A	56.1	-	-	\$38,959	\$52,277	-	-	\$91,236	\$91,236
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	\$27,055	\$29,998	\$15,254	-	\$72,307	\$72,307
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	\$5,426	\$8,097	-	\$13,523	\$13,523
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	-	(\$11,904)	(\$16,853)	\$23,351	-	(\$5,406)	(\$5,406)
CPT 565	EX AFF	<b>PARATRANSIT VANS 2005:</b> Purchase of 20 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	1B	68.4	\$1,231	\$2,304	-	-	-	-	\$2,304	\$3,535
		LESS FUNDED			(\$1,231)	(\$2,304)	-	-	-	-	(\$2,304)	(\$3,535)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-
REF 155	EX AFF	<b>PARATRANSIT VANS 2006:</b> Purchase of 34 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	1B	68.4	-	-	\$1,354	\$1,354	-	-	\$2,708	\$2,708
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$1,354)	(\$1,354)	-	-	(\$2,708)	(\$2,708)
<b>FLEET - Replacement Cont'd</b>												
REF 156	EX AFF	<b>PARATRANSIT VANS FUTURE:</b> Continue the phased replacement of the Paratransit Van Fleet.	<b>1B</b>	<b>68.4</b>	-	\$1,766	-	\$3,216	-	-	\$4,982	\$4,982
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	<b>\$1,383</b>	-	<b>\$2,519</b>	-	-	<b>\$3,902</b>	<b>\$3,902</b>
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	<b>\$400</b>	-	-	<b>\$459</b>	-	<b>\$859</b>	<b>\$859</b>
		Unidentified/ SURPLUS (DEFICIT)			-	<b>\$17</b>	-	<b>(\$697)</b>	<b>\$459</b>	-	<b>(\$221)</b>	<b>(\$221)</b>
REF 133	MUNI	<b>LRV - REPLACE 151 BREDA CARS:</b> Replacement of 151 BREDA Light Rail Vehicles which are at the end of their useful life.	<b>2A</b>	<b>56.1</b>	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
CPT 385	MUNI	<b>LRV BREDA PROCUREMENT - 128 +8:</b> Purchase 128 Light Rail Vehicles to replace the 128 Boeing-Vertol SLRVs and 8 LRVs to be used for expansion of service on the Metro Turnback and Extension.	<b>1A</b>	<b>100</b>	\$506,691	\$18,873	-	-	-	-	\$18,873	\$525,563
		LESS FUNDED			(\$506,691)	(\$18,873)	-	-	-	-	(\$18,873)	(\$525,563)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>FLEET - Replacement Cont'd</b>												
CPT 401	MUNI	<b>TROLLEY REPLACE-33 ART/240 STD:</b> Purchase 33 articulated and 240 standard trolley coaches to replace the existing 295 Flyer standard trolley coaches.	1A	75	\$225,335	\$9,009	-	-	-	-	\$9,009	\$234,343
		LESS FUNDED			(\$225,335)	(\$9,009)	-	-	-	-	(\$9,009)	(\$234,343)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
REF 184	MUNI	<b>TROLLEY COACH REPLACEMENT-FUTURE:</b> Continue the phased replacement of the trolley coach fleet when vehicles reach the end of their useful life.	1A	75	-	-	-	-	\$40,000	\$35,000	\$75,000	\$75,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	\$25,000	\$25,000	\$50,000	\$50,000
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	\$12,479	\$2,155	\$14,634	\$14,634
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	(\$2,521)	(\$7,845)	(\$10,366)	(\$10,366)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)	
REF 148	MUNI	<b>NON-REVENUE VEHICLE REPLACEMENT PROGRAM:</b> Purchase and replace non-revenue vehicles such as specialized maintenance vehicles, light and heavy duty trucks and sedans that are used agency-wide.	2A	37.4	-	\$7,429	\$7,726	\$8,035	\$8,356	\$8,691	\$40,237	\$40,237	
		LESS FUNDED			-	-	-	-	-	-	-	-	
		Federal			-	-	-	-	-	-	-	-	
		State			-	-	-	-	-	-	-	-	
		Local			-	-	-	-	-	\$7,000	\$7,000	\$7,000	
		Unidentified/ SURPLUS (DEFICIT)			-	(\$7,429)	(\$7,726)	(\$8,035)	(\$8,356)	(\$1,691)	(\$33,237)	(\$33,237)	
<b>FLEET - Replacement Cont'd</b>													
REF 128	TPD	<b>FAREBOXES-REPLACEMENT PROGRAM:</b> Procure new fareboxes and replace existing fareboxes which has reached their useful life.	1A	100	-	\$32,270	-	-	-	-	\$32,270	\$32,270	
		LESS FUNDED			-	-	-	-	-	-	-	-	
		Federal			-	\$1,104	-	-	-	-	\$1,104	\$1,104	
		State			-	-	-	-	-	-	-	-	
		Local			-	-	-	-	\$7,422	-	\$7,422	\$7,422	
		Unidentified/ SURPLUS (DEFICIT)			-	(\$31,166)	-	-	\$7,422	-	(\$23,744)	(\$23,744)	
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>							
REF 166	MUNI	<b>BUS DOOR SYSTEM REPLACEMENT:</b> Replace existing door system with Vapor glass door system.	2A	74.8	-	\$528	\$549	\$571	\$594	\$617	\$2,859	\$2,859	
		LESS FUNDED			-	-	-	-	-	-	-	-	
		Federal			-	-	-	-	-	-	-	-	
		State			-	-	-	-	-	-	-	-	

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$528)	(\$549)	(\$571)	(\$594)	(\$617)	(\$2,859)	(\$2,859)
REF 167	MUNI	<b>BUS VIDEO SYSTEM REPLACEMENT:</b> Replace on board video system. This project will be coordinated with Security.	1A	100	-	\$847	\$881	\$916	\$953	\$991	\$4,589	\$4,589
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	\$27	\$244	\$462	\$100	\$833	\$833
		State			-	-	-	-	-	-	-	-
		Local			-	\$1,694	-	-	-	\$1,810	\$3,504	\$3,504
		Unidentified/ SURPLUS (DEFICIT)			-	\$847	(\$854)	(\$672)	(\$491)	\$919	(\$251)	(\$251)
		<b>SUBTOTAL FLEET REPLACEMENT</b>			<b>\$947,046</b>	<b>\$111,978</b>	<b>\$49,468</b>	<b>\$66,370</b>	<b>\$49,903</b>	<b>\$45,299</b>	<b>\$323,019</b>	<b>\$1,270,064</b>
		LESS FUNDED			(\$947,046)	(\$64,674)	-	-	-	-	(\$64,674)	(\$1,011,719)
		Federal			-	\$2,487	\$27,082	\$32,761	\$40,716	\$25,100	\$128,146	\$128,146
		State			-	\$3,295	-	-	-	-	\$3,295	\$3,295
		Local			-	\$3,264	-	\$5,426	\$28,457	\$10,965	\$48,112	\$48,112
		Unidentified/ SURPLUS (DEFICIT)			-	(\$38,259)	(\$22,386)	(\$28,183)	\$19,270	(\$9,234)	(\$78,792)	(\$78,792)
<b>FLEET - Rehabilitation</b>				-								
REF 137	MUNI	<b>LRV-OVERHAUL PROGRAM:</b> Systematic rehab and overhaul of all light rail vehicles every five years including HVAC, brakes, couplers, pantograph, propulsion, doors, car body, seats and cab, to improve a high State of reliability throughout the useful life of the vehicles and reduce maintenance costs.	1A	100	-	\$18,688	\$16,322	\$20,858	\$11,965	\$19,005	\$86,838	\$86,838

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	\$25,440	\$8,000	\$13,637	\$18,466	-	\$65,543	\$65,543
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	\$4,000	\$4,000	\$4,000	\$12,000	\$12,000
		Unidentified/ SURPLUS (DEFICIT)			-	\$6,752	(\$8,322)	(\$3,221)	\$10,501	(\$15,005)	(\$9,295)	(\$9,295)
						Note: FY 08/09 Revenue amount includes Prior Year's Allocation						
REF 143	MUNI	<b>MOTOR COACH MID-LIFE REBUILD:</b> Systematic mid-life rebuild of all vehicles in the motor coach fleet. Includes the rehabilitation and replacement of engine, transmissions, differentials, suspension systems, wheelchair lifts, passenger and driver seats, glass, and body repair and paint.	<b>2B</b>	<b>67.2</b>	-	\$42,340	\$44,034	\$10,266	\$7,216	-	\$103,856	\$103,856
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	\$675	\$7,000	\$8,000	\$8,000	\$23,675	\$23,675
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$42,340)	(\$43,359)	(\$3,266)	\$784	\$8,000	(\$80,181)	(\$80,181)
<b>FLEET - Rehabilitation Cont'd</b>				-								
REF 141	MUNI	<b>MC RESERVE-END OF LIFE REHAB:</b> Continue to maintain a viable reserve fleet by providing for an end of useful life rehabilitation on part of the motor coach fleet to allow these vehicles to function in a reserve capacity for up to 10 years.	<b>2B</b>	<b>50.4</b>	-	\$4,188	\$4,356	\$4,530	\$4,711	\$4,900	\$22,685	\$22,685
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$4,188)	(\$4,356)	(\$4,530)	(\$4,711)	(\$4,900)	(\$22,685)	(\$22,685)
CPT 404	MUNI	<b>CABLE CAR VEHICLE REHAB:</b> Phased overhaul and reconstruction of the Cable Car fleet to maintain a high State of system reliability and productivity.	<b>2B</b>	<b>67.2</b>	\$11,297	\$1,405	\$1,461	\$1,520	\$1,580	\$1,644	\$7,610	\$18,907
		LESS FUNDED			(\$11,297)	(\$69)	-	-	-	-	(\$69)	(\$11,365)
		Federal			-	\$872	\$907	\$943	\$981	\$1,020	\$4,723	\$4,723
		State			-	-	-	-	-	-	-	-
		Local			-	\$218	\$227	\$236	\$245	\$255	\$1,181	\$1,181
		Unidentified/ SURPLUS (DEFICIT)			-	(\$246)	(\$327)	(\$341)	(\$354)	(\$369)	(\$1,637)	(\$1,637)
REF 182	MUNI	<b>TROLLEY COACH MID-LIFE REBUILD:</b> Systematic mid-life rebuild of all vehicles in the trolley coach fleet to maintain adequate vehicle availability throughout the vehicle's useful life.	<b>2B</b>	<b>50.4</b>	-	\$17,198	\$35,969	-	-	-	\$53,167	\$53,167
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$17,198)	(\$35,969)	-	-	-	(\$53,167)	(\$53,167)
<b>FLEET - Rehabilitation Cont'd</b>					-							

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 575	MUNI	<b>TROLLEY COACH REBUILD 60 ARTICS:</b> Overhaul 60 New Flyer articulated trolley coaches. Includes the rehabilitation and replacement of frames, kiepe retriever, inverter replacement, battery management, and minor overhaul of major components.	2B	67.2	\$396	\$3,144	\$3,472	-	-	-	\$6,616	\$7,012
		LESS FUNDED			(\$396)	(\$1,306)	-	-	-	-	(\$1,306)	(\$1,702)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,838)	(\$3,472)	-	-	-	(\$5,310)	(\$5,310)
CPT 521	MUNI	<b>HISTORIC VEHICLE REHAB:</b> Phased rehabilitation of the Historic Light Rail Vehicle (F-Line) fleet to maintain a high State of system reliability and productivity.	2B	67.2	\$3,589	\$13,353	-	-	-	-	\$13,353	\$16,941
		LESS FUNDED			(\$3,589)	(\$13,353)	-	-	-	-	(\$13,353)	(\$16,941)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>FLEET - Rehabilitation Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 583	MUNI	<b>HISTORIC VEHICLE ( F-LINE):</b> Systematic rehabilitation of all the Historic Light Rail Vehicle fleet for operation on the F-Line. Includes CPUC and ADA rehabs, brake interlock system, backup master controller, major overhauls, and farebox procurement.	<b>1B</b>	<b>91.2</b>	-	\$8,520	\$15,942	\$11,942	-	-	\$36,403	\$36,403
		LESS FUNDED			-	(\$13,201)	-	-	-	-	(\$13,201)	(\$13,201)
		<b>Federal</b>			-	<b>\$5,840</b>	<b>\$7,262</b>	<b>\$3,196</b>	-	-	<b>\$16,298</b>	<b>\$16,298</b>
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	<b>\$1,076</b>	<b>\$5,311</b>	-	-	-	<b>\$6,387</b>	<b>\$6,387</b>
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>\$11,598</b>	<b>(\$3,369)</b>	<b>(\$8,746)</b>	-	-	<b>(\$517)</b>	<b>(\$517)</b>
		<b>SUBTOTAL FLEET REHABILITATION</b>			<b>\$15,282</b>	<b>\$108,835</b>	<b>\$121,556</b>	<b>\$49,116</b>	<b>\$25,473</b>	<b>\$25,548</b>	<b>\$330,528</b>	<b>\$345,810</b>
		LESS FUNDED			(\$15,282)	(\$27,928)	-	-	-	-	(\$27,928)	(\$43,210)
		<b>Federal</b>			-	<b>\$32,152</b>	<b>\$16,844</b>	<b>\$24,776</b>	<b>\$27,447</b>	<b>\$9,020</b>	<b>\$110,239</b>	<b>\$110,239</b>
		<b>State</b>			-	-	-	-	-	-	<b>\$0</b>	<b>\$0</b>
		<b>Local</b>			-	<b>\$1,294</b>	<b>\$5,538</b>	<b>\$4,236</b>	<b>\$4,245</b>	<b>\$4,255</b>	<b>\$19,568</b>	<b>\$19,568</b>
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$47,461)</b>	<b>(\$99,174)</b>	<b>(\$20,104)</b>	<b>\$6,219</b>	<b>(\$12,273)</b>	<b>(\$172,793)</b>	<b>(\$172,793)</b>
<b>FLEET - Enhancement</b>				-								
CPT 543	MUNI	<b>DVAS VEHICLE RETROFIT:</b> Installation of a Digital Voice Annunciation System (DVAS) on light rail vehicles, motor coaches and trolley coaches. This system allows all ADA-related announcements to be made automatically without driver intervention.	<b>1B</b>	<b>91.2</b>	\$13	\$2,997	\$3,117	\$3,242	\$3,372	-	\$12,728	\$12,741
		LESS FUNDED			(\$13)	(\$1,378)	-	-	-	-	(\$1,378)	(\$1,391)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)	
		Federal			-	-	-	-	-	-	-	-	
		State			-	-	-	-	-	-	-	-	
		Local			-	\$1,000	\$1,000	\$1,000	\$1,000	\$8,000	\$12,000	\$12,000	
		Unidentified/ SURPLUS (DEFICIT)			-	(\$619)	(\$2,117)	(\$2,242)	(\$2,372)	\$8,000	\$650	\$650	
REF 135	MUNI	<b>LRV-BREDA SAFETY MODIFICATIONS:</b> Installations and Improvements to the BREDA Light Rail Vehicles such as auto drop pantograph, crew door control switch, emergency door release, interlock step cutout/door, lighting ballasts replacement, master controller modifications, onboard event recorder, and sensitive edge body seals.	1A	100	-	\$3,374	\$3,509	\$3,649	\$3,795	\$3,947	\$18,273	\$18,273	
		LESS FUNDED			-	-	-	-	-	-	-	-	
		Federal			-	-	-	-	-	-	-	-	
		State			-	-	-	-	-	-	-	-	
		Local			-	\$2,710	\$2,000	\$2,000	\$2,000	-	\$8,710	\$8,710	
		Unidentified/ SURPLUS (DEFICIT)			-	(\$664)	(\$1,509)	(\$1,649)	(\$1,795)	(\$3,947)	(\$9,563)	(\$9,563)	
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>							
<b>FLEET - Enhancement Cont'd</b>				-									
REF 153	EX AFF	<b>PARATRANSIT VAN AVL SYSTEM:</b> Purchase and install an automated vehicle locator system in paratransit vans and link the associated data stream to the Mobility Master software at the Paratransit Broker's office.	4B	22.5	-	\$142	\$142	-	-	-	\$284	\$284	
		LESS FUNDED			-	-	-	-	-	-	-	-	
		Federal			-	-	-	-	-	-	-	-	

