Capital Improvement Program

Fiscal Year 2015 - Fiscal Year 2019

Adopted on May 20, 2014

SFMTA
Municipal
Transportation
Agency

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Executive Summary

Executive Summary

The San Francisco Municipal Transportation Agency (SFMTA) Fiscal Year 2015-2019 Capital Improvement Program (CIP) is a fiscally constrained program of projects that the SFMTA plans to implement over the next five years. The FY 2015-2019 CIP includes 370 projects for a total investment of $3.30 billion, including infrastructure investments, capital procurements, area plans, and one-time initiatives such as educational programs. These investments aim to improve the safety, equity, reliability and efficiency of the transportation system.

This document is the agency's second comprehensive effort to present a fiscally constrained five-year program of projects. Building upon the prior FY 2013-2017 CIP, which was successful in defining fund structures, Capital Program Areas and project implementation phases, the purpose of the FY 2015-2019 CIP is to provide the public with a greater level of data and transparency regarding the SFMTA's capital investments. This CIP was developed through an extensive process that incorporated significant community input, including presentations at more than 30 public and city department forums. Feedback from these presentations formed an integral part of the CIP development process and was incorporated into the final FY 2015-2019 CIP adopted by the SFMTA Board of Directors on May 20, 2014. The projects outlined in the CIP are not static and technical adjustments will be made as needs change. Public outreach will continue to serve an essential role in further defining and improving projects.

The information herein serves as a useful tool in understanding the various capital projects that the SFMTA plans to implement over the next five years. This document gives detailed information on each of the SFMTA's 15 Capital Programs, along with specific projects to be implemented and corresponding budgets and timelines. Detailed descriptions of all capital projects and funding sources are also provided in the Project Descriptions and Funding Sources sections. Finally, a comprehensive set of schedules in the Appendix aims to provide more nuanced information on all SFMTA revenue and expenditures, including an index of existing "carryforward" projects (ongoing projects that were funded before the current CIP period).

Over the next five years, the SFMTA will build on the goals outlined in the agency's Strategic Plan and 20-Year Capital Plan by providing funding for the following initiatives: 1) State of Good Repair at an average of $329 million per year, including full replacement of the Muni bus fleet, an on-going transit fleet overhaul program, and increased funding for traffic signals and facilities; 2) Street-related improvements, including significant funding for implementation of Vision Zero (Bicycle and Pedestrian Strategies); and 3) The Transit Effectiveness Project (TEP), along with an increase in Muni fleet vehicles.

2015-2019 CIP: Summary by Capital Program

Capital Program	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Accessibility	$500,000	$1,166,667	$4,200,000	$3,700,000	$5,500,000	$15,066,667
Bicycle	$33,250,474	$33,378,373	$25,955,626	$12,588,671	$14,191,123	$119,364,267
Central Subway	$244,378,405	$150,000,000	$150,000,000	$150,000,000	$98,520,516	$792,898,921
Communications/IT Infrastructure	$36,946,019	$4,020,346	$1,611,169	$900,000	$900,000	$44,377,534
Facility	$52,153,043	$39,372,520	$8,250,000	$34,127,480	$1,000,000	$134,903,043
Fleet	$229,997,974	$321,048,438	$199,747,274	$205,002,610	$124,481,627	$1,080,277,923
Parking	$31,935,162	$9,144,438	--	--	--	$41,079,600
Pedestrian	$13,585,328	$17,653,338	$12,280,137	$10,391,187	$13,262,563	$67,172,553
School	$3,680,295	$4,476,395	$2,700,112	$22,000	$22,000	$10,900,802
Security	$5,030,000	$10,070,567	$10,070,567	$3,000,000	$3,000,000	$31,171,134
Taxi	$910,050	$750,000	$750,000	$750,000	$750,000	$3,910,050
Traffic Calming	$7,104,826	$9,136,937	$2,829,497	$2,239,935	$1,449,935	$22,761,130
Traffic & Signals	$17,710,375	$24,234,665	$17,251,834	$10,895,679	$4,531,250	$74,623,803
Transit Fixed Guideway	$75,067,739	$26,727,695	$33,084,057	$23,946,900	$66,085,100	$224,911,492
Transit Opt. & Expansion	$126,130,839	$153,891,518	$193,332,705	$53,627,153	$117,649,919	$644,632,134
Total	$878,380,529	$805,071,897	$662,062,978	$511,191,615	$451,344,033	$3,308,051,053

The SFMTA

The SFMTA

Who We Are

The San Francisco Municipal Transportation Agency, a department of the City and County of San Francisco, is responsible for the management of all ground transportation in the city. The SFMTA keeps people connected through the San Francisco Municipal Railway (Muni), the nation's seventh largest public transit system. The agency's additional responsibilities include managing parking and traffic, bicycling, walking and the regulation of taxis. With a staff of more than 4,700, the SFMTA's diverse team of employees is one of the city's largest with representation by 18 labor organizations.

The SFMTA was established in 1999 with the passage of Proposition E, which amended the City Charter to merge Muni with the Department of Parking and Traffic, creating an integrated transportation agency to manage city streets more effectively and advance the city's Transit First policy. The SFMTA has continued to evolve by merging with the Taxi Commission in March 2009. The agency is governed by a Board of Directors, appointed by the Mayor and confirmed by the Board of Supervisors. The SFMTA Board of Directors provides policy oversight for the agency, including approval of its budget and contracts, and approval of proposed changes of fares, fees and fines to ensure that the public interest is represented.

What We Do

The SFMTA plans, designs, builds, operates, regulates and maintains one of the most comprehensive transportation networks in the world. The agency directly manages five types of public transit in San Francisco (motor coach, trolley coach, light rail, historic streetcar and cable car) and promotes other forms of transportation including walking, bicycling, taxi and auto use. In addition to overseeing paratransit service for those unable to use fixed-route transit service, the agency also regulates the taxi industry and oversees on- and off-street public parking spaces.

The SFMTA

With more than 3,500 transit stops, Muni keeps people connected, delivering more than 700,000 passenger boardings on an average weekday and offering unmatched accessible transit service to San Francisco's 800,000 residents and a workday population of approximately 1.2 million.

The SFMTA also manages 450,000 on and off-street parking spaces, 38 public parking garages and lots, more than 28,000 meters, nearly 282,000 street signs and 1,200 traffic signals on 1,029 miles of city streets. The agency is responsible for traffic calming, pedestrian and bicycle safety, traffic enforcement and the painting and striping of roads, including those that define 217 miles of the city's growing bicycle network. As a part of the SFMTA's pedestrian safety initiatives, the agency also manages the School Crossing Guard Program to keep children safe when crossing city streets.

In addition to being an operator and regulator, the SFMTA has a robust planning, design and construction function that supports all elements of the city's transportation infrastructure. The SFMTA also provides long-range forecasts for the agency's fleets and facilities; the city's public rights-of-way and their relation to the region; and the transportation impacts of proposed land use developments with private developers and other partners. Finally, the SFMTA partners with regional transit operators that connect the city with the region using four additional transit modes (heavy rail, commuter railroad, regional bus and ferry), and with other city agencies to manage and acquire funding, enhance pedestrian safety, create complete streets projects and be responsible for the impacts of the transportation network on the environment.

SFMTA's transit fleet is the greenest in the nation, with 52 percent of its bus and rail fleet composed of zero-emission vehicles. Muni accounts for 17 percent of all trips made in San Francisco, but only one percent of total citywide greenhouse gas emissions. The SFMTA also regulates the greenest taxi fleet in the country and is continually improving the pedestrian and bicycling experience in San Francisco to encourage the use of sustainable transportation modes with low environmental and positive public health impacts. By performing these multiple essential functions, the SFMTA directly touches every person who lives, works in or visits the city, and positively impacts regional efforts to achieve California's climate and sustainability goals, quality of life and economic vitality.

Core Values

Vision: San Francisco: great city, excellent transportation choices.

Mission: We work together to plan, build, operate, regulate, and maintain the transportation network, with our partners, to connect communities.

Our Core Values...

For the transportation network:

- Transit First: Transit, walking, bicycling, taxi, carsharing, and ridesharing have the highest priority
- Complete and Green Streets: Streets are designed and managed to be attractive, inviting public spaces for people
- Green, Clean, and Quiet Mobility: Use the greenest, most efficient, and quietest technologies available
- Social Equity and Access: Prioritize the most affordable and accessible modes

For the team:

- Leadership: Realizing and implementing the vision to the fullest
- Teamwork: Working together in partnership to provide excellent customer service
- Integrity: Working with the highest standards of honesty and ethics
- Accountability: Taking joint responsibility to set and meet or exceed the Agency's goals
- Effectiveness: Achieving results through collaboration and efficient use of resources
- Respect: Holding those with and for whom we work in high esteem and regard

SFMTA Strategic Plan

By 2035, San Francisco is projected to have approximately 15% growth in population and 25% growth in employment. This growth requires us to rethink our resources and tools to meet the city's quality of life objectives. SFMTA can leverage its multi modality to facilitate big picture planning, design, construction, operations and overall funding management to implement complete streets projects that make non-auto modes more attractive to all residents, workers and visitors to San Francisco.