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$142)	(\$142)	-	-	-	(\$284)	(\$284)
CPT 436	EX AFF	<b>PARATRANSIT VANS/DEBIT CARDS:</b> Purchase 54 accessible mini vans to be used by Local taxi service providers and replacing vehicles on a four year cycle. Includes the procurement of a debit card system to replace taxi scrips.	<b>1B</b>	<b>91.2</b>	\$3,265	\$3,635	-	-	-	-	\$3,635	\$6,900
		LESS FUNDED			(\$3,265)	(\$3,535)	-	-	-	-	(\$3,535)	(\$6,800)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$98	-	-	-	-	\$98	\$98
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2)	-	-	-	-	(\$2)	(\$2)
		(INTENTIONALLY LEFT BLANK)			-	-	-	-	-	-	\$0	\$0
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	\$0	\$0
<b>FLEET - Enhancement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 546	MUNI	<b>MC CLEAN AIR DEVICE RETROFIT:</b> Retrofit all diesel powered buses with low emission traps and convert to ultra low sulfur diesel fuel as required by CARB legislation adopted on 1/23/01.	1B	68.4	\$8,438	\$270	-	-	-	-	\$270	\$8,707
		LESS FUNDED			(\$8,438)	(\$270)	-	-	-	-	(\$270)	(\$8,707)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-
CPT 589	MUNI	<b>REAR WHEEL SAFETY GUARD:</b> Purchase approximately 800 safety rear wheel guard devices for the motor and trolley coach fleet.	1A	100	\$379	\$821	-	-	-	-	\$821	\$1,200
		LESS FUNDED			(\$379)	(\$821)	-	-	-	-	(\$821)	(\$1,200)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-
<b>FLEET - Enhancement Cont'd</b>				-								
		(INTENTIONALLY LEFT BLANK)			-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 588	TPD	<b>AUTOMATIC PASSENGER COUNTING SYSTEM:</b> Procure and install on-board automatic passenger counting (APC) equipment on Muni's revenue fleet, exclusive of historic rail and cable cars. The APC system counts on-and off- passenger loading and logs the data to an on-board computer.	1A	75	\$1,009	\$3,370	\$3,505	-	-	-	\$6,875	\$7,884
		LESS FUNDED			(\$1,009)	(\$91)	-	-	-	-	(\$91)	(\$1,099)
		Federal			-	-	\$3,370	-	-	-	\$3,370	\$3,370
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	\$3,370	\$3,370
		Unidentified/ SURPLUS (DEFICIT)			-	(\$3,279)	(\$135)	-	-	-	(\$3,414)	(\$3,414)
		<b>SUBTOTAL FLEET ENHANCEMENT</b>			<b>\$13,102</b>	<b>\$14,609</b>	<b>\$10,273</b>	<b>\$6,891</b>	<b>\$7,166</b>	<b>\$3,947</b>	<b>\$42,886</b>	<b>\$55,988</b>
		LESS FUNDED			(\$13,102)	(\$6,095)	-	-	-	-	(\$6,095)	(\$19,197)
		Federal			-	-	\$3,370	-	-	-	\$3,370	\$3,370
		State			-	-	-	-	-	-	-	-
		Local			-	\$3,808	\$3,000	\$3,000	\$3,000	\$8,000	\$20,808	\$20,808
		Unidentified/ SURPLUS (DEFICIT)			-	(\$4,706)	(\$3,902)	(\$3,891)	(\$4,166)	\$4,053	(\$12,612)	(\$12,612)
<b>FLEET - Expansion</b>				-								
REF 136	MUNI	<b>LRV-JKLMN EXPANSION:</b> Purchase additional light rail vehicles to increase the level of service on the existing J-, K-, L-, M-, and N-lines. Delivery of the first 10 vehicles is planned for 2015.	4B	22.5	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	\$1,000	\$1,000	\$1,000	\$3,000	\$3,000
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	\$1,000	\$1,000	\$1,000	\$3,000	\$3,000
CPT 555	MUNI	<b>HISTORIC VEHICLE PURCHASE:</b> Purchase and rehabilitate 11 PCCs from New Jersey Transit for use on the F-line.	4A	35.2	\$7,847	\$1,063	-	-	-	-	\$1,063	\$8,910
		LESS FUNDED			(\$7,847)	(\$1,063)	-	-	-	-	(\$1,063)	(\$8,910)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
		<b>SUBTOTAL FLEET EXPANSION</b>			<b>\$7,847</b>	<b>\$1,063</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,063</b>	<b>\$8,910</b>
		LESS FUNDED			(\$7,847)	(\$1,063)	-	-	-	-	(\$1,063)	(\$8,910)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	\$1,000	\$1,000	\$1,000	\$3,000	\$3,000
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	\$1,000,000	\$1,000	\$1,000	\$3,000	\$3,000
		<b>TOTAL FLEET</b>			<b>\$983,276</b>	<b>\$236,485</b>	<b>\$181,297</b>	<b>\$122,376</b>	<b>\$82,543</b>	<b>\$74,794</b>	<b>\$697,495</b>	<b>\$1,680,772</b>
		<b>LESS FUNDED</b>			<b>(\$983,276)</b>	<b>(\$99,760)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(\$99,760)</b>	<b>(\$1,083,036)</b>
		Federal			-	\$34,639	\$47,296	\$57,537	\$68,163	\$34,120	\$241,755	\$241,755
		State			-	\$3,295	-	-	-	-	\$3,295	\$3,295
		Local			-	\$8,366	\$8,538	\$13,662	\$36,702	\$24,220	\$91,488	\$91,488
		Unidentified/ SURPLUS (DEFICIT)			-	(\$90,426)	(\$125,463)	(\$51,177)	\$22,322	(\$16,454)	(\$261,198)	(\$261,198)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
<b>INFRASTRUCTURE - Replacement</b>				-								
CPT 447	TPD	<b>OVERHEAD REHAB 1998-2009:</b> Phased design and replacement of the overhead wires and are related poles and traction power systems for the LRV and trolley coach lines. These projects are designed to reduce operational problems, reduce maintenance, and increase system reliability.	2B	67.2	\$53,903	\$35,928	\$16,250	-	-	-	\$52,178	\$106,081
		LESS FUNDED			(\$53,903)	(\$35,928)	-	-	-	-	(\$35,928)	(\$89,831)
		Federal			-	\$7,500	-	-	-	-	\$7,500	\$7,500
		State			-	-	-	-	-	-	-	-
		Local			-	\$2,250	\$2,250	-	-	-	\$4,500	\$4,500
		Unidentified/ SURPLUS (DEFICIT)			-	\$9,750	(\$14,000)	-	-	-	(\$4,250)	(\$4,250)
REF 256	TPD	<b>OVERHEAD REHAB 2010-2019:</b> Phased design and replacement of the overhead wires and are related poles and traction power systems for the LRV and trolley coach lines. These projects are designed to reduce operational problems, reduce maintenance, and increase system reliability.	2B	67.2	-	-	\$16,250	\$16,900	\$17,576	\$18,279	\$69,005	\$69,005
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000	\$32,000
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000	\$8,000
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$6,250)	(\$6,900)	(\$7,576)	(\$8,279)	(\$29,005)	(\$29,005)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 257	TPD	<b>OVERHEAD REHAB 2020-2029:</b> Phased design and replacement of the overhead wires and are related poles and traction power systems for the LRV and trolley coach lines. These projects are designed to reduce operational problems, reduce maintenance, and increase system reliability.	2B	67.2	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Replacement cont'd</b>				-								
CPT 527	TPD	<b>CABLE CAR INFRA. REHAB 1998-2009:</b> Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	2B	67.2	\$5,249	\$24,900	\$18,000	-	-	-	\$42,900	\$48,149
		LESS FUNDED			(\$5,249)	(\$24,900)	-	-	-	-	(\$24,900)	(\$30,149)
		Federal			-	\$7,500	-	-	-	-	\$7,500	\$7,500
		State			-	-	-	-	-	-	-	-
		Local			-	\$3,924	-	-	-	-	\$3,924	\$3,924
		Unidentified/ SURPLUS (DEFICIT)			-	\$11,424	(\$18,000)	-	-	-	(\$6,576)	(\$6,576)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 233	TPD	<b>CABLE CAR INFRA. REHAB 2010-2019:</b> Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	2B	67.2	-	-	\$10,000	\$10,400	\$10,816	\$11,249	\$42,465	\$42,465
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000	\$32,000
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$2,300	\$2,000	\$2,000	\$2,000	\$8,300	\$8,300
		Unidentified/ SURPLUS (DEFICIT)			-	-	\$300	(\$400)	(\$816)	(\$1,249)	(\$2,165)	(\$2,165)
REF 234	TPD	<b>CABLE CAR INFRA. REHAB 2020-2029:</b> Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	2B	67.2	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Replacement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 438	TPD	<b>RAIL REPLACEMENT 1998-2009:</b> Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.	2A	74.8	\$65,659	\$43,239	-	-	-	-	\$43,239	\$108,898
		LESS FUNDED			(\$65,659)	(\$10,029)	-	-	-	-	(\$10,029)	(\$75,689)
		Federal			-	\$7,500	-	-	-	-	\$7,500	\$7,500
		State			-	-	-	-	-	-	-	-
		Local			-	\$3,250	-	-	-	-	\$3,250	\$3,250
		Unidentified/ SURPLUS (DEFICIT)			-	(\$22,459)	-	-	-	-	(\$22,459)	(\$22,459)
CPT 579	TPD	<b>RAIL REPLACEMENT 2010-2019:</b> Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.	2A	74.8	\$1,050	-	\$35,612	\$37,036	\$38,518	\$40,058	\$151,224	\$152,274
		LESS FUNDED			(\$1,050)	(\$23,548)	-	-	-	-	(\$23,548)	(\$24,598)
		Federal			-	-	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000	\$32,000
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$4,250	\$2,000	\$2,000	\$14,000	\$22,250	\$22,250
		Unidentified/ SURPLUS (DEFICIT)			-	\$23,548	(\$23,362)	(\$27,036)	(\$28,518)	(\$18,058)	(\$73,426)	(\$73,426)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 262	TPD	<b>RAIL REPLACEMENT 2020-2029:</b> Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.	2A	74.8	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Replacement Cont'd</b>												
REF 270	MUNI	<b>SUBWAY BLUE-LIGHT PHONE REPLACEMENT (C3):</b> Replacement of the existing Subway Emergency Telephone system with a new State-of-the-art emergency phone system. This phone system is a safety communication device.	1C	82.8	-	\$3,161	\$2,331	-	-	-	\$5,492	\$5,492
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	\$1,819	-	-	-	-	\$1,819	\$1,819
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$1,342)	(\$2,331)	-	-	-	(\$3,673)	(\$3,673)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 271	TPD	<b>SUBWAY PA &amp; PDS SYSTEM REPLACEMENT (C3):</b> Replacement of the existing 28 year old subway Public Address system & Platform Display systems (PDS), which interfaces with the Train Control System, with the installation of a new State-of-the-art public address system to make Local announcements. The installation includes central control, nine subway stations, both mezzanine and platform levels and 15 station agent booths. Includes the installation of the LED displays (visual) for passenger info for nine stations, 18 platforms, 6 signs/platform = 108 signs scalable to include Central Subway.	1B	91.2	-	\$2,210	\$4,258	\$4,258	\$4,258	-	\$14,984	\$14,984
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,210)	(\$4,258)	(\$4,258)	(\$4,258)	-	(\$14,984)	(\$14,984)
<b>INFRASTRUCTURE - Replacement Cont'd</b>												
REF 222	EX AFF	<b>ACCESSIBLE LIFT REPLACEMENT:</b> Replacement of the four (4) Wayside lifts on Market Street and one (1) on San Jose and Geneva with Wayside platforms. Replacing the lifts with platforms will improve access to the Metro system for wheelchair users.	1B	68.4	-	-	\$3,202	-	-	-	\$3,202	\$3,202

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$3,202)	-	-	-	(\$3,202)	(\$3,202)
REF 290	TPD	<b>WAYSIDE/CENTRAL TRAIN CONTROL SYSTEM:</b> Replacement or improvements of the subway data transmission systems, subway signal cutover, Van Ness power supply for the wayside/central train control system, a secondary yard departure test device, signaling and electrifying Green yard switches, and replacing train control switching at St. Francis Circle.	1A	100	-	\$4,000	\$2,255	\$2,345	\$2,439	-	\$11,039	\$11,039
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	\$5,455	\$3,000	\$3,500	\$3,000	\$2,500	\$17,455	\$17,455
		State			-	-	-	-	-	-	-	-
		Local			-	\$1,507	-	\$1,250	\$1,375	\$1,250	\$5,382	\$5,382
		Unidentified/ SURPLUS (DEFICIT)			-	\$2,962	\$745	\$2,405	\$1,936	\$3,750	\$11,798	\$11,798
						Note: FY 08/09 Revenue amount includes Prior Year's Allocation						
<b>INFRASTRUCTURE - Replacement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 560	TPD	<b>FARE COLLECTION SYSTEM:</b> Replacement of the existing Metro Subway fare collection system with a new State-of-art fare collection system. Includes the replacement of fare gates, ticket vending machines, and agent's booth control panel and display. <b>Note: combined with REF 280 - T-3 TVM project</b>	2A	74.8	\$711	\$18,112	\$27,000	\$28,080	\$29,203	-	\$102,395	\$103,107
		LESS FUNDED			(\$711)	(\$12,189)	-	-	-	-	(\$12,189)	(\$12,901)
		Federal			-	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$37,500	\$37,500
		State			-	-	-	-	-	-	-	-
		Local			-	\$3,060	-	-	-	-	\$3,060	\$3,060
		Unidentified/ SURPLUS (DEFICIT)			-	\$4,637	(\$19,500)	(\$20,580)	(\$21,703)	\$7,500	(\$49,646)	(\$49,646)
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>						
REF 307	TPD	<b>UPGRADE ADVANCED TRAIN CONTROL SYSTEM (C3):</b> Major component upgrades	4A	35.2	-	\$1,000	\$1,040	\$1,082	\$1,125	\$10,000	\$14,246	\$14,246
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,000)	(\$1,040)	(\$1,082)	(\$1,125)	(\$10,000)	(\$14,246)	(\$14,246)
REF 253	TPD	<b>ATCS SYSTEM MANAGEMENT CENTER (C3):</b> Replacement and upgrade of the existing ATCS software platform to current technology to replace obsolete (OS/2) system.	1A	100	-	\$1,901	\$4,471	\$4,401	-	-	\$10,774	\$10,774
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	\$4,745	-	-	-	-	\$4,745	\$4,745

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)	
		State			-	\$5,255	-	-	-	-	\$5,255	\$5,255	
		Local			-	-	-	-	-	-	-	-	
		Unidentified/ SURPLUS (DEFICIT)			-	\$8,099	(\$4,471)	(\$4,401)	-	-	(\$774)	(\$774)	
<b>INFRASTRUCTURE - Replacement Cont'd</b>				-									
CPT 535	TPD	<b>RADIO REPLACEMENT PROGRAM:</b> 1) Replacement of the existing obsolete Radio Voice/Data Communications and Computer Aided Dispatch (CAD) systems with a new State-of-the art radio communication system. The FCC requires MTA to migrate to a newer narrow-band radio system before 2013. 2) Includes the purchase and replacement of handheld mobile radios for the Safety and Security staff.	1A	100	\$1,169	\$5,600	\$15,000	\$20,000	\$20,000	\$22,000	\$82,600	\$83,769	
		LESS FUNDED			(\$1,169)	(\$8,790)	-	-	-	-	(\$8,790)	(\$9,959)	
		Federal			-	-	-	-	-	-	-	-	
		State			-	-	-	-	-	-	-	-	
		Local			-	\$35,884	\$17,942	\$17,942	-	-	\$71,767	\$71,767	
		Unidentified/ SURPLUS (DEFICIT)			-	\$39,074	\$2,942	(\$2,058)	(\$20,000)	(\$22,000)	(\$2,043)	(\$2,043)	
						Note: FY 08/09 Revenue amount includes Prior Year's Allocation							