Under the Strategic Plan, the SFMTA is committed to a mode share goal of 50% auto and 50% non-auto (transit, bicycling, walking and taxi) for all trips by 2018. Meeting this mode shift goal will put the SFMTA and the city as a whole on track to meet the transportation needs of future residents, employees and visitors.

The SFMTA Strategic Plan's four overarching goals help to shape how the Agency prioritizes its attention, resources and staff:

1. A safer transportation experience for everyone.
2. Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.
3. Improve the environment and quality of life in San Francisco.
4. Create a workplace that delivers outstanding service.

SFMTA 20-Year Capital Plan

The Capital Plan is the catalog of the SFMTA's anticipated capital needs for the upcoming 20 years. It is a financially unconstrained plan and includes capital project needs for which funding has not yet been committed. The purpose of the plan is to identify the agency's capital investment needs and establish which investments are the highest priorities for the agency. All of the agency's investment decisions, grant applications, and project prioritization rely upon the programs described in the plan.

A major component of the Capital Plan is the identification of existing assets in need of replacement in the next 20 years. The 2010 SFMTA State of Good Repair Report was the first modern accounting of all the agency's assets and their replacement costs. SFMTA has continued to refine this information and plans to implement a comprehensive Enterprise Asset Management System in the coming years. In the meantime, the quality of data and level of detail used in assessing the agency's state of good repair needs will continue to evolve.

The Capital Plan is used by all levels of SFMTA staff, local and regional transportation funding and policy bodies, other City and County of San Francisco Departments, advocacy and stakeholder groups, and the general public. Although inclusion in the Capital Plan does not guarantee funding or approval of any particular project or program contained within it, having clear and consistently stated capital needs are critical to SFMTA's ability to secure federal, state, regional, and local funding.

The SFMTA and Equity

Equity & Access: The SFMTA recently adopted a Service Equity Strategy to ensure that transit service and capital investments are in line with the SFMTA's core value of social equity and access, which is infused throughout the SFMTA Strategic Plan.

Need: Muni service is especially critical to customers living in neighborhoods with high concentrations of low income households, minority residents, residents with disabilities, and households without personal automobiles. Based on recent customer survey data, over half of Muni riders reported living in low income households, compared to a citywide average of 31 percent (U.S. Census, 2010). Additionally, over half of survey respondents reported not having access to a personal vehicle, and almost 80% of customers with disabilities indicated they were from low income households.

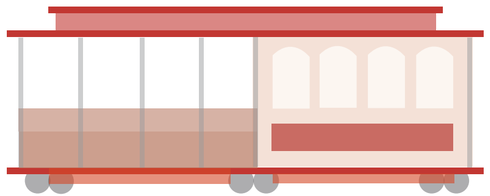
Process: A new SFMTA Service Equity Strategy will be developed bi-annually in conjunction with the SFMTA budget process to document transit service performance issues in low income and minority neighborhoods, monitor progress to improve service to these communities over time, and link improvement strategies to capital and transit service funding requests as needed. This strategy builds upon the Transit Effectiveness Project's (TEP) equity analysis, SFMTA's annual Title VI monitoring program, and focus group meetings with social equity advocates.

The Service Equity Strategy:

- Focuses on improving Muni service in neighborhoods that need it most
- Establishes a performance baseline for Muni routes in targeted neighborhoods, and includes an annual service evaluation to track progress against this baseline
- Determines key issues and strategies to improve lower performing routes and improve overall service quality
- Informs the priorities of the SFMTA Budget

The SFMTA's Capital Assets

A visual summary of the agency's capital inventory being maintained & upgraded through the SFMTA's Capital Improvement Program.



40 cable cars

151 light rail vehicles

71 miles of light rail tracks

35 historic streetcars

8.8 mile of cable car tracks

19 facilities

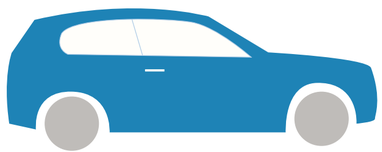
for operations, maintenance & administrative responsibilities

505 hybrid/diesel + 311 trolley buses

25 miles
of overhead wires

14.8 miles
of priority lanes

450,000 public parking spaces



28,862
parking meters

38 off-street
parking garages
and lots

1,029 miles of streets

1,193
signalized
intersections

281,000
street signs

217 miles of bicycle routes, paths & lanes

3,060 bike racks on sidewalks

202 racks in on-street corrals

35 bikesharing stations, with 350 bikes

Transportation 2030

A $1.5 billion funding package to improve road conditions, transit service and street safety in San Francisco.

WHAT IS TRANSPORTATION 2030?

Transportation 2030 is a strategic infrastructure investment program proposed for San Francisco's November 2014 ballot. Through three ballot measures and two funding sources, Transportation 2030 will provide $1.5 billion to complete hundreds of transportation infrastructure projects throughout the city by 2030. If passed by the Board of Supervisors this summer, San Francisco voters will vote on the three Transportation 2030 ballot measures on November 4, 2014. If passed, the three measures would create two funding sources – one short-term and one long-term – to invest in a variety of strategic, meaningful local transportation infrastructure projects. The measures are:

1. A $500 million General Obligation Bond to fund urgent repairs and upgrades to the city's transportation infrastructure without raising the city's property tax rate.
2. The restoration of the vehicle license fee to 2% to provide a long-term source of funding for transportation infrastructure projects in San Francisco. For vehicles registered to San Francisco addresses, the VLF would increase from 0.65% to 2%, its traditional level from 1948 to 1998. VLF revenue would go to the San Francisco General Fund.
3. A policy statement recommending the new General Fund revenue be directed to transportation projects.

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- More dependable transit service and a more comfortable ride
- Reduced long term cost to maintain roads in good condition, which means taxpayer savings
- 20% faster Muni service on the most heavily utilized lines
- Fewer Muni delays at intersections and corridors through 40 miles of transit investments
- Replace out-of-date buses and trains to improve service and reduce crowding for passengers

TRANSPORTATION 2030 AND THE 5-YEAR CIP

The following table displays the impact of Transportation 2030 (T2030) funds by Capital Program in the 5-Year CIP. For more information, see Appendix.

Capital Program	T2030	Non-T2030	Total
Accessibility	$13,466,667	$1,600,000	$15,066,667
Bicycle	$32,024,777	$87,339,490	$119,364,267
Central Subway	--	$792,898,921	$792,898,921
Communications/IT Infrastructure	--	$44,377,534	$44,377,534
Facility	$74,000,000	$60,903,043	$134,903,043
Fleet	$65,950,000	$1,014,327,923	$1,080,277,923
Parking	--	$41,079,600	$41,079,600
Pedestrian	$32,841,497	$34,331,056	$67,172,553
School	--	$10,900,802	$10,900,802
Security	--	$31,171,134	$31,171,134
Taxi	--	$3,910,050	$3,910,050
Traffic Calming	--	$22,761,130	$22,761,130
Traffic/Signals	$14,583,333	$60,040,470	$74,623,803
Transit Fixed Guideway	--	$224,911,492	$224,911,492
Transit Optimization/Expansion	$262,375,000	$382,257,134	$644,632,134
Total	$495,241,274	$2,812,809,779	$3,308,051,053

Capital Improvement Program

Capital Improvement Program

The SFMTA Fiscal Year (FY) 2015-2019 Capital Improvement Program (CIP) includes 370 projects for a total infrastructure investment of $3.30 billion. Projects include infrastructure investments as well as various procurements and other one-time initiatives (plans, educational programs, etc.) throughout the city.

The Capital Improvement Program:

- Develops a financially constrained 5-Year Program of Projects for the Transportation System
- Reviews and projects 5-Year Capital Revenue Sources
- Develops a Strategic Investment/Value Analysis for project prioritization and funding
- Serves as an implementation tool for the SFMTA Strategic Plan and other Plans and Strategies
- Prevents funding accessibility from being a barrier to project delivery
- Builds credibility with external funding agencies (e.g. MTC, FTA)
- Works toward a 10% Capital Fund Reserve allowing for flexibility and a buffer against revenue uncertainty

Projects that are included in the 5-Year CIP are identified by various staff within the SFMTA based upon the following: (1) Input from the community received at various public meetings; (2) input from the SFMTA Board of Directors, San Francisco Board of Supervisors (or the BOS sitting as the Transportation Authority Board) and other commissions and advisory committees; (3) the SFMTA Board or other City and County of San Francisco approved plans for growth, improvements, and rehabilitation; (4) SFMTA Board adopted 20-Year Capital Plan and attached prioritization criteria for selecting priority needs to advance policy goals; and (5) staff-identified projects based on critical need due to safety issues or to comply with new mandates.