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 265	PKT	<b>PARKING CONTROL SIGN RENOVATION &amp; REPLACEMENT PROGRAM:</b> 1) Perform preventive maintenance on 10,000 signs per year. 2) Renovate 5,000 signs per year with Graffiti sheeting. 3) Replace 10,000 street name signs.	2A	56.1	\$0	\$2,500	\$2,600	\$2,704	\$2,812	\$2,925	\$13,541	\$13,541
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$2,500)	(\$2,600)	(\$2,704)	(\$2,812)	(\$2,925)	(\$13,541)	(\$13,541)
<b>INFRASTRUCTURE - Replacement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 337	PKT	<b>SFGO URBAN PARTNERSHIP PROGRAM (UPP):</b> Implement transit signal priority at 500 key intersections leading to and through downtown to facilitate the movement of transit vehicles and general traffic. This project will include traffic signal upgrades, fiber optic communication cables, traffic signal controller upgrades including software, global positioning system (GPS) transit signal priority, and closed-circuit television, variable message signs, additional pedestrian countdown signals, accessible pedestrian signals for the visually impaired. The 500 intersections will include 100 along corridors (Geary, Polk, Van Ness, Franklin, and Gough) and 400 in downtown and South of Market. Polk, Franklin, and Gough will be implemented during the initial phases.	2A	74.8	\$0	-	\$15,000	\$15,000	\$8,000	-	\$38,000	\$38,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	<b>\$11,300</b>	<b>\$11,300</b>	<b>\$6,000</b>	-	<b>\$28,600</b>	<b>\$28,600</b>
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	<b>\$3,700</b>	<b>\$3,700</b>	<b>\$2,000</b>	-	<b>\$9,400</b>	<b>\$9,400</b>
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Replacement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 321	ITS	<b>MTA PORTAL:</b> Replace the existing MTA intranet and internet with a professional portal system which will deliver better and personalized content aggregation and integration, unified content and access, and service oriented analysis and process integration capabilities. The portal can be used as a platform for all new application deployment and development throughout the MTA. It can also be used for external agencies, our customers, the general public for information and for accessing all services provided by the MTA.	2A	56.1	-	\$300	\$312	\$324	\$337	-	\$1,274	\$1,274
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$312)	(\$324)	(\$337)	-	(\$1,274)	(\$1,274)
		<b>SUBTOTAL INFRASTRUCTURE REPLACEMENT</b>			\$127,743	\$142,851	\$173,581	\$142,531	\$135,084	\$104,511	\$698,558	\$826,300
		LESS FUNDED			(\$127,743)	(\$115,384)	-	-	-	-	(\$115,384)	(\$243,126)
		Federal			-	\$40,200	\$45,800	\$46,300	\$40,500	\$34,000	\$206,800	\$206,800
		State			-	\$5,255	-	-	-	-	\$5,255	\$5,255
		Local			-	\$51,694	\$32,442	\$28,892	\$9,375	\$19,250	\$141,653	\$141,653
		Unidentified/ SURPLUS (DEFICIT)			-	\$69,682	(\$95,340)	(\$67,339)	(\$85,209)	(\$51,261)	(\$229,466)	(\$229,466)
<b>INFRASTRUCTURE - Rehabilitation</b>					-							

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
					-	-	-	\$0	-	-	\$0	\$0
REF 273	TPD	<b>SUBWAY SEISMIC RETROFIT STUDY:</b> Includes a study of the Market Street Subway, Twin Peaks Tunnel, MMT, and Sunset Tunnel to assess the seismic condition of these structures.	<b>1B</b>	<b>45.6</b>	-	\$584	-	-	-	-	\$584	\$584
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$584)</b>	-	-	-	-	<b>(\$584)</b>	<b>(\$584)</b>
REF 274	EX AFF	<b>REGULATORY COMPLIANCE - SUBWAY STATION TALKING SIGNS:</b> Installation of "Talking Sign" infrared transmitters in subway stations. This project will improve accessibility to the blind and visually impaired.	<b>1B</b>	<b>91.2</b>	-	\$3,375	-	-	-	-	\$3,375	\$3,375
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$3,375)</b>	-	-	-	-	<b>(\$3,375)</b>	<b>(\$3,375)</b>
CPT 526	TPD	<b>ESCALATOR &amp; ELEVATOR REHABILITATION:</b> Rehabilitation or replacement of existing escalators and elevators in various stations to conform with current building codes and incorporate modern safety features.	<b>1B</b>	<b>91.2</b>	\$394	\$10,000	\$10,400	\$10,816	-	\$500	\$31,716	\$32,110

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		LESS FUNDED			(\$394)	(\$4,009)	-	-	-	-	(\$4,009)	(\$4,403)
		Federal			-	\$2,000	\$2,000	\$2,000	-	-	\$6,000	\$6,000
		State			-	-	-	-	-	-	-	-
		Local			-	\$500	\$500	\$500	-	-	\$1,500	\$1,500
		Unidentified/ SURPLUS (DEFICIT)			-	(\$3,491)	(\$7,900)	(\$8,316)	-	(\$500)	(\$20,207)	(\$20,207)
<b>INFRASTRUCTURE - Rehabilitation Cont'd</b>				-								
REF 227	MUNI	<b>BOARDING/PLATFORM ISLAND REPAIR:</b> Include improvements for the repair and maintenance of the boarding/platform islands in the transit system. Includes the purchase of railings, equipment, and other materials.	<b>2B</b>	<b>67.2</b>		\$872	\$906	\$943	\$980	\$1,020	\$4,720	\$4,720
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$872)	(\$906)	(\$943)	(\$980)	(\$1,020)	(\$4,720)	(\$4,720)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPKXXX - VAR. PROJ.	PKT	<b>SIGNAL PROGRAM (CURRENT):</b> 1) CPKM45 - Signal at 16th and De Haro 2) CPKV13 - 19th Ave Ph. 1 (10) 3) CPKV55 - Upgrade Signals/Signs - Ct 31, 32, 19th Ave Ph. 1 (10) 4) CPKSF9 - New Signal Ct58 (6) Construction 5) CPKV57 - All Way Signs 6) CPKW17 - Market Street Calm The Safety Zone 7)CPKXXX - New Signal C5 (9) Construction 8)CPKW19 - New Signal C57 (7) Construction 9)CPKW23 - Signal Upgrade- 19th Ave (10) 10) CPKSG1 - Signal Mod Ct. 32 - Construction (22) 11)CPKXXX - Signal Upgrade 19th Ave Ph. 2 (16)	1C	82.8	\$ -	\$16,456	\$870	-	-	-	\$17,326	\$17,326
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	\$4,678	-	-	-	-	\$4,678	\$4,678
		Local			-	\$11,778	\$870	-	-	-	\$12,648	\$12,648
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Rehabilitation Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 200	PKT	<b>SIGNAL PROGRAM (FUTURE):</b> 1) Battery backup systems @ 140 locations (28/YEAR) 2) Van Ness Avenue signal upgrades combined with SFGO interconnection to Transportation Management Center 3) Upgrade 389 additional signals (20-Year program) 4) Install Countdown signals at 200 locations 5) Install 100 New signals (5/20 Years) 6) Install new controllers software at 300 intersections (60 per year) 7) Signal shop upgrade of inventory area 8) Implement signal inventory system	1C	62.1	\$ -	\$23,540	\$15,140	\$9,140	\$9,506	\$9,886	\$67,211	\$67,211
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$23,540)	(\$15,140)	(\$9,140)	(\$9,506)	(\$9,886)	(\$67,211)	(\$67,211)
<b>INFRASTRUCTURE - Rehabilitation Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 330	MUNI	<b>CALTRAIN ELECTRIFICATION:</b> Includes the electrification of the main line, including catenary poles and wires, utility relocation, vertical clearance improvements, and construction of power substations in the next five years. Total project costs is \$409M and is funded by various transit agencies. (SFCTA, VTA, and other CalTrain Partners)	3C	40.8		\$2,033	-	\$22,314	-	-	\$24,348	\$24,348
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,033)	-	(\$22,314)	-	-	(\$24,348)	(\$24,348)
REF 334	MUNI	<b>CALTRAIN S.F. ROADWAY BRIDGE REPLACEMENT PROJECT:</b> This project will replace three deteriorated condition and low sufficiency rating existing roadway bridges that span across the Caltrain right of way (22nd, 23rd, and Paul Avenue).	3C	40.8		\$15,048	-	-	-	-	\$15,048	\$15,048
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$15,048)	-	-	-	-	(\$15,048)	(\$15,048)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		<b>SUBTOTAL INFRASTRUCTURE REHABILITATION</b>			\$394	\$71,908	\$27,316	\$43,213	\$10,486	\$11,405	\$164,329	\$164,723
		<b>LESS FUNDED</b>			(\$394)	(\$4,009)	-	-	-	-	(\$4,009)	(\$4,403)
		<b>Federal</b>			-	\$2,000	\$2,000	\$2,000	-	-	\$6,000	\$6,000
		<b>State</b>			-	\$4,678	-	-	-	-	\$4,678	\$4,678
		<b>Local</b>			-	\$12,278	\$1,370	\$500	-	-	\$14,148	\$14,148
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$48,944)	(\$23,946)	(\$40,713)	(\$10,486)	(\$11,405)	(\$135,494)	(\$135,494)
<b>INFRASTRUCTURE - Enhancement</b>				-								
CPT 313	EX AFF	<b>METRO ACCESSIBILITY PROGRAM:</b> Provides various accessibility improvement projects on the Metro system and key station to ensure compliance with ADA requirements.	<b>1B</b>	<b>91.2</b>	\$13,321	\$520	-	-	-	-	\$520	\$13,841
		<b>LESS FUNDED</b>			(\$13,321)	(\$520)	-	-	-	-	(\$520)	(\$13,841)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-
REF 250	EX AFF	<b>METRO ACCESSIBILITY-BEYOND KEY STOPS:</b> Includes accessibility improvements beyond key stops.	<b>1B</b>	<b>91.2</b>	-	\$1,773	\$996	-	\$1,078	-	\$3,847	\$3,847
		<b>LESS FUNDED</b>			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	\$500	-	\$500	-	\$1,000	\$1,000
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$1,773)	(\$496)	-	(\$578)	-	(\$2,847)	(\$2,847)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 252	TPD	<b>MMX TERMINAL IMPROVEMENTS:</b> Enhancement of Muni streetcar operations along the MMX corridor by constructing additional terminal tracks and loop in the vicinity of 6th and Berry street needed for the proposed E-Line HLRV service.	4A	35.2	-	\$104	\$243	-	\$117	\$373	\$837	\$837
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$104)	(\$243)	-	(\$117)	(\$373)	(\$837)	(\$837)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 235	MUNI	<b>CABLE CAR RADIO:</b> Procurement and installation of fixed on-board radios for 40 Cable Cars (including hardware and software for central control), 4 spare sets to replace the existing handheld radios currently used by Cable Car Operators.	2A	37.4	-	\$196	-	-	-	-	\$196	\$196
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$196)	-	-	-	-	(\$196)	(\$196)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 237	EX AFF	<b>CURB RAMP REMEDIATION:</b> Repair or reconstruct curb ramps that are on the path of travel to MUNI Key transit stops and stations which FTA assessments have identified as non-ADA compliant.	1B	91.2	-	\$300	-	-	-	-	\$300	\$300
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$300	-	-	-	-	\$300	\$300
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
CPT 578	TPD	<b>TPS - 19TH AVE:</b> Phase I - the study of traffic and transit operations along the corridor (19th Avenue and Park Presidio between Junipero Serra Boulevard and Lake Street). Phase II - Include improvements of equipping 34 signalized intersections along 19th Ave and Park Presidio with GPS Transit Signal Priority System. Also, equip 50 diesel buses that operate along these routes with Transit Signal Priority Systems. Includes installation of 5 new bus bulbs (platform) and relocate bus stops.	4A	35.2	-	\$77	\$100	\$850	\$850	-	\$1,877	\$1,877
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$77)	(\$100)	(\$850)	(\$850)	-	(\$1,877)	(\$1,877)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 338	TPD/PKT	<b>TRANSIT PREFERENTIAL STREETS (TPS) - MISSION COORIDOR:</b> This project includes the installation of transit signal priority hardware at the 14 remaining intersections that are lacking this equipment on Mission between South Vanness Ave and Geneva Ave. Installation of bus bulbs at stops served by limited/express service, including various passenger amenities.	1A	100	-	\$125	\$1,725	\$1,900	-	-	\$3,750	\$3,750
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$125)	(\$1,725)	(\$1,900)	-	-	(\$3,750)	(\$3,750)
REF 339	TPD/PKT	<b>TRANSIT PREFERENTIAL STREETS (TPS) - GENEVA:</b> the Geneva Corridor is one of 12 emerging transit corridors identified by Muni in its 2000 "A Vision for Rapid Transit in San Francisco". The Geneva Corridor TPS Study will review the existing Muni operations and identify a number of potential improvement measures consistent with the Cooridor's long term development plans for implementation.	1A	100	\$1,527	\$649	-	-	-	-	\$649	\$2,176
		LESS FUNDED			(\$1,527)	-	-	-	-	-	-	(\$1,527)
		<b>Federal</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$649)	-	-	-	-	(\$649)	(\$649)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 335		<b>FERRY TERMINAL IMPROVEMENTS:</b> Design and construction of a temporary ferry terminal on Treasure Island, as well as the planning and design of a new permanent ferry terminal at Treasure Island as part of the redevelopment efforts at this location.	4A	17.6	-	\$2,099	-	-	-	-	\$2,099	<b>\$2,099</b>
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,099)	-	-	-	-	(\$2,099)	(\$2,099)
REF 336		(INTENTIONALLY LEFT BLANK)				-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 286	TPD/PKT	<b>TRANSIT PREFERENTIAL STREETS PROGRAM:</b> Design and implementation of a variety of cost effective approaches to speed the transit vehicles flow throughout the system. Includes exclusive or semi-exclusive transit lanes, colored or textured surface treatments, signal priority, stop respacing and relocation, and replacing stop signs and signals. Corridors included are Market, 19th Avenue, Potrero, Outer Mission, Stockton, and Geneva.	1A	100	-	\$40,316	\$13,897	\$16,623	\$12,450	\$9,904	\$93,190	\$93,190
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$40,316)	(\$13,897)	(\$16,623)	(\$12,450)	(\$9,904)	(\$93,190)	(\$93,190)
CPT 540	TPD	<b>AUTOMATIC VEHICLE LOCATION (AVL) SYSTEM:</b> Continue the integration and implementation of the Global Positioning System (GPS)-based AVL system with the radio systems for Muni's revenue fleet and inspector vehicles to tracking, expedite response to emergencies and road call requests, and collect schedule adherence data.	4B	30	\$7,921	\$18,127	-	-	-	-	\$18,127	\$26,048
		LESS FUNDED			(\$7,921)	(\$8,445)	-	-	-	-	(\$8,445)	(\$16,366)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	(\$9,682)	-	-	-	-	(\$9,682)	(\$9,682)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 225	TPD	AVL ENHANCEMENTS - NEXTMUNI: Enhancements to the AVL/GPS project including expanding deployment of wayside passenger information signage and improving arrival messages in the Metro system. Includes 450 passenger information display signs.	4B	22.5	-	\$1,583	\$2,360	\$2,330	-	-	\$6,272	\$6,272
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	\$1,329	-	-	-	-	\$1,329	\$1,329
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$254)	(\$2,360)	(\$2,330)	-	-	(\$4,943)	(\$4,943)
						<b>Note: FY 08/09 Revenue amount includes Prior Year's Allocation</b>						
REF 236	TPD	COMMUNICATION CONNECTIVITY & PASSENGER INFO: Expansion of the utilization of unallocated capacity of the existing fiber-optic cables to establish high-speed connectivity with the Metro Subway. Includes two large (60") display monitors in concourse areas. This project will enhance and facilitate modernization of safety, security, and passenger information and control system on platforms.	4A	17.6	-	\$2,620	-	-	-	-	\$2,620	\$2,620
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$2,620)	-	-	-	-	(\$2,620)	(\$2,620)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>												
REF 248	MUNI	<b>MAINTENANCE YARDS NETWORK UPGRADE:</b> Installation of high-speed wireless networking access points at vehicle yards using 80211.A standard. The network will allow remote data collection, diagnostics and communications from devices installed on vehicles or portable devices in the yards.	4A	35.2	-	\$108	-	-	-	-	\$108	\$108
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$108)	-	-	-	-	(\$108)	(\$108)
REF 220	TPD	<b>BIKE PROGRAM PROJECTS (FUTURE):</b> Improvements to various bike lanes, pavement markings, bike racks and other facilities.	4C	25.2	-	\$500	\$4,000	\$4,160	\$4,326	\$4,499	\$17,486	\$17,486
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$500)	(\$4,000)	(\$4,160)	(\$4,326)	(\$4,499)	(\$17,486)	(\$17,486)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPKL003/ CPKL04/ CPL05/ CPKV36	TPD	<b>BIKE PROGRAM PROJECTS (CURRENT):</b> Improvements to various bike lanes, pavement markings, bike racks and other facilities.	4A	35.2	\$198	\$1,201	-	-	-	-	\$1,201	\$1,399
		LESS FUNDED			(\$198)	-	-	-	-	-	-	(\$198)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$1,201)	-	-	-	-	(\$1,201)	(\$1,201)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 198	PKT	<b>RED LIGHT PHOTO ENFORCEMENT:</b> Purchase and installation of Red Light Photo systems at 10 new locations throughout the City. Cost approx. \$100,000 each.	1C	62.1	-	\$900	\$1,400	\$973	\$1,012	\$1,052	\$5,337	\$5,337
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$900)	(\$1,400)	(\$973)	(\$1,012)	(\$1,052)	(\$5,337)	(\$5,337)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 199	PKT	<b>SFGO PROGRAM (FUTURE):</b> 1) 19TH AVENUE/PARK PRESIDIO CORRIDOR PROJECT- - Includes the installation of interconnect, cameras, traveler information signs, transit signal priority, bus bulbs. 2) SFGO - Includes the installation of 100 miles of interconnect @ \$250/FT (20-Year program) 3)SFGO - Purchase and installation of 300 Camera and 50 Variable message signs (10-Year program) 4) SFGO - Purchase and installation of AT&T Park Cameras <b>Note: These items are not covered by the UPP Grant.</b>	4C	18.9	-	\$7,475	\$12,975	\$7,475	\$7,774	\$8,085	\$43,784	\$43,784
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$7,475)	(\$12,975)	(\$7,475)	(\$7,774)	(\$8,085)	(\$43,784)	(\$43,784)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>												
CPKP/ CPKV	PKT	<b>SFGO PROGRAM (CURRENT):</b> 1) CPKP73 - Hazard Elimination Safety Project (HES) - SFGO 2) CPKV59 - SFGO - 3rd Street ITMS - Advanced Technology 3) CPKV61 - SFGO - Center to Center Communications	4A	35.2	\$ -	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
REF 210	PKT	<b>PARKING STRIPING PROGRAM (FUTURE)</b> - Include the striping of approx. 300 Miles over the next five year @\$3/FT. Project supported and partially funded by DPW	3C	30.6	\$ -	\$940	\$978	\$1,017	\$1,057	\$1,100	\$5,091	\$5,091
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$940)	(\$978)	(\$1,017)	(\$1,057)	(\$1,100)	(\$5,091)	(\$5,091)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
CPKXXX	PKT	<b>PARKING STRIPING PROGRAM (CURRENT)</b> - Includes various marking and striping of lanes at designated areas. 1) CPKM03 - Restore Utility Markings 2) CPKP74 - TEA Shared Lane Markings 3) CPKW03 - Townsend Street (4th-8th) Bi-Lanes	2B	50.4	\$597	\$338	-	-	-	-	\$338	\$934
		LESS FUNDED			(\$597)	(\$338)	-	-	-	-	(\$338)	(\$934)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPKXXX	PKT	<b>PARKING &amp; TRAFFIC PROJECTS</b> - Includes various improvement projects: 1) CPKM44 - Westfield Parking Improvements 2) CPKP64 - Stockton Boarding Island - widen of street and remove boarding island. 3) CPKV60 - Fell/Oak ITMS Deployment 4) CPK525 - Traffic Control System	4A	26.4	\$501	\$1,500	\$5,060	\$6,440	\$6,550	-	\$19,550	\$20,051
		LESS FUNDED			(\$501)	-	-	-	-	-	-	(\$501)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$5,060	\$6,440	\$6,550	-	\$18,050	\$18,050
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,500)	-	-	-	-	(\$1,500)	(\$1,500)
REF 211	PKT	<b>PARKING METERS</b> - Purchase and installation of an additional 1,000 parking meters per year @ \$800 each.	4A	26.4	\$ -	\$800	\$832	\$865	\$900	\$936	\$4,333	\$4,333
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$800)	(\$832)	(\$865)	(\$900)	(\$936)	(\$4,333)	(\$4,333)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 212	PKT	<b>CURB BULBS:</b> Purchase and installation of 100 per year @ \$30,000 each.	4A	26.4	\$ -	\$3,000	\$3,120	\$3,245	\$3,375	\$3,510	\$16,249	\$16,249