The following pages contain detail on CIP goals, policies, processes and the 15 Capital Program Areas.

Goals & Policies

The FY 2015-2019 Capital Improvement Program is formulated around three key policy directives:

1.

Maintain and build upon $250M per year State of Good Repair (SOGR) investment

- Ensure full funding for Muni Fleet Replacement
- Increase funding for Traffic Signal SOGR from historic base
- Initiate an ongoing Muni Fleet Mid-Life Overhaul Program
- Fund critical Facility Replacement needs
- Continue to upgrade and maintain Muni Fixed Guideway assets, including traffic signals

2.

Maintain and increase funding in Safe and Complete Streets

- Integrate recommendations from WalkFirst/Ped Strategy
- Integrate recommendations from the SFMTA Bicycle Strategy
- Increase investment in Traffic Calming to reduce current backlog of projects
- Deliver on policy goals established by Vision Zero

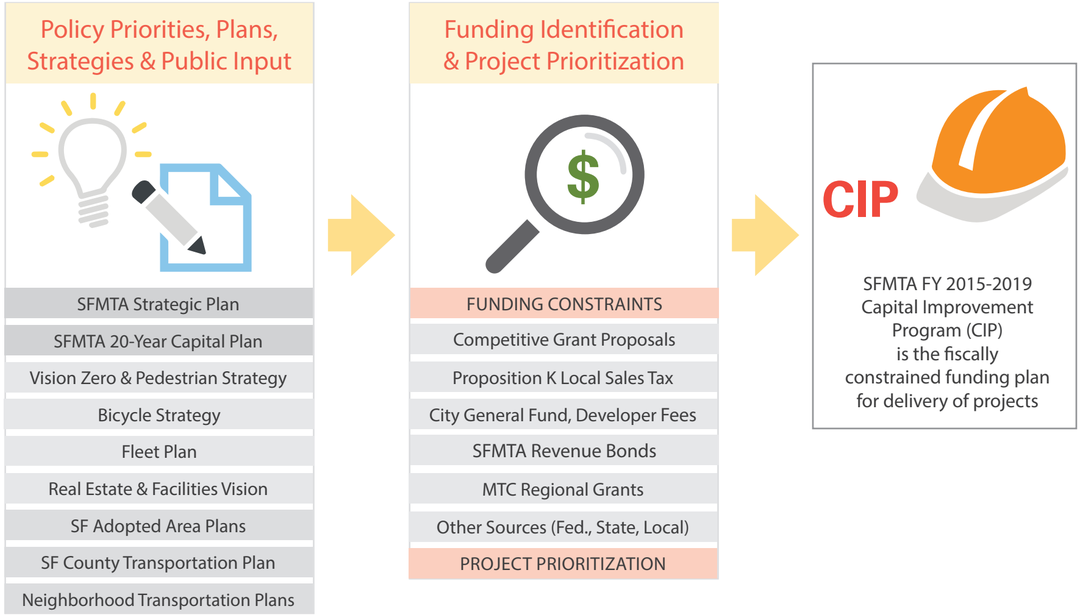
3.

Fund critical Transit Travel Time and Reliability Projects

- Fund Priority Travel Time Reliability and Customer First Projects
- Integrate and fund improvements on Market Street
- Increase funding for Fleet Expansion (LRV, articulated bus fleet)

CIP Process

The FY 2015-2019 Capital Improvement Program maps existing priorities, plans, strategies and public input against projected funding availability and project prioritization criteria.



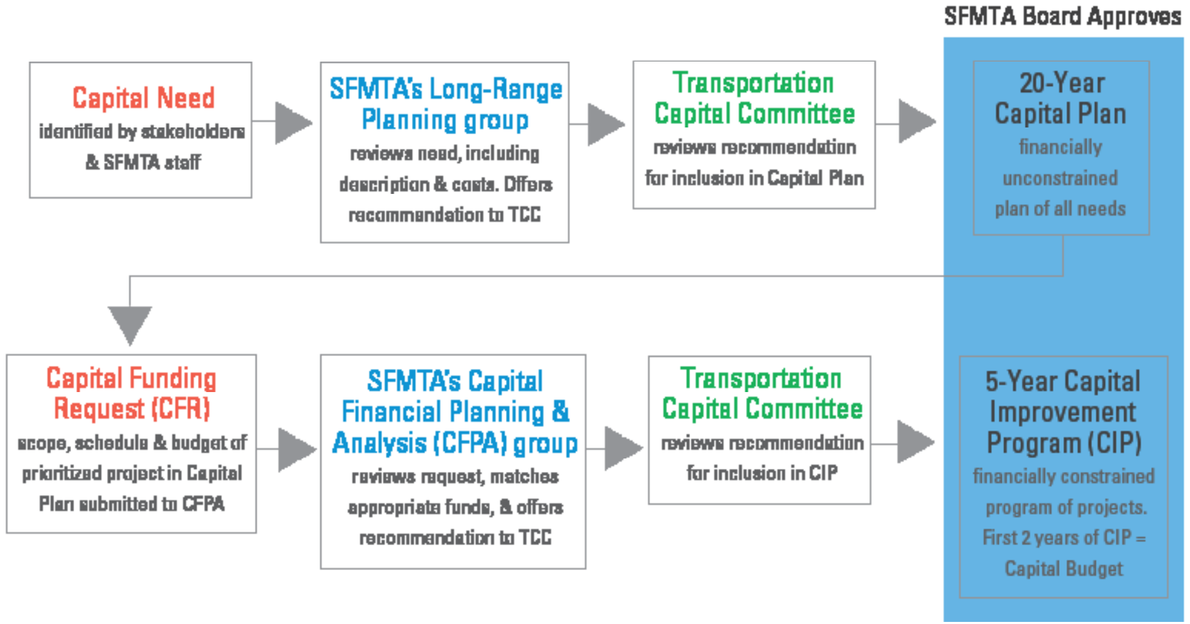
Creating & Modifying the CIP

How does a capital need become an investment included in the CIP?
See process diagram to the right.

Capital needs identified by stakeholders and SFMTA staff are evaluated by the Transportation Capital Committee, which is made up of representatives from each of the SFMTA divisions. The Transportation Capital Committee meets monthly to consider any changes to the Capital Plan or Capital Improvement Program (CIP). The TCC is responsible for approving new capital needs for inclusion in the Capital Plan and prioritizing needs based on criteria established by the Director of Transportation / Leadership Team. All Capital Needs must be in the Capital Plan to be considered for inclusion in the CIP. The TCC is also responsible for approving capital project scopes, schedules, budgets and funding plans. Once a project is included in the CIP, modifications within a certain threshold can be made by the Capital Financial Planning and Analysis (CFPA) group of the Finance & Information Technology Division (FIT).

The CIP is a dynamic document and projects are adjusted as needs change. Technical adjustments are made continuously.

CIP Process



Capital Program Summary

The CIP is comprised of 15 Capital Programs as listed in the table below. These programs were designed to ensure that investments are in line with the agency's strategic goals and priorities.

Program Name	Description
Accessibility	Plan, design, and construct improvements to improve the accessibility of the transportation system in San Francisco
Bicycle	Plan, design and construct bicycle facilities including bicycle lanes, bicycle tracks, and bicycle parking. Support bicycle-related safety and education programs.
Central Subway	Plan, design, engineer, and construct the T-Third Line Phase II extension from Fourth and King to Chinatown
Facility	Acquire, develop, and/or rehabilitate transit station areas and maintenance facilities used for transit, traffic, and parking operations
Fleet	Purchase buses, trains, and support vehicles for transit and sustainable street needs
Information Technology / Communications	Plan, design, and implement technology infrastructure to improve the efficiency and effectiveness of the SFMTA and provide a better user experience
Parking	Plan, design, rehabilitate, and construct public parking facilities or street infrastructure related to public parking
Pedestrian	Educate, plan, design, and construct pedestrian improvements to promote walking and improve safety
School	Plan, design, and engineer improvements to streets in school zones to enable safe travel to school for children who walk and bike
Security	Plan, design, and construct or implement systems to improve the security of the transit system
Taxi	Plan, design, and construct or implement infrastructure and systems to optimize the taxi system in San Francisco to provide better experience
Traffic Calming	Plan, design, and construct street redesign projects to address traffic problems and improve safety for all
Traffic / Signals	Plan, design, engineer, and construct infrastructure and traffic signals to decrease transit travel time and improve mobility and safety of San Francisco roadways
Transit Fixed Guideway	Plan, design, and construct transit improvements to rail track, overhead wires, and train control technology
Transit Optimization / Expansion	Plan, design, engineer, and construct infrastructure to improve travel time and reliability of the transit system, including expansion of the transit system