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$3,000)	(\$3,120)	(\$3,245)	(\$3,375)	(\$3,510)	(\$16,249)	(\$16,249)
REF 219	PKT	<b>TRAFFIC CALMING DEVICES (FUTURE)</b> - Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City.	<b>4A</b>	<b>26.4</b>	\$ -	\$1,700	\$1,768	\$1,839	\$1,912	\$1,989	<b>\$9,208</b>	<b>\$9,208</b>
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$1,700)	(\$1,768)	(\$1,839)	(\$1,912)	(\$1,989)	(\$9,208)	(\$9,208)
CPK/GPK/PPK	PKT	<b>TRAFFIC CALMING DEVICES (CURRENT)</b> - Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City. 1) CPKW37 - Install speed bumps and traffic island 2) GPKX01 - TC Project Brotherhood Way and Teresita 3) PPK003 - Livable Streets Program (RLC)	<b>4A</b>	<b>26.4</b>	\$1,269	-	-	-	-	-	-	<b>\$1,269</b>
		LESS FUNDED			(\$1,269)	-	-	-	-	-	-	(\$1,269)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Enhancement Cont'd</b>												
REF 221	PKT	<b>FLASHING BEACONS/PAVEMENT LIGHTS:</b> Purchase and installation of flashing beacons and pavement lights at various locations in the City.	<b>1C</b>	<b>62.1</b>	\$ -	\$2,000	\$2,080	\$2,163	\$2,250	\$2,340	<b>\$10,833</b>	<b>\$10,833</b>
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	\$2,000	-	-	-	-	<b>\$2,000</b>	<b>\$2,000</b>
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$2,080)	(\$2,163)	(\$2,250)	(\$2,340)	(\$8,833)	(\$8,833)
REF 288	PKT	<b>TRANSIT SIGNAL PRIORITY (TSP) DEVICES:</b> Purchase and install TSP at 600 intersections in the City. Costs approx. \$20,000 each.	<b>1A</b>	<b>100</b>	\$ -	\$2,700	\$2,808	\$2,920	\$3,037	\$3,159	<b>\$14,624</b>	<b>\$14,624</b>
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	\$4,000	-	-	-	-	<b>\$4,000</b>	<b>\$4,000</b>
		Unidentified/ SURPLUS (DEFICIT)			-	\$1,300	(\$2,808)	(\$2,920)	(\$3,037)	(\$3,159)	(\$10,624)	(\$10,624)
REF 216	PKT	<b>PEDESTRIAN REFUGE ISLANDS:</b> Install 80 pedestrian refuge islands @ \$20,000 each.	<b>4B</b>	<b>30</b>	\$ -	\$1,600	\$1,664	\$1,731	\$1,800	\$1,872	<b>\$8,666</b>	<b>\$8,666</b>
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,600)	(\$1,664)	(\$1,731)	(\$1,800)	(\$1,872)	(\$8,666)	(\$8,666)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
CPKC, CPKW, CPKS	PKT	<b>SCHOOL PEDESTRIAN SAFETY PROJECTS:</b> Installation of grant-funded curb bulbs and various pedestrian safety improvements in school areas. 1) CPKC14 & CPKW34 - Leonard Flynn Safe Routes 2) CPKC15 & CPKSF4 - Excelsior Safe Routes 3) CPKC16 & CPKSF5 - Buena Visa Safe Routes 4) CPKC17 & CPKSF3 - Marshall Safe Routes 5) Jefferson Safe Routes 6) Chinatown Safe Routes	1C	82.8	\$ -	\$859	\$1,429	\$392	\$383	\$238	\$3,301	\$3,301
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	\$378	\$629	\$173	\$168	\$105	\$1,452	\$1,452
		State			-	\$412	\$686	\$188	\$184	\$114	\$1,585	\$1,585
		Local			-	\$69	\$114	\$31	\$31	\$19	\$264	\$264
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 576	TPD	<b>BALBOA PARK STATION AREA:</b> Conduct a conceptual engineering study of station area development projects identified in the Balboa Park Station Area Plan, prepared by SF Planning department. Include feasibility analysis, cost estimates and phasing plan for the entire body of a station area improvement. Supporting studies include service planning study of bus and rail routes serving the station and operational and functional analysis of maintenance and storage activities related to the future use of Green Upper Yard site.	4A	35.2	\$27	\$981	-	-	-	-	\$981	\$1,008
		LESS FUNDED			(\$27)	(\$17)	-	-	-	-	(\$17)	(\$44)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$964)	-	-	-	-	(\$964)	(\$964)
REF 226	TPD	<b>BALBOA PARK :</b> Same as CPT #576. These projects will eventually be combined into one project.	4A	35.2	-	\$850	\$850	-	-	-	\$1,700	\$1,700
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$850)	(\$850)	-	-	-	(\$1,700)	(\$1,700)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>												