The CIP | Capital Program Summary

Capital Projects Map

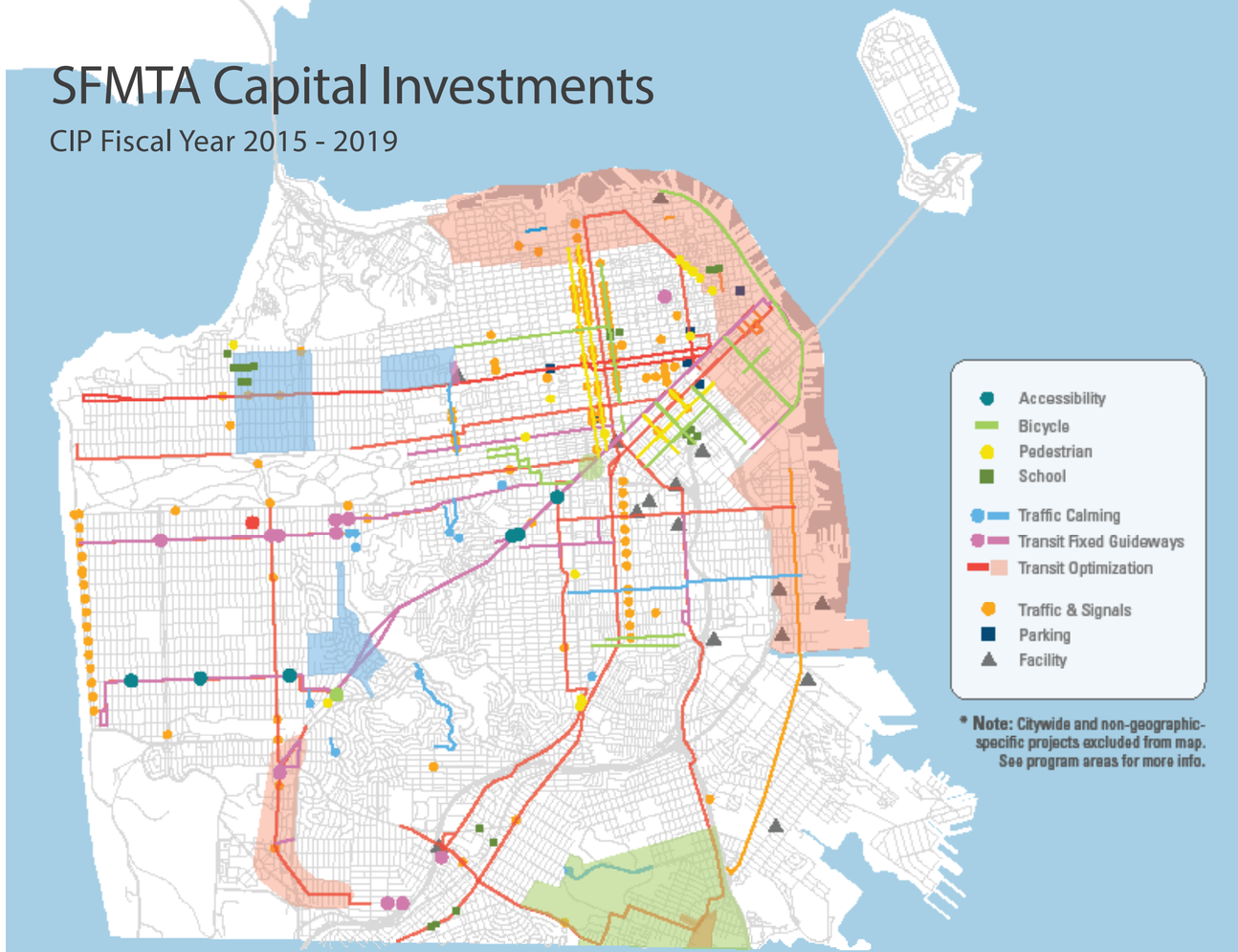
The Capital Projects Map gives an overview of some of SFMTA's geographic-specific capital investments. Please refer to the Capital Program Areas for a complete list of all capital investments over FY 2015-2019 CIP period.