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 298	TPD	<b>GLEN PARK STATION IMPROVEMENTS:</b> Planning, environmental, design and construction of transportation improvements based on a community plan.	4A	35.2	-	\$355	\$1,375	-	-	-	\$1,730	\$1,730
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	\$1,828	-	-	-	-	\$1,828	\$1,828
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	\$1,473	(\$1,375)	-	-	-	\$98	\$98
REF 240	TPD	<b>GLEN PARK :</b> Same as REF #298. These projects will eventually be combined into one project.	4A	35.2	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	-	-	-	-	-	-	-
REF 243	TPD	<b>19TH &amp; ROSSMOOR LRV GRADE CROSSING REDESIGN:</b> Planning, redesign, and remove crosswalk and install new equipment per the 2004 DPT/MUNI Study.	1C	82.8	-	-	\$2,156	-	-	-	\$2,156	\$2,156
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	-	(\$2,156)	-	-	-	(\$2,156)	(\$2,156)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>												
			<b>1B</b>		\$ -	-	-	-	-	-	\$0	\$0
REF 215	PKT	<b>INSTALL APS AT 200 INTERSECTIONS CITYWIDE:</b> 1) APS - Purchase, design, and install for 54 intersections by 12/2007 (Complete) 2) APS - Purchase, design, and install for 49 intersections in 2009. 3) APS - Purchase, design, and install for 97 intersections in 2012.	<b>1B</b>	<b>91.2</b>	\$ -	\$1,900	\$945	\$755	-	-	\$3,600	\$3,600
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	<b>(\$1,900)</b>	<b>(\$945)</b>	<b>(\$755)</b>	-	-	<b>(\$3,600)</b>	<b>(\$3,600)</b>
CPT 524	TPD	<b>BAYVIEW CONNECTIONS STATION AREA:</b> Improve vital pedestrian connections between transit and neighborhood retail, educational and cultural facilities in the center of Bayview Hunters Point. Partially funded by a Transportation for Livable Communities (TLC) grant in the amount of \$1.8 million to complete design and first phase of construction. This includes the second phase and consists of rehab of the plaza around the Bayveiw Opera House.	<b>4B</b>	<b>30</b>	\$2,413	\$1,931	\$1,600	-	-	-	\$3,531	\$5,944
		LESS FUNDED			(\$2,413)	(\$1,395)	-	-	-	-	(\$1,395)	(\$3,808)
		<b>Federal</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$536)	(\$1,600)	-	-	-	(\$2,136)	(\$2,136)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
CPT 584	TPD	<b>BAYVIEW OAKDALE RIDERSHIP STUDY:</b> To project the ridership increases that could be anticipated on three Muni lines that serve the proposed Oakdale Avenue Caltrain Station	<b>4B</b>	<b>22.5</b>	\$4	\$3	-	-	-	-	\$3	\$6
		LESS FUNDED			(\$4)	(\$3)	-	-	-	-	(\$3)	(\$6)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
CPT 612	TPD	<b>SHORT RANGE TRANSIT PLAN (SRTP):</b> Preparation of the biennial updates to the SRTP (MTA's primary planning document) and the Capital Investment Plan (CIP). The CIP identifies and provides details of the MTA's future capital investments.	<b>1A</b>	<b>100</b>	\$31	\$120	\$125	\$130	\$135	\$141	\$651	\$681
		LESS FUNDED			(\$31)	(\$67)	-	-	-	-	(\$67)	(\$98)
		Federal			-	\$50	\$50	\$50	\$50	\$50	\$251	\$251
		State			-	-	-	-	-	-	-	-
		Local			-	\$5	\$5	\$5	\$5	\$5	\$26	\$26
		Unidentified/ SURPLUS (DEFICIT)			-	\$2	(\$70)	(\$75)	(\$80)	(\$85)	(\$307)	(\$307)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 455	SEC	<b>SECURITY PROGRAM:</b> Determine the specific scope, schedule and budget for security improvements, including security cameras and security fencing at various facilities and wayside locations.	1C	82.8	\$425	\$2,301	\$2,301	\$2,301	\$2,301	\$2,393	\$11,597	\$12,023
		LESS FUNDED			(\$425)	(\$3)	-	-	-	-	(\$3)	(\$428)
		<b>Federal</b>			-	-	-	-	-	-	\$0	\$0
		<b>State</b>			-	\$2,301	\$2,301	\$2,301	\$2,301	\$2,393	\$11,597	\$11,597
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	\$3	-	-	-	-	\$3	\$3
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 291	PKT	<b>SOUTH EAST MISSION PLAN:</b> Implementation of traffic calming plan for South East Mission District.	4B	22.5	-	\$3,200	-	-	-	-	\$3,200	\$3,200
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$3,200)	-	-	-	-	(\$3,200)	(\$3,200)
REF 292	PKT	<b>TENDERLOIN PEDESTRIAN SAFETY PLAN:</b> Implementation of pedestrian safety plan for Tenderloin Neighborhood.	4A	35.2	-	-	\$3,300	-	-	-	\$3,300	\$3,300
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$3,300)	-	-	-	(\$3,300)	(\$3,300)
REF 293	PKT	<b>GOLDEN GATE PARK PEDESTRIAN SAFETY PLAN:</b> Implementation of pedestrian safety plan for Golden Gate Park.	4A	26.4	-	\$1,700	-	-	-	-	\$1,700	\$1,700
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,700)	-	-	-	-	(\$1,700)	(\$1,700)
<b>INFRASTRUCTURE - Enhancement Cont'd</b>				-								
REF 297	FIN	<b>SBE PROGRAM DATA MGMT SYSTEM:</b> To purchase and install software and hardware and related computers to support the Contract Compliance (SBE, DBE, LBE) data management system.	4A	26.4	-	\$100	\$104	\$108	\$112	-	\$425	\$425
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	(\$104)	(\$108)	(\$112)	-	(\$425)	(\$425)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 309	TPD	<b>EMBARCADERO &amp; CIVIC CENTER CROSS PLATFORM:</b> Project will create direct, open connections between BART and Muni Metro at Civic Center and Embarcadero Stations. Project includes faregates, structural modifications, security/surveillance systems, and new electrical infrastructure. Project will also increase exit/egress capacity at two heavily used BART Stations.	4A	26.4		\$800	\$1,000	-	-	-	\$1,800	\$1,800
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$800)	(\$1,000)	-	-	-	(\$1,800)	(\$1,800)
		<b>SUBTOTAL INFRASTRUCTURE ENHANCEMENT</b>			\$28,232	\$108,350	\$71,191	\$58,217	\$51,419	\$41,590	\$330,767	\$358,999
		LESS FUNDED			(\$28,232)	(\$10,788)	-	-	-	-	(\$10,788)	(\$39,020)
		Federal			-	\$3,585	\$679	\$223	\$218	\$155	\$4,860	\$4,860
		State			-	\$2,713	\$2,987	\$2,489	\$2,485	\$2,507	\$13,182	\$13,182
		Local			-	\$6,374	\$5,680	\$6,477	\$7,086	\$24	\$25,640	\$25,640
		Unidentified/ SURPLUS (DEFICIT)			-	(\$84,890)	(\$61,845)	(\$49,028)	(\$41,630)	(\$38,903)	(\$276,296)	(\$276,296)
<b>INFRASTRUCTURE - Expansion</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 242	TPD	<b>HISTORIC LRV EXT.-GOLDEN GATE PARK:</b> Extension of track from the vicinity of existing tracks at Irving Street and 9th Avenue northward into Golden Gate Park to a terminal in the vicinity of the Golden Gate Park Concourse. Specifically, this project would allow for the F-Line Historic street car service along Market Street, on Duboce Avenue, N-Line tracks through the Sunset Tunnel to Irving Street, and proposed tracks to the museums and music concourse area in Golden Gate Park.	4A	17.6	-	-	-	-	\$5,000	-	\$5,000	\$5,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	(\$5,000)	-	(\$5,000)	(\$5,000)
REF 241	TPD	<b>HISTORIC LRV EXT.-FT. MASON:</b> Extension of the proposed E-Line from Fisherman's Wharf through National Park Service lands into Aquatic Park and Fort Mason, using the historic railway tunnel between the foot of Van Ness Avenue and Fort Mason Center. This project is supported by a unique partnership of non-profit agencies, the National Park Service, and the MTA.	4A	17.6	-	-	-	-	\$5,000	-	\$5,000	\$5,000
		LESS FUNDED			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	(\$5,000)	-	(\$5,000)	(\$5,000)
<b>INFRASTRUCTURE - Expansion Cont'd</b>												
REF 244	TPD	<b>LRT-CHINATOWN/NORTH BEACH EXT:</b> Extension of the Central Subway further north from the planned terminal at Stockton/Clay into Chinatown, through North Beach and into Fisherman's Wharf.	4A	35.2	-	-	-	-	-	\$5,000	\$5,000	\$5,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	(\$5,000)	(\$5,000)	(\$5,000)
REF 245	TPD	<b>LIGHT RAIL TRANSIT (LRT) LINE-GEARY:</b> Construct a surface/subway LRT line to replace the 38-Geary lines. Geary is in the Four Corridors Plan and is the next priority for major investment after the Central Subway. <b>(Note: This project is contingent upon Geary BRT Study)</b>	4A	17.6	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
REF 246	TPD	<b>LIGHT RAIL TRANSIT (LRT) LINE-GENEVA/OCEAN:</b> Extension of service in this corridor using an exclusive ROW. The K-Line would continue to operate on Ocean and an extension of the Third Street LRT would operate on Geneva with a terminal at Balboa Park BART or Phelan Loop.	4A	17.6	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								
REF 247	TPD	<b>LIGHT RAIL TRANSIT (LRT) LINE-VAN NESS CORRIDOR:</b> Possible extension of surface LRT in semi-exclusive ROW on Vanness, one of the four Corridors. (Note: This project is contingent upon Vanness BRT Study)	4A	17.6	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
CPT 551	TPD	<b>BUS RAPID TRANSIT (BRT) - GEARY:</b> Design and implement a rail-ready BRT project on Geary Blvd. Project includes planning, environmental, engineering, and construction. Project elements may include a dedicated lanes, better shelters, and information systems. Includes the TPS treatments on Geary east of Van Ness.	1A	100	\$424	\$1,800	\$3,000	\$111,200	\$72,000	\$30,000	\$218,000	\$218,424
		LESS FUNDED			(\$424)	(\$39)	-	-	-	-	(\$39)	(\$463)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$1,750	-	\$35,000	-	-	\$36,750	\$36,750
		Unidentified/ SURPLUS (DEFICIT)			-	(\$11)	(\$3,000)	(\$76,200)	(\$72,000)	(\$30,000)	(\$181,211)	(\$181,211)
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								
CPT 552	TPD	<b>BUS RAPID TRANSIT (BRT) - VAN NESS:</b> Design and implement a BRT project on Van Ness Avenue from Mission to North Point. Project includes planning, environmental, engineering, and construction. Project elements would be limited to the roadway and will require coordination with DPW landscaping and resurfacing projects.	1A	100	\$95	\$2,799	\$3,396	\$52,884	\$28,480	-	\$87,559	\$87,654
		LESS FUNDED			(\$95)	-	-	-	-	-	-	(\$95)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$19,000	-	-	-	-	\$19,000	\$19,000
		Unidentified/ SURPLUS (DEFICIT)			-	\$16,201	(\$3,396)	(\$52,884)	(\$28,480)	-	(\$68,559)	(\$68,559)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 230	TPD	<b>BUS RAPID TRANSIT PROGRAM (BRT):</b> Design and implement BRT in San Francisco to improve service reliability, reduce travel time, and improve passenger comfort. BRT is a rubber-tired vehicle operations configured to increase speeds and capacity through the use of exclusive travel lanes, limited stops, signal priority, low-floor transit vehicles, prepaid fare systems, and passenger information. Corridors identified are Potrero Avenue, 19th Avenue, 16th Street, Folsom Street, and the Evans/Innes corridor to Hunters Point.	1A	100	-	\$300	\$925	\$1,625	\$3,725	\$4,225	\$10,800	\$10,800
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	\$3,012	\$23,600	\$26,612	\$26,612
		Local			-	\$400	\$200	\$200	\$200	\$700	\$1,700	\$1,700
		Unidentified/ SURPLUS (DEFICIT)			-	\$100	(\$725)	(\$1,425)	(\$513)	\$20,075	\$17,512	\$17,512
						Note: FY 08/09 Revenue amount includes Prior Year's Allocation						
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								
REF 340	TPD	<b>BUS RAPID TRANSIT PROGRAM (BRT) - POTRERO:</b> Planning and environmental clearance of BRT project on Potrero Avenue between Division Street in the north and Cesar Chavez Street in the south.	1A	100	-	-	\$150	\$500	-	-	\$650	\$650
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$150)	(\$500)	-	-	(\$650)	(\$650)
REF 231	TPD	<b>CABLE CAR EXT. - FISHERMAN'S WHARF:</b> Extension of the Powell/Mason cable car line to a new off-street terminal inside the Fisherman's Wharf area to improve service for Fisherman's Wharf bound passengers, enhance passenger safety, and improve traffic circulation.	4A	17.6	-	-	-	-	-	-	-	-
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-
REF 251	TPD	<b>M-LINE/J-LINE TERMINAL PROJECT:</b> Construct a surface multi-track terminal for the M-Oceanview at Balboa Park or a J-M joint facility near Park Merced, San Francisco State University, and Stonestown to provide operating flexibility and improved safety and access to these major transit hubs, as guided by developments in the Balboa Park Station Area Plan and the TEP project.	4A	35.2	-	-	-	\$8,050	\$5,950	-	\$14,000	\$14,000
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	(\$8,050)	(\$5,950)	-	(\$14,000)	(\$14,000)
<b>INFRASTRUCTURE - Expansion Cont'd</b>												
REF 264	TPD	<b>ROUTE ELECTRIFICATION PROGRAM:</b> Phased program of trolley coach extensions and motor coach conversions to trolley coach operation. Includes the provisions for a new trolley coach facility if the size of the trolley coach fleet expands beyond its current number of vehicles.	4B	30	-	-	-	-	-	\$149,292	\$149,292	\$149,292
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	(\$149,292)	(\$149,292)	(\$149,292)
REF 341	TPD	<b>ROUTE ELECTRIFICATION PROGRAM - 22 LINE TRANSIT PREFERENTIAL STREET IMPROVEMENTS and MISSION BAY EXTENSION:</b> Enhancement of Muni 22-Filmore trolley coach line service by constructing transit preferential streets (TPS) treatments along the line and an extension to Mission Bay.	4B	30	-	\$3,500	\$8,488	-	-	-	\$11,988	\$11,988
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$3,500)	(\$8,488)	-	-	-	(\$11,988)	(\$11,988)
<b>INFRASTRUCTURE - Expansion Cont'd</b>												
CPT 522 & CPT 305/433	TPD	<b>THIRD STREET PHASE 1 - IOS/MME:</b> Construction of the Initial Operating Segment (IOS) which includes trackway and related facilities. Construction of the Metro East (MME) light rail Maintenance Facility. Purchase of 10 LRVs for expanded Mission Bay service. This line will extend from the end of the MMX at Fourth & King Street, across the Fourth Street bridge, along Third Street to terminus in the vicinity of the Bayshore Caltrain Station.	1A	100	\$515,268	\$56,066	\$46,723	-	-	-	\$102,789	\$618,057
		LESS FUNDED			(\$515,268)	(\$45,668)	-	-	-	-	(\$45,668)	(\$560,935)
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	\$4,520	-	-	-	\$4,520	\$4,520
		Unidentified/ SURPLUS (DEFICIT)			-	(\$10,398)	(\$42,203)	-	-	-	(\$52,602)	(\$52,602)
CPT 580	TPD	<b>THIRD STREET PHASE 1 - MB LOOP:</b> Construction of a Third Street short line terminal loop in Mission Bay, near Third and 18th Street. The loop will allow for short line operation to serve anticipated heavy demand in the Mission Bay area.	1A	100	\$9	\$3,662	-	-	-	-	\$3,662	\$3,671
		LESS FUNDED			(\$9)	(\$229)	-	-	-	-	(\$229)	(\$238)

SFMTA CIP FY 2009-2013

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	(\$3,433)	-	-	-	-	(\$3,433)	(\$3,433)
<b>INFRASTRUCTURE - Expansion Cont'd</b>												
CPT 544	TPD	<b>THIRD STREET PHASE 2 - CENTRAL SUBWAY:</b> Extension and construction of the Third Street Corridor project which includes the new Central Subway to Chinatown. Extension of the Third Street Light Street Line into a new subway generally a north-south alignment under Third Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes the procurement of four LRVs.	<b>1A</b>	<b>100</b>	\$37,061	\$23,140	\$65,830	\$226,560	\$316,160	\$275,650	<b>\$907,340</b>	<b>\$944,401</b>
		LESS FUNDED			(\$37,061)	(\$24,555)	-	-	-	-	(\$24,555)	(\$61,616)
		<b>Federal</b>			-	<b>\$10,250</b>	<b>\$10,000</b>	<b>\$92,500</b>	<b>\$120,000</b>	<b>\$120,000</b>	<b>\$352,750</b>	<b>\$352,750</b>
		<b>State</b>			-	<b>\$39,000</b>	<b>\$32,000</b>	<b>\$276,000</b>	-	-	<b>\$347,000</b>	<b>\$347,000</b>
		<b>Local</b>			-	<b>\$118,420</b>	<b>\$117,720</b>	<b>\$142,850</b>	<b>\$126,360</b>	<b>\$134,290</b>	<b>\$639,640</b>	<b>\$639,640</b>
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>\$169,085</b>	<b>\$93,890</b>	<b>\$284,790</b>	<b>(\$69,800)</b>	<b>(\$21,360)</b>	<b>\$456,605</b>	<b>\$456,605</b>
REF 213	PKT	<b>PARKING METERS:</b> Purchase and installation of 200 new multi-space parking meters. Costs approx. \$25,000 each.	<b>4A</b>	<b>26.4</b>	-	-	\$5,000	\$5,200	\$5,408	-	<b>\$15,608</b>	<b>\$15,608</b>
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		Unidentified/ SURPLUS (DEFICIT)			-	-	(\$5,000)	(\$5,200)	(\$5,408)	-	(\$15,608)	(\$15,608)
REF 268	PKT	<b>SIGN INVENTORY/TRACKING SYSTEM:</b> Purchase of new computer application and system to include hardware and software for tracking and inventorying traffic signs to replace obsolete systems.	4A	35.2	-	\$1,000	\$1,040	\$1,082	\$1,125	\$1,170	\$5,416	\$5,416
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,000)	(\$1,040)	(\$1,082)	(\$1,125)	(\$1,170)	(\$5,416)	(\$5,416)
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 320	ITS	<b>APPLICATION INTEGRATION AND BUSINESS INTELLIGENCE:</b> Consolidate all existing data captured in newly MTA applications including: Scheduling and Dispatch system (Trapeze), Vehicle and Material Management System (SHOPS), Automated Vehicle Location (AVL-NextBus) system, APC(Automatic Passenger Counting) and TransitSafe System with fundamental HR, Finance and GIS data to ensure data flows efficiently and effectively among all individual applications. This system will align the IT with business units to improve the processing of business strategies, management reporting, business activity monitoring and decision making, real-time data quality, and provide a dashboard for KPIs and statistical reporting.	1A	100	-	\$500	\$520	\$541	\$562	\$585	\$2,708	\$2,708
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	<b>\$410</b>	<b>\$400</b>	<b>\$200</b>	-	-	<b>\$1,010</b>	<b>\$1,010</b>
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$90)</b>	<b>(\$120)</b>	<b>(\$341)</b>	<b>(\$562)</b>	<b>(\$585)</b>	<b>(\$1,698)</b>	<b>(\$1,698)</b>
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 322	ITS	<b>MTA GIS:</b> Enhance and expand MTA's GIS to capture and distribute spatial data throughout the organization to allow planners, security, safety and maintenance quick and easy access to maps of Muni facilities and City demographics. New spatial layers would include accessible facilities, underground feeders, station plans, rail/tracks and switches, Muni yards and buildings, and overhead facilities. These layers would be centralized in an easily accessible and comprehensive geodatabase for integration into existing reports and software systems (NextBus, APC, DVR, etc.), plus new mapping applications. Costs would include additional storage, handheld devices ruggedized laptops for field data collection, GIS software, software training, and consultant fees for scanning, georeferencing and geodatabase build.	1A	100	-	\$600	\$624	\$649	\$675	\$702	\$3,250	\$3,250
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$100	\$100	\$100	\$100	-	\$400	\$400
		Unidentified/ SURPLUS (DEFICIT)			-	(\$500)	(\$524)	(\$549)	(\$575)	\$ (701,915)	(\$2,850)	(\$2,850)
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 323	ITS	<b>TECHNOLOGY PLANNING:</b> Security Implementation, Infrastructure Expansion and Integration Activities. Assess risk, plan mitigation and implement cyber security on all platforms. Upgrade existing network (fiber, wireless, etc.) to connect all locations, SCADA systems, improve bandwidth and make CCTV and other security services available MTA-wide. Ensure recoverability and redundancy for mission critical systems and revenue streams. Prepare for data service recovery and application delivery after a major disaster. Integrate network services, improve service delivery and speed data flow throughout the entire MTA. Procurement and replacement of data processing and office equipment to support all departments.	1A	100	-	\$1,500	\$1,560	\$1,622	\$1,687	\$1,755	\$8,124	\$8,124
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	\$150	\$150	\$200	\$200	\$200	\$900	\$900
		Unidentified/ SURPLUS (DEFICIT)			-	(\$1,350)	(\$1,410)	(\$1,422)	(\$1,487)	(\$1,555)	(\$7,224)	(\$7,224)
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 324	ITS	<b>ELECTRONIC DOCUMENT MANAGEMENT:</b> Purchase and installation of an agency-wide electronic document storage, retrieval, scanning, indexing and search software and hardware system. Will enhance our ability to capture and use safety and training docs, historical photos and as-builts of facilities.	2B	50.4	-	\$300	\$312	\$324	\$337	\$351	\$1,625	\$1,625
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$312)	(\$324)	(\$337)	(\$351)	(\$1,625)	(\$1,625)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 325	ITS	<b>TRANSLINK:</b> Monitoring the ERG contractor for device installation on rolling stock, including Q/A on all installs, managing the training logistics for operations and maintenance staff which includes 18 training modules, finalize system business requirements for MTA rollout in '07, implementing finance and accounting systems, including daily reconciliation processes, System launch planning including stakeholder outreach and fare incentives. Also included is the Regional Fare Study which MTA heads. Not included are the annual transaction fees. Also, if the MTA was to go 100% TransLink at some point, CIP Projects # 25, 127, 128, 129 and 290 could be scaled down or eliminated. (Funded by MTC)	1A	100	-	\$300	\$312	\$324	\$337	\$351	\$1,625	\$1,625
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	\$380	\$380	\$380
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$312)	(\$324)	(\$337)	\$29	(\$1,245)	(\$1,245)
		<b>INFRASTRUCTURE - Expansion Cont'd</b>		-								
					-						\$0	\$0