The FY2015-2019 CIP

370 Capital Projects
15 Capital Programs
$3.30 Billion Total Investment

+ 286 Carryforward Projects:

In addition to implementing the 370 projects that will receive new funding sources during the FY2015-2019 CIP period, the SFMTA is currently implementing 286 existing "carryforward" projects that have already been fully funded. These carryforward projects have $417 million in remaining funds to be invested as of March 2014, and the SFMTA will continue to implement these projects during the next CIP period. Please see Appendix Table 5 for a summary of carryforward projects that were fully funded before the FY 2015-2019 CIP period.



Community Input

The CIP was developed based on extensive community input. In total, the SFMTA made over 30 presentations to various public and City partner groups. Feedback from committees such as those listed below served a core function in the CIP development process and was integrated into the final proposed CIP for SFMTA Board Adoption.

- Balboa Park Citizens Advisory Committee
- Bicycle Advisory Committee
- Eastern Neighborhood Citizens Advisory Committee
- Market & Octavia Citizens Advisory Committee
- Pedestrian Safety Advisory Committee
- SFMTA Citizen's Advisory Council
- Small Business Commission
- Streets Capital Group
- Transportation Authority Citizens Advisory Committee
- Transportation Authority Plans and Programs Committee

Project Delivery Phases

The FY 2015-2019 Capital Improvement Program includes 370 projects in 15 Capital Program Areas to be delivered over various phases. Each Capital Program section of this document includes a Gantt chart to show when and at what phase projects are expected to be delivered. Phasing allows projects to be funded and delivered appropriately.

1. Pre-development / Planning

Pre-development & preliminary planning, including identification of project team and development of the project scope, schedule & budget.
Key Action: Confirmed project scope & charter

2. CER

Addressing environmental issues, user concerns, maintenance requirements, alternative analyses, etc. for the Conceptual Engineering Report (CER)

Deliverable: CER with conceptual plans (10-30% design)

3. Environmental

Meeting environmental standards put forth by the California Environmental Quality Act (CEQA) and or the National Environmental Policy Act (NEPA), including development of an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS) if relevant.
Key Action: EIR/EIS if applicable

4. Design

Implement conceptual engineering plans and produce final design specifications. Also includes preparation of engineer's estimates, contract packages, and analysis of construction bids.

Deliverable: Construction ready designs & plans

5. Construction / Procurement

Construction and management of the project, ensuring work is constructed in accordance with drawing specifications and thorough inspections. For Muni fleet, this phase denotes the procurement of vehicles.

Capital Program Areas

Accessibility

12 projects, $15M investment

Plan, design, and construct capital projects to enhance the accessibility of the transportation system.

The SFMTA strives to make public transportation accessible to every person in San Francisco. This requires planning, designing, and constructing capital projects to enhance the accessibility of the transportation system for seniors and persons with disabilities. These improvements benefit a broad spectrum of San Francisco residents and visitors. Families travelling with small children in strollers, for example, can more easily board transit vehicles and stations. Those who may be temporarily disabled from an injury will enjoy easier access. And most importantly, people with disabilities will enjoy consistent access to the transportation network.

The Accessibility Program is dedicated to projects that go above and beyond the basic Americans with Disabilities Act (ADA) requirements. These improvements are at the core of the SFMTA's Capital Improvement Program and are not limited to the projects listed in the Accessibility Program, but are incorporated into the design of all SFMTA projects. For example, all new buses are equipped with wheelchair ramps or lifts, and wheelchair securement areas are provided onboard vehicles. Other initiatives include new accessible elevators at transit stops, accessible boarding islands that provide level boarding onto metro trains, audible transit announcements at Muni stops, and transit islands that are wide enough for easy boarding onto Muni vehicles.

Improved transit access

Upgraded facilities

Better transit experience

Accessibility Projects

Project	CIP #	Carryforward	CIP Total	Total
Church Station Elevator Rehabilitation	AC0101	--	$1,250,000	$1,250,000
New Castro Station Elevator	AC0102	--	$350,000	$350,000
New Accessible Metro Stop	AC0103	--	$1,235,000	$1,235,000
Ramp Taxi Subsidy Program	AC0104	--	$1,050,000	$1,050,000
Castro Station Elevator Rehabilitation	AC0105	--	$1,250,000	$1,250,000
Develop Transit Wayfinding Toolkit	AC0106	--	$540,000	$540,000
Accessibility Spot Improvement Program	AC0107	--	$1,500,000	$1,500,000
Accessible Service Alerts	AC0108	--	$200,000	$200,000
Milan Car (F-Line) Wheelchair Position Stop Request	AC0109	--	$50,000	$50,000
New Elevator at Church Station	AC0110	--	$350,000	$350,000
New Elevator at Van Ness Station	AC0