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 327	ITS	<b>311 EXPANSION:</b> Expand 311 System to capture agency-wide customer complaints, including integrating customer complaints into Trapeze, DPT/PCO complaints, etc. Includes wireless, handheld devices, and information technology infrastructure. Automate manual business processes in DPT.	4A	17.6	-	\$100	\$104	\$108	\$112	\$117	\$542	\$542
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/ SURPLUS (DEFICIT)</b>			-	<b>(\$100)</b>	<b>(\$104)</b>	<b>(\$108)</b>	<b>(\$112)</b>	<b>\$ (116,986)</b>	<b>(\$542)</b>	<b>(\$542)</b>

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 329	ITS	<b>LEARNING MANAGEMENT SYSTEM (LMS)/LEARNING CONTENT MANAGEMENT SYSTEM:</b> Purchase a LMS and related IT infrastructure establish a permanent repository for training, testing, and certification of employee records. Distribution training information across the entire organization, in the form of computer-based training (CBT), reference information, and training materials that can be delivered to an individual's desktop, a workstation in a kiosk-type application, or in a classroom multi-media presentation. Resource files for use within training presentations and programs, like photos, video files, audio files, or reference documents in various formats to be catalogued, retrieved, and distributed.	4A	17.6	-	\$400	\$416	\$433	\$450	\$468	\$2,167	\$2,167
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$400)	(\$416)	(\$433)	(\$450)	(\$468)	(\$2,167)	(\$2,167)
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 331	ITS	<b>SYSTEM INTEGRATION/EMPLOYEE PERFORMANCE TRACKING:</b> Provide the hardware and software to improve manager/supervisor access and review of an employee's "performance profile." "Flag" an employee who may be heading into disciplinary problems. Integrate Passenger Service Reports (PSRs), accidents and incidents, attendance and miss-out history, training history, and rule violation / disciplinary action history. Provide a "performance profile" based on the employee data and the indicators above. Include detail information on a single performance parameter, and reporting tools that compare the employee to the larger population system-wide, at their division, and with operators of similar seniority (length of service). Build these standardized reports that include employee "report cards," letting each employee know where they stand in comparison with their peers.	4A	17.6	-	\$300	\$312	\$324	\$337	\$351	\$1,625	\$1,625
		LESS FUNDED			-	-	-	-	-	-	-	-
		Federal			-	-	-	-	-	-	-	-
		State			-	-	-	-	-	-	-	-
		Local			-	-	-	-	-	-	-	-
		Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$312)	(\$324)	(\$337)	(\$351)	(\$1,625)	(\$1,625)
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
REF 332	ITS	<b>OPERATOR TRAINING, COACHING, AND PERFORMANCE MANAGEMENT SYSTEM</b> - Provide the software and IT infrastructure to improve our training methods and to document and track performance. The system will be used "live" on a transit vehicle, combining database, global positioning satellite (GPS), and digital video technologies into an integrated training and analytical tool. Driving events are flagged and captured in a database, using an electronic evaluation form.	4A	17.6	-	\$350	\$364	\$379	\$394	\$409	\$1,896	\$1,896
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	-	-	-	-	-	-	-
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$350)	(\$364)	(\$379)	(\$394)	(\$409)	(\$1,896)	(\$1,896)
<b>INFRASTRUCTURE - Expansion Cont'd</b>				-								
REF 333	ITS	<b>TRAPEZE</b> - Finalize Trapeze implementation, integration to 311, add the DPT workforce in the Trapeze application. Includes labor, hardware and software changes.	1A	100	-	\$200	\$208	\$216	\$225	\$234	\$1,083	\$1,083
		LESS FUNDED			-	-	-	-	-	-	-	-
		<b>Federal</b>			-	-	-	-	-	-	-	-
		<b>State</b>			-	-	-	-	-	-	-	-
		<b>Local</b>			-	\$50	\$50	-	-	-	\$100	\$100
		<b>Unidentified/SURPLUS (DEFICIT)</b>			-	(\$150)	(\$158)	(\$216)	(\$225)	(\$234)	(\$983)	(\$983)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)
		SUBTOTAL INFRASTRUCTURE EXPANSION			\$552,856	\$96,817	\$139,284	\$412,022	\$447,966	\$470,660	\$1,566,749	\$2,119,605
		LESS FUNDED			(\$552,856)	(\$70,491)	-	-	-	-	(\$70,491)	(\$623,348)
		Federal			-	\$10,660	\$10,400	\$92,700	\$120,000	\$120,380	\$354,140	\$354,140
		State			-	\$39,000	\$32,000	\$276,000	\$3,012	\$23,600	\$373,612	\$373,612
		Local			-	\$139,870	\$122,740	\$178,350	\$126,860	\$135,190	\$703,010	\$703,010
		Unidentified/ SURPLUS (DEFICIT)			-	\$163,204	\$25,856	\$135,028	(\$198,094)	(\$191,490)	(\$65,496)	(\$65,496)
		<b>TOTAL INFRASTRUCTURE</b>			<b>\$709,226</b>	<b>\$419,927</b>	<b>\$411,372</b>	<b>\$655,982</b>	<b>\$644,955</b>	<b>\$628,165</b>	<b>\$2,760,402</b>	<b>\$3,469,627</b>
		LESS FUNDED			(\$709,226)	(\$200,672)	-	-	-	-	(\$200,672)	(\$909,897)
		Federal			-	\$56,445	\$58,879	\$141,223	\$160,718	\$154,535	\$571,800	\$571,800
		State			-	\$51,646	\$34,987	\$278,489	\$5,497	\$26,107	\$396,727	\$396,727
		Local			-	\$210,217	\$162,231	\$214,218	\$143,321	\$154,464	\$884,451	\$884,451
		Unidentified/ SURPLUS (DEFICIT)			-	\$99,053	(\$155,276)	(\$22,052)	(\$335,419)	(\$293,059)	(\$706,753)	(\$706,753)
		<b>GRAND TOTAL</b>			<b>\$1,759,071</b>	<b>\$868,730</b>	<b>\$827,604</b>	<b>\$1,047,797</b>	<b>\$930,980</b>	<b>\$862,689</b>	<b>\$4,537,799</b>	<b>\$6,296,871</b>
		LESS FUNDED			(\$1,759,071)	(\$352,731)	-	-	-	-	(\$352,731)	(\$2,111,802)
		Federal			-	\$96,708	\$108,575	\$198,760	\$228,881	\$188,655	\$821,579	\$821,579
		State			-	\$74,022	\$62,486	\$305,988	\$29,987	\$29,922	\$502,407	\$502,407
		Local			-	\$238,456	\$181,895	\$238,312	\$189,653	\$332,818	\$1,181,133	\$1,181,133
		Unidentified/ SURPLUS (DEFICIT)			-	(\$106,813)	(\$474,648)	(\$304,737)	(\$482,458)	(\$311,294)	(\$1,679,949)	(\$1,679,949)

Ref No.	Division	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/31/08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Project Costs Thru FY 12-13 (Incl PY Actuals)

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
<b>FEDERAL FUNDS</b>		-	-							
1	<b>SECTION 5303 - FTA - METROPOLITAN PLANNING PROGRAM:</b> FTA distributes these funds based upon urbanized area population and an FTA administrative formula. These funds are used to address the planning needs in urbanized areas. Currently, 22 Bay Area transit operators request FTA Section 5303 funds for assistance in preparing their Short Range Transit Plans (SRTP). <b>This funding was previously Section 8 - FTA Planning.</b>	Federal Share 80% Local Match 20%	\$414	\$50	\$50	\$50	\$50	\$50	\$251	\$665

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
2	<p><b>SECTION 5307 - FTA URBANIZED AREA FORMULA:</b> FTA distributes these funds based upon urbanized area population. For areas with populations of \$200,000 or more, the formula is based on a combination of bus revenue vehicles miles, bus passenger miles, fixed guideway revenue miles, and fixed guideway route miles as well as population and population density. The Bay Area consists of 12 urbanized areas, 5 large, including Muni's service area, and 7 small. Eligible costs include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In accordance with specific guidelines, these funds can be used to fund preventive maintenance, American with Disabilities Act (ADA), and Clean Air Act related costs. <b>This funding was previously Section 9 - FTA Formula Replacement.</b></p>	<p>Federal Share 80% Local Match 20%</p>	\$612,560	\$29,883	\$27,000	\$34,517	\$40,422	\$25,000	\$156,822	\$769,382

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement		Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
3	<b>SECTION 5307 - FTA URBANIZED AREA FORMULA - ADA SETASIDE:</b> In general, large urbanized area formula funds are used for transit capital replacement purposes only (not expansion) including rolling stock and facility projects. However, 10% of these funds are set aside for projects related to the American with Disabilities Act (ADA).	Federal Share 90% Local Match 10%		\$2,421	-	-	-	-	-	-	\$2,421

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
4	<p><b>SECTION 5309 - FTA - FIXED GUIDEWAY (FG):</b> FTA allocates these funds based upon a statutory formula to urbanized areas with rail systems that have been in operation for at least seven years. Currently, there are 7 transit operators in the Bay Area that request Section 5309 FG funds. A “fixed guideway” refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. Eligible costs include capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance. <b>This funding was previously Section 3 - FTA - Fixed Guideway/Rail Mod.</b></p>	<p>Federal Share 80% Local Match 20%</p>	\$440,809	\$53,152	\$52,798	\$52,949	\$53,947	\$35,125	\$247,971	\$688,780

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
5	<b>SECTION 5309 - FTA - BUS/ ALTERNATIVE FUEL (BS):</b> These are discretionary funds at the Congressional level. Congress fully earmarks all available funding and funds remain available for obligation for three fiscal years (i.e., the fiscal year in which the funding amount is made available or appropriated plus two additional years.) <b>This funding was previously Section 3 - FTA - Bus/ Alternative Fuel.</b>	Federal Share 80% Local Share 20%	\$55,633	\$2,963	\$7,000	\$7,000	\$8,000	\$8,000	\$32,963	\$88,596
6	<b>SECTION 5309 - FTA - NEW STARTS (NS) &amp; EXPANSION:</b> The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process. Major new fixed guideway projects, or extension to existing systems financed with New Starts funds, typically receive these funds through a full funding grant agreement that defines the scope of the project and specifies the total multi-year Federal commitment to the project. Funding allocation recommendations are made in an annual report to Congress: "Annual Report on New Starts."	Federal Share 80% Local Share 20%	\$68,503	\$10,250	\$10,000	\$92,500	\$120,000	\$120,000	\$352,750	\$421,253

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
7	<p><b>SURFACE TRANSPORTATION PROGRAM (STP) TRANSIT CAPITAL SHORTFALL:</b>            These funds are the most flexible and may be used (as capital funding) for public transportation capital investment and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, transit research and development and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures. STP funds are distributed among various population and programmatic categories within a State. Some program funds are made available to metropolitan planning areas containing urbanized areas over 200,000 population. The largest portion of STP funds may be used anywhere within the State to which they are apportioned. <b>Currently, MTA receives these funds through the State Transportation (Regional) Improvement Program (STIP) outlined below.</b></p>		\$229,043	-	-	-	-	-	-	\$229,043
8	<p><b>FEDERAL CONGESTION MITIGATION:</b>            These funds are jointly administered by the FHWA and FTA under the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU) to encourage transit agencies to invest in projects that reduce criteria air pollutants, reduce congestion, and other cost-effective emission reduction activities.</p>		\$37,053	-	-	-	-	-	-	\$37,053

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
9	<b>FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA-21):</b> This involves flexing funds between Federal Highway Administration (FHWA) and FTA programs, as well as use of the considerable program flexibility through multimodal eligibility. Flexible funding, in this context, includes all flexing of program dollars between FTA and FHWA (in either direction) from any eligible funding source. It is comprised of formal transfers of FHWA funds to FTA for transit purposes, formal transfers from FTA funds to FHWA for highway purposes, and direct use by FHWA or its grantees for transit purposes. Muni receives a small portion of these funds each year through the STIP. <b>These funds were authorized by the Transportation Equity Act for the 21st Century of 1998 (TEA-21)</b>		\$4,263	\$410	\$427	\$444	\$462	\$480	\$2,222	\$6,485

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement		Allocations Thru FY 07-08		FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total		Total Allocations Thru FY 12-13 (Incl Prior Years)
10	<b>FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA):</b> These funds are used as emergency relief for costs related to disasters for State and Local governments.			\$313		-	-	-	-	-	-		\$313
11	<b>FEDERAL OTHER - VARIOUS SOURCES:</b> Miscellaneous Federal Revenues			\$17,450		-	\$11,300	\$11,300	\$6,000	-	\$28,600		\$46,050
<b>TOTAL FEDERAL FUNDS</b>				<b>\$1,468,462</b>		<b>\$96,708</b>	<b>\$108,575</b>	<b>\$198,760</b>	<b>\$228,881</b>	<b>\$188,655</b>	<b>\$821,579</b>		<b>\$2,290,041</b>
<b>STATE FUNDS</b>		-	-										

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
12	<p><b>STATE (REGIONAL) TRANSPORTATION IMPROVEMENT PROGRAM (STIP):</b> The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). MTC is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The biennial RTIP is then submitted to the California Transportation Commission (CTC) for inclusion in the STIP. The California Department of Transportation (Caltrans) is responsible for developing the ITIP.</p>		\$22,570	\$30,000	\$32,000	\$26,000	-	-	\$88,000	\$110,570

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
13	<p><b>PROPOSITION 1B - STATE TRANSPORTATION INFRASTRUCTURE BOND:</b> On November 7, 2006, California voters approved the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). This bond authorized \$2 billion in general obligation bond proceeds to be available for projects in the State Transportation Improvement Program (STIP), to augment funds otherwise available for the STIP from other sources. Proposition 1B directed \$3.6 billion of the state's roughly \$20 billion infrastructure bond toward transit capital improvements, including about \$1.3 billion for projects in the Bay Area. Within this \$1.3 billion, about \$347 million is anticipated to be distributed to MTC through the statutorily defined formula, and roughly \$922 million will be distributed directly to the transit operators.</p>		\$4,000	\$29,600	\$29,600	\$279,600	\$29,600	\$29,600	\$398,000	\$402,000

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
14	<b>PROPOSITION 42 - STATE GAS TAX REVENUES</b> : On November 2002, the California voters approved the Transportation congestion Improvement Act - (Proposition 42). This legislation requires that gasoline State sales taxes be used for state and local transportation purposes.		\$2,296	-	-	-	-	-	-	\$2,296
15	<b>STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM (TCI)</b> : These funds are administered by the California Transportation Commission and appropriated to Caltrans to fund transit capital improvement projects such as railroad rights-of way acquisition, bus rehabilitation, exclusive public mass transit guide ways and rolling stock, grade separations, intermodal transfer stations, ferry vessels and terminals.		\$26,088	-	-	-	-	-	-	\$26,088

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
16	<b>STATE TRAFFIC SYSTEMS MANAGEMENT PROGRAM:</b> These funds are used to encourage development and implementation of innovative technologies and strategies to improve public transportation and ridership such as advanced vehicle identification, traveler information, electronic fare payment, etc.		\$712	-	-	-	-	-	-	\$712
17	<b>TRAFFIC CONGESTION RELIEF PROGRAM:</b> These funds are used to support projects related to improving air quality and reducing traffic congestion.		\$147,389	\$9,000	-	-	-	-	\$9,000	\$156,389

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
18	<b>PROPOSITION 108 - RAIL BONDS:</b> Enacted by California voters, the Passenger Rail and Clean Air Bond Act of 1990, these funds are the bond proceeds from the sale of State general obligation rail bonds for rail transit purposes.		\$32,535	-	-	-	-	-	-	\$32,535
19	<b>PROPOSITION 116 - RAIL BONDS:</b> Enacted by California voters, the Clean Air and Transportation Improvement Bond Act of 1990, these funds are the bond proceeds from the sale of State general obligation rail bonds for rail transit purposes.		\$12,070	-	-	-	-	-	-	\$12,070
20	<b>PETROLEUM VIOLATION ESCROW ACCOUNT:</b> These funds are administered by the State of California consisting funds collected as a result of violation for overcharging for federal oil.		\$239	-	-	-	-	-	-	\$239

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement		Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
21	<b>TRANSPORTATION ENHANCEMENT (TE) RESERVE:</b> A region may, in its RTIP, propose a reserve from its county share for each year of the STIP for projects eligible for funding from Federal Transportation Enhancement (TE) funds. The CTC may allocate (or may authorize Caltrans to allocate) funds from this reserve, at the request of the region. STIP funds programmed and allocated from this reserve (including State match for Federal funds) are available for any purpose permissible for Federal TE apportionments.			\$124	\$208	\$200	\$200	\$204	\$208	\$1,020	\$1,144
22	<b>STATE OTHER - VARIOUS SOURCES:</b> Miscellaneous State Revenues and adjustments			(\$4,680)	\$5,214	\$686	\$188	\$183	\$114	\$6,385	\$1,705
<b>TOTAL STATE FUNDS</b>				\$243,344	\$74,022	\$62,486	\$305,988	\$29,987	\$29,922	\$502,405	\$745,749
<b>LOCAL/REGIONAL FUNDS</b>		-	-								

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
23	<b>AB 664 - BRIDGE TOLLS:</b> In 1997 California voters adopted Assembly Bill 664, a 25 cents toll for automobile travel on the Bay Bridge and a 5 cents toll for automobile travel across the Dumbarton and San Mateo Bridges. These funds are statutorily limited to transit related capital projects in the vicinity of these bridges. MTC uses these funds for local match requirements for high scoring transit capital projects that serve the bridge corridors, and distributes these funds with 70% to the East Bay and 30% to the West Bay.		\$46,334	\$1,392	\$2,277	\$2,111	\$4,156	\$4,085	\$14,021	\$60,355
24	<b>REGIONAL MEASURE 1- BRIDGE TOLL:</b> A \$1 increase in tolls for automobiles on all state owned toll bridges was approved by California voters in 1988, RM1's primary purpose was to fund transit improvements in the toll bridge corridors. Funds are available for reducing vehicular congestion and rail transit capital extensions. RM 1 funds must be distributed 70% to the East Bay and 30% to the West Bay.		\$5,193	-	-	-	-	-	-	\$5,193

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
25	<b>REGIONAL MEASURE 2 - BRIDGE TOLLS:</b> In March 2004, Bay Area voters passed Regional Measure 2 (RM2), which raised bridge tolls on the seven state owned bridges (the Golden Gate Bridge is not owned by the State) from \$2 to \$3. The additional \$1 is used for a variety of projects to alleviate congestion in the transbay bridge corridors.		\$77,145	-	-	-	-	-	-	\$77,145
26	<b>TDA/STA - REGIONAL:</b> The Transit Development Act (TDA) funds are generated from the sales tax collected within San Francisco County (1/4 of 1% of the total 8.5% County Sales Tax). The TDA revenue allocation s based on an estimate of sales tax revenues provided by the City Controller. The State Transit Assistance (STA) revenue-based assistance comes from a state sales tax on diesel fuel.		\$1,256	-	-	-	-	-	-	\$1,256

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
27	<b>TFCA - AB 434 - REGIONAL:</b> The Transportation Fund for Clean Air Program was initiated by State Assembly Bill 434 in 1991. This bill authorized local Air Districts to use a four-dollar surcharge on Department of Motor Vehicle registration fees to fund traffic mitigation, alternative transportation, and clean fuel projects for local governmental agencies. These funds are used to cover projects costs related to clean fuel buses, alternative fuel vehicle demonstrations, traffic management, rail/bus integration and regional transit information.		\$4,384	\$200	\$200	\$200	\$200	\$200	\$1,000	\$5,384
28	<b>TFCA - AB 434 - PROGRAM MANAGER FUNDS:</b> Same as above. These funds are used to cover project management costs related to projects under this program.		\$1,123	\$50	\$50	\$50	\$50	\$50	\$250	\$1,373
29	<b>PROPOSITION B - CAPITAL SF TRANSPORTATION SALES TAX:</b> This funding was superseded by Proposition K (See below).		\$333,888	-	-	-	-	-	-	\$333,888

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
30	<b>PROPOSITION K - SAN FRANCISCO 1/2 CENT SALES TAX:</b> The San Francisco County Transportation Authority (SFCTA) administers and oversees the delivery of the Proposition K (Prop K) half-cent local transportation sales tax program and New Expenditure Plan, which was passed by 75% of San Francisco voters in November 2003. The Authority was created in 1989 to administer Prop K's predecessor, the Proposition B half-cent transportation sales tax program, which began in 1990 and continued until superseded by Prop K. Includes MTC match, MTA portion, Parking and Traffic, and Transit Security portion.		\$278,472	\$139,689	\$70,323	\$102,816	\$63,399	\$26,152	\$402,379	\$680,851
31	<b>LRV LEASE/LEASE BACK FUNDS:</b> These funds were generated as a result of the lease back agreement for the BREDAs LRVs.		\$15,754	-	-	-	-	-	-	\$15,754
32	<b>SF MUNI RAILWAY IMPROVEMENT CORPORATION (SFRMIC):</b> These funds are used to finance capital project costs through the use of this corporation.		\$19,574	\$500	\$500	\$500	\$500	\$500	\$2,500	\$22,074
33	<b>TRANSIT IMPACT DEVELOPMENT FEE:</b> These funds are generated from one-time transit impact fees paid by developers of new or expanded commercial development citywide.		\$14,940	-	-	-	-	-	-	\$14,940

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
34	<b>HETCH HETCHY CAPITAL RESERVES:</b> These funds are generated by City revenues.		\$82	-	-	-	-	-	-	\$82
35	<b>GENERAL FUND - SF CITY:</b> These funds are transfers from the City's General Fund accounts.		\$23	-	-	-	-	-	-	\$23
36	<b>MUNICIPAL TRANSPORTATION FUND:</b> These funds are generated from the MTA's General Fund Operating account and are dedicated.		\$7,821	\$5	\$5	\$5	\$5	\$5	\$26	\$7,847
37	<b>BART CAPITAL RESERVES:</b> These funds are generated by BART used for transit related projects.		\$57	-	-	-	-	-	-	\$57
38	<b>OPERATING TRANSFERS:</b> Transfers from General Fund Operating account and are non-dedicated.		\$3,470	\$77,580	\$87,870	\$112,100	\$101,800	\$134,290	\$513,640	\$517,110
39	<b>LOCAL OTHER - VARIOUS SOURCES:</b> Miscellaneous local revenues, other financing, and new revenues sources.		\$34,588	\$19,040	\$20,670	\$20,530	\$19,544	\$167,536	\$247,320	\$281,908

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5-Year CIP Total	Total Allocations Thru FY 12-13 (Incl Prior Years)
	<b>TOTAL LOCAL/REGIONAL FUNDS</b>		<b>\$844,104</b>	<b>\$238,456</b>	<b>\$181,895</b>	<b>\$238,312</b>	<b>\$189,654</b>	<b>\$332,818</b>	<b>\$1,181,136</b>	<b>\$2,025,240</b>
	<b>TOTAL CAPITAL PROGRAM FUNDS</b>		<b>\$2,555,911</b>	<b>\$409,186</b>	<b>\$352,956</b>	<b>\$743,060</b>	<b>\$448,522</b>	<b>\$551,395</b>	<b>\$2,505,120</b>	<b>\$5,061,030</b>
	Federal Funds		-	<b>\$96,708</b>	<b>\$108,575</b>	<b>\$198,760</b>	<b>\$228,881</b>	<b>\$188,655</b>	<b>\$821,579</b>	<b>\$821,579</b>
	State Funds		-	<b>\$74,022</b>	<b>\$62,486</b>	<b>\$305,988</b>	<b>\$29,987</b>	<b>\$29,922</b>	<b>\$502,405</b>	<b>\$502,405</b>
	Local Funds		-	<b>\$238,456</b>	<b>\$181,895</b>	<b>\$238,312</b>	<b>\$189,654</b>	<b>\$332,818</b>	<b>\$1,181,136</b>	<b>\$1,181,136</b>
	Less Project Costs/unspent		-	<b>(\$515,999)</b>	<b>(\$827,604)</b>	<b>(\$1,047,797)</b>	<b>(\$930,980)</b>	<b>(\$862,689)</b>	<b>(\$4,185,069)</b>	<b>(\$4,185,069)</b>
	Unidentified/ SURPLUS (DEFICIT)		-	<b>(\$106,813)</b>	<b>(\$474,648)</b>	<b>(\$304,737)</b>	<b>(\$482,458)</b>	<b>(\$311,294)</b>	<b>(\$1,679,949)</b>	<b>(\$1,679,949)</b>

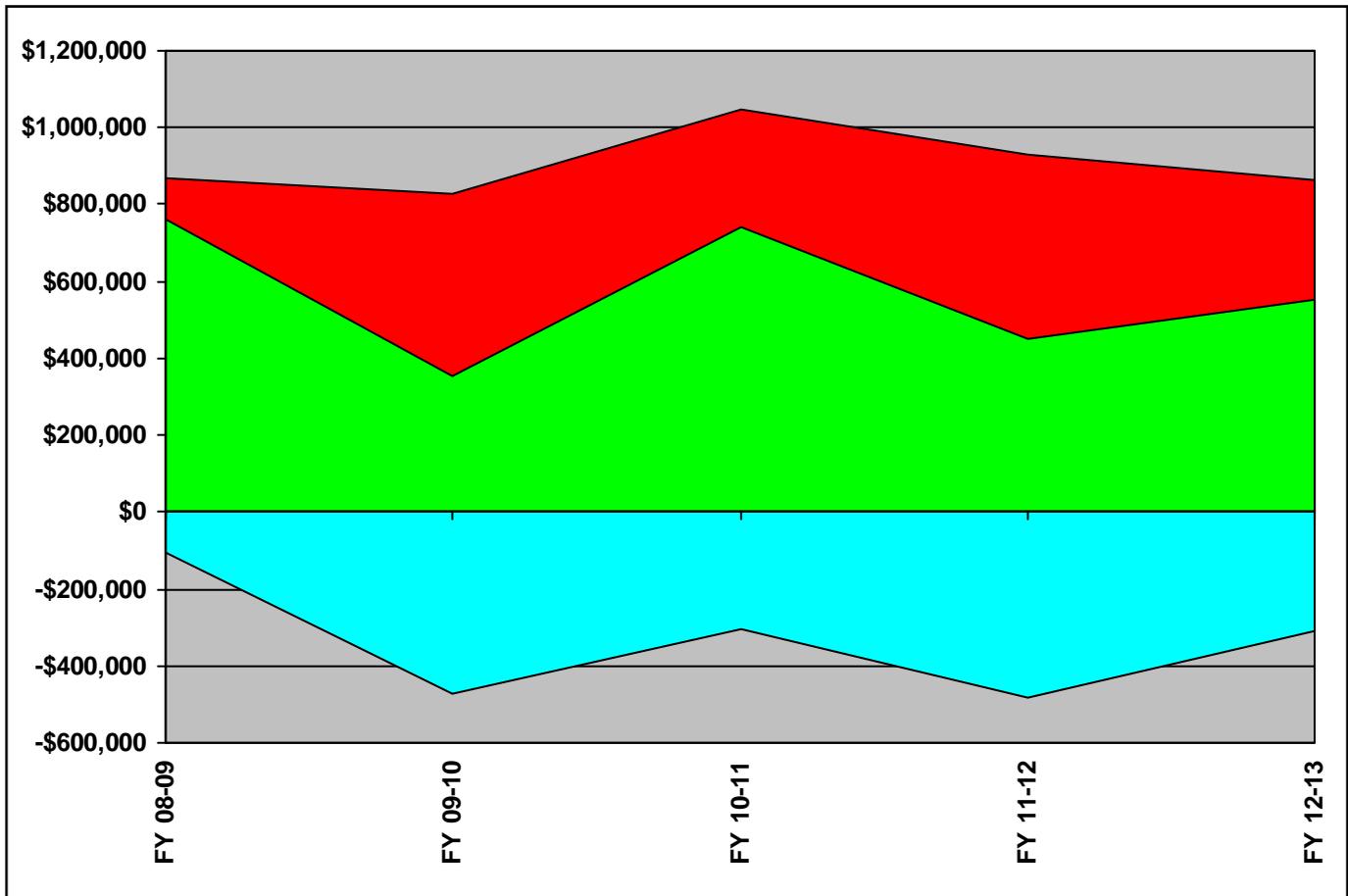
	<u>FY 08/09</u>	<u>FY09/10</u>	<u>FY10/11</u>	<u>FY11/12</u>	<u>FY12/13</u>	<u>TOTAL</u>	<u>% of Total</u>
<b>EQUIPMENT</b>							
Expenditures	\$91,639	\$105,521	\$98,667	\$75,821	\$76,052	\$447,700	9.9%
Carryforward	\$1,703	-	-	-	-	\$1,703	
Federal	\$300	\$900	-	-	-	\$1,200	
State	\$4,031	\$3,899	\$3,899	\$3,903	\$3,815	\$19,547	
Local	\$6,505	\$6,547	\$5,809	\$2,467	\$147,065	\$168,394	
Revenues	\$12,539	\$11,346	\$9,708	\$6,370	\$150,880	\$190,844	6.7%
Surplus/(Deficit)	(\$79,100)	(\$94,175)	(\$88,958)	(\$69,450)	\$74,828	(\$256,855)	
<b>FACILITIES</b>	<u>FY 08/09</u>	<u>FY09/10</u>	<u>FY10/11</u>	<u>FY11/12</u>	<u>FY12/13</u>	<u>TOTAL</u>	
Expenditures	\$120,678	\$129,413	\$170,771	\$127,662	\$83,678	\$632,203	13.9%
Carryforward	\$50,597	-	-	-	-	\$50,597	
Federal	\$5,324	\$1,500	-	-	-	\$6,824	
State	\$15,050	\$23,600	\$23,600	\$20,588	-	\$82,838	
Local	\$13,368	\$4,579	\$4,622	\$7,163	\$7,069	\$36,800	
Revenues	\$84,339	\$29,679	\$28,222	\$27,750	\$7,069	\$177,058	6.2%
Surplus/(Deficit)	(\$36,340)	(\$99,735)	(\$142,549)	(\$99,911)	(\$76,609)	(\$455,144)	
<b>FLEET</b>	<u>FY 08/09</u>	<u>FY09/10</u>	<u>FY10/11</u>	<u>FY11/12</u>	<u>FY12/13</u>	<u>TOTAL</u>	
Expenditures	\$236,485	\$181,297	\$122,376	\$82,543	\$74,794	\$697,495	15.4%
Carryforward	\$99,760	-	-	-	-	\$99,760	
Federal	\$33,535	\$47,296	\$57,537	\$68,163	\$34,120	\$240,651	
State	\$3,295	-	-	-	-	\$3,295	
Local	\$9,470	\$8,538	\$13,662	\$36,702	\$24,220	\$92,592	
Revenues	\$146,060	\$55,834	\$71,199	\$104,865	\$58,340	\$436,298	15.3%
Surplus/(Deficit)	(\$90,426)	(\$125,463)	(\$51,177)	\$22,322	(\$16,454)	(\$261,198)	
<b>INFRASTRUCTURE</b>	<u>FY 08/09</u>	<u>FY09/10</u>	<u>FY10/11</u>	<u>FY11/12</u>	<u>FY12/13</u>	<u>TOTAL</u>	
Expenditures	\$419,927	\$411,372	\$655,982	\$644,955	\$628,165	\$2,760,402	60.8%
Carryforward	\$200,672	-	-	-	-	\$200,672	
Federal	\$56,445	\$58,879	\$141,223	\$160,718	\$154,535	\$571,800	
State	\$51,646	\$34,987	\$278,489	\$5,497	\$26,107	\$396,727	
Local	\$210,217	\$162,231	\$214,218	\$143,321	\$154,464	\$884,451	
Revenues	\$518,979	\$256,097	\$633,930	\$309,536	\$335,107	\$2,053,649	71.9%
Surplus/(Deficit)	\$99,053	(\$155,276)	(\$22,052)	(\$335,419)	(\$293,059)	(\$706,753)	
<b>TOTAL 5- YEAR CIP</b>	<u>FY 08/09</u>	<u>FY09/10</u>	<u>FY10/11</u>	<u>FY11/12</u>	<u>FY12/13</u>	<u>TOTAL</u>	
Expenditures	\$868,730	\$827,604	\$1,047,797	\$930,980	\$862,689	\$4,537,799	100%
Carryforward	\$352,731	\$0	\$0	\$0	\$0	\$352,731	12%
Federal	\$95,604	\$108,575	\$198,760	\$228,881	\$188,655	\$820,475	29%
State	\$74,022	\$62,486	\$305,988	\$29,987	\$29,922	\$502,407	18%
Local	\$239,560	\$181,895	\$238,312	\$189,653	\$332,818	\$1,182,237	41%
Revenues	\$761,917	\$352,956	\$743,060	\$448,522	\$551,395	\$2,857,850	100%

	FY 08/09	FY09/10	FY10/11	FY11/12	FY12/13	TOTAL	% of Total
Surplus/(Deficit)	(\$106,813)	(\$474,648)	(\$304,737)	(\$482,458)	(\$311,294)	(\$1,679,949)	

**Figure 7: Chart of 5-Year CIP Projected Shortfall**

Fiscal Year	Planned Expenditures	Less: Revenues	Projected Shortfall
08-09	\$868,730	\$761,917	(\$106,813)
09-10	\$827,604	\$352,956	(\$474,648)
10-11	\$1,047,797	\$743,060	(\$304,737)
11-12	\$930,980	\$448,522	(\$482,458)
12-13	\$862,689	\$551,395	(\$311,294)
TOTAL	\$4,537,799	\$2,857,850	(\$1,679,949)

**Figure 8: Graph of 5-Year CIP Projected Shortfall**



# Attachment D

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## **SFMTA FY11 and FY12 Capital Plan**

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 10-094

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) wishes to adopt a Capital Program for Fiscal Years 2011 (2010/11) and 2012 (2011/12); and

WHEREAS, The SFMTA Board of Directors last adopted the FY 2009 and FY 2010 Capital Program in June 2008; and

WHEREAS, The Capital Program lays out the expected expenditures and revenues for projects to rehabilitate, replace, enhance, or expand SFMTA capital assets for two fiscal years, covering all modes and construction/procurement activities; now therefore be it

RESOLVED, That the SFMTA Board of Directors adopts the Capital Program for FY 2011 and FY 2012 in the amounts of \$433 million and \$405 million respectively, as itemized in Attachment A for the projects included in Attachment B; and be it further

RESOLVED, That the Executive Director/CEO is authorized to make any necessary technical and clerical corrections to the approved Capital Program of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the Capital Program, provided that the Executive Director/CEO shall return to the SFMTA Board of Directors for approval of technical or clerical corrections that, in aggregate, exceed a five percent increase of the total amount allocated for the SFMTA FY 2011 and FY 2012 Capital Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of JUN 15 2010.

  
\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

**THIS PRINT COVERS CALENDAR ITEM NO. :** \_\_\_\_\_

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approval of the SFMTA Capital Program for FY 2011 and FY 2012.

**SUMMARY:**

- On June 17, 2008, the SFMTA Board of Directors approved the Agency's Capital Investment Plan (CIP) for FY 2009-FY 2013. The CIP represents the Agency's unconstrained capital needs.
- Every two years, staff submits the two year Capital Program for approval by the SFMTA Board based upon the adopted CIP.
- The two year Capital Program lays out the expected expenditures for projects to rehabilitate, replace, enhance, or expand SFMTA capital assets for the next two fiscal years. It covers all Agency modes, including public transit, paratransit/taxis, streets, bicycles, and pedestrian projects. It covers planning, design, construction, and procurement efforts for fleet, facilities, infrastructure, and equipment.
- Expenditures are constrained by the likely available funds. Based on this, the proposed two year Capital Program includes \$433 million for FY 2011 (2010/11) and \$405 million for FY 2012 (2011/12).
- The process to update the CIP is underway and is expected to be presented to the Board in fall 2010.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Attachment A - FY 2011 and FY 2012 - Capital Projects and Programs
3. Attachment B – SFMTA Capital Investment Plan through FY 2015

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM \_\_\_\_\_

FINANCE \_\_\_\_\_

EXECUTIVE DIRECTOR/CEO \_\_\_\_\_

SECRETARY \_\_\_\_\_

ADOPTED RESOLUTION  
BE RETURNED TO Frank Markowitz

**ASSIGNED SFMTAB CALENDAR DATE:** \_\_\_\_\_

## **PAGE 2.**

### **PURPOSE**

Adoption of proposed Capital Program for FY 2011 (2010/11) and FY 2012 (2011/12).

### **GOAL**

Project intends to fulfill all goals and objectives of the SFMTA Strategic Plan, especially:

Goal 4 - Financial Capacity: To ensure financial stability and effective resource utilization.

Objective 4.2. Ensure efficient and effective use of resources.

### **DESCRIPTION**

The Capital Program represents a strategic approach to protecting and enhancing the Agency's capital assets. This should improve service delivery and achievement of Strategic Plan goals.

The Capital Program establishes expenditure limits, based on expected revenues, for priority projects and programs for FY 2011 and FY 2012. It does not include the details of individual capital projects. That detail is available from other documents, including the CIP.

The Capital Program lays out the expected expenditures for projects to rehabilitate, replace, enhance, or expand SFMTA capital assets for the next two fiscal years. The Capital Program covers all Agency modes, including public transit, paratransit/taxis, streets, bicycles, and pedestrian projects. It covers planning, design, construction, and procurement efforts for fleet, facilities, infrastructure, and equipment.

#### **Previously Adopted Capital Program**

The previously adopted Capital Program forecast total funding of \$1.1 billion for the two-year period and set expenditure limits based on this expected funding, although this was below the identified need of \$1.7 billion. The FY 2009 expenditure limit of \$762 million was based partly on \$353 million in carry forward funding. Staff aggressively sought additional funding, bringing in grants totaling \$192 million in FY 2009 and \$226 million in FY 2010 (through Feb. 2010). However, there were shortfalls in major funding categories. In particular, State Proposition 1B infrastructure bond funds were not available due to the State budget crisis, and sales tax revenues were lower than expected. The budget also assumed over \$200 million in transfers from the operating budget that did not materialize.

Because of funding shortfalls, it was necessary to re-scope some major projects in order to bring planned contracts into alignment with available funding. This delayed progress on a number of major projects (e.g., Central Subway, Islais Creek, and LRV overhauls) and limited capital expenditures to about \$88 million in FY 2009.

Progress on carrying out the capital program has improved significantly over the last year. Successes have been achieved both in protecting Agency assets and advancing strategic enhancement/expansion projects. As a result, FY 2010 capital expenditures are expected to reach about \$157 million (annualized based on year-to-date trends).

Recent State of Good Repair achievements include:

- Capital asset inventory initiated;
- Transit vehicle rehabilitation underway;
- Radio replacement design nearly complete;
- Transit infrastructure replacement/rehabilitation underway; and
- Traffic signal upgrade projects completed.

Key enhancement/expansion achievements include:

- Central Subway: Initiated final design and utility relocation; Groundbreaking (Feb. 2010);
- Metro East Light Rail Facility: Opened (Sept. 2008);
- SFgo: Phase 1 completed;
- SFpark: Pilots initiated;
- Bicycle Plan: Nine bike lane projects, bike parking and sharrows installed citywide; and
- Citywide Traffic Calming and Pedestrian Projects underway.

### **Proposed Capital Program**

The Agency has responded proactively to funding constraints. Key organizational changes have been made to ensure staffing for critical projects. Projects have been re-scoped to fit within available funds. Many major projects have been in development over the past years and are now under contract or expected to be so soon. Thus, capital expenditures are expected to continue to increase in the next two years.

The FY 2011 and FY 2012 Capital Program will fund a variety of construction and construction-related activities, summarized below. The expenditure limits are based on recent annual averages, plus increases for several large, maturing projects.

	<b>FY 2011</b>	<b>FY 2012</b>	<b>Total</b>
<b>State of Good Repair Projects</b>	\$278.4 M	\$206.4 M	\$484.8 M
<b>Enhancement/Expansion Projects</b>	\$154.2 M	\$198.3 M	\$352.5 M
<b>Total</b>	<b>\$432.6 M</b>	<b>\$404.7 M</b>	<b>\$837.3 M</b>

Further details are provided in Attachments A and B.

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## **NEXT STEPS**

Following adoption of the Capital Program for FY 2011 and FY 2012, staff will periodically update the Board on progress on carrying out the capital plan. Staff is also undertaking a major update of the CIP. Staff will request Board review of proposed capital investment priorities in spring 2010. The updated CIP is expected to be presented to the Board in fall 2010.

## **ALTERNATIVES CONSIDERED**

The development of the Capital Program was based on extensive input over time from the Board, staff, and community stakeholders on desirable project priorities. Staff also received technical guidance on expected funding from local and regional experts. Staff feels the Capital Program before the SFMTA Board has taken into account the feedback and requirements.

## **FUNDING IMPACT**

The Capital Program will be funded from a combination of Federal, State, Regional and Local revenues. The expenditure limits for the Capital Program are based on anticipated funding levels.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

No other approvals are needed. Environmental clearance is provided for specific projects as appropriate when individual project approvals are sought.

The City Attorney has reviewed this report.

## **RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors adopt the Capital Program for FY 2011 and FY 2012, appropriating \$433 million for FY 2011 and \$405 million for FY 2012.

**ATTACHMENT A**  
**FY 2011 AND FY 2012 CAPITAL PROJECTS AND PROGRAMS:**

<b>Project/Program</b>	<b>FY 2010/11</b>	<b>FY 2011/12</b>	<b>Total</b>
Fleet Procurements & Rehab	92,000,000	39,000,000	131,000,000
- Cable Car Rehabilitation	1,400,000	1,400,000	2,800,000
- Historic Streetcar Rehabilitation	11,100,000	11,300,000	22,400,000
- Motor Coach Repower	900,000	300,000	1,200,000
- Motor Coach Replacement (45 NABI)	35,800,000	4,500,000	40,300,000
- Paratransit Van Replacement	2,000,000	1,500,000	3,500,000
- Trolley Coach Replacement (60 New Flyer 60')	40,800,000	20,000,000	60,800,000
Transit Infrastructure	75,200,000	50,600,000	125,800,000
- St. Francis Circle Rail Renewal	8,600,000	1,000,000	9,600,000
- Church & Duboce Rail Renewal	7,500,000	9,900,000	17,400,000
- Green Division Rail Renewal	13,300,000	13,300,000	26,600,000
- Rail Renewal Program	5,000,000	5,000,000	10,000,000
- 5 Fulton Overhead Rehabilitation	13,000,000	2,500,000	15,500,000
- Overhead Rehabilitation Program	6,900,000	6,900,000	13,800,000
- Wayside Train Control	4,000,000	1,000,000	5,000,000
- Cable Car Propulsion Controller Upgrade	1,900,000	-	1,900,000
- California Cable Car Infrastructure Rehabilitation	10,000,000	6,000,000	16,000,000
- Cable Car Infrastructure Rehabilitation Program	5,000,000	5,000,000	10,000,000
Central Control & Communications (C3)	22,000,000	35,000,000	57,000,000
Radio Communications System & CAD Replacement	19,000,000	26,000,000	45,000,000
Automatic Fare Collection Equipment	16,000,000	12,000,000	28,000,000
Islais Creek	31,200,000	20,800,000	52,000,000
Transit Facilities	4,500,000	4,500,000	9,000,000
Sustainable Streets	17,500,000	17,500,000	35,000,000
- SFgo	10,000,000	10,000,000	20,000,000
- Traffic Signals, Signs & Striping	7,500,000	7,500,000	15,000,000
Transit Equipment	1,000,000	1,000,000	2,000,000
<b>Subtotal State of Good Repair</b>	<b>278,400,000</b>	<b>206,400,000</b>	<b>484,800,000</b>
Central Subway	138,000,000	185,000,000	323,000,000
Van Ness BRT	1,500,000	4,200,000	5,700,000
Transit Effectiveness Project	1,800,000	1,000,000	2,800,000
Sustainable Streets	11,900,000	7,100,000	19,000,000
- Bicycle	9,400,000	4,600,000	14,000,000
- Pedestrian	1,000,000	1,000,000	2,000,000
- Traffic Calming	700,000	700,000	1,400,000
- Other (Transit Infrastructure, Parking, Planning, etc.)	800,000	800,000	1,600,000
Other Projects	1,000,000	1,000,000	2,000,000
<b>Subtotal Enhancement/Expansion</b>	<b>154,200,000</b>	<b>198,300,000</b>	<b>352,500,000</b>
<b>TOTAL</b>	<b>\$432,600,000</b>	<b>\$404,700,000</b>	<b>\$837,300,000</b>

[INSERT ATTACHMENT B]

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) wishes to adopt a Capital Program for Fiscal Years 2011 (2010/11) and 2012 (2011/12); and

WHEREAS, The SFMTA Board of Directors last adopted the FY 2009 and FY 2010 Capital Program in June 2008; and

WHEREAS, The Capital Program lays out the expected expenditures and revenues for projects to rehabilitate, replace, enhance, or expand SFMTA capital assets for two fiscal years, covering all modes and construction/procurement activities; now therefore be it

RESOLVED, That the SFMTA Board of Directors adopts the Capital Program for FY 2011 and FY 2012 in the amounts of \$433 million and \$405 million respectively, as itemized in Attachment A for the projects included in Attachment B; and be it further

RESOLVED, That the Executive Director/CEO is authorized to make any necessary technical and clerical corrections to the approved Capital Program of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the Capital Program, provided that the Executive Director/CEO shall return to the SFMTA Board of Directors for approval of technical or clerical corrections that, in aggregate, exceed a five percent increase of the total amount allocated for the SFMTA FY 2011 and FY 2012 Capital Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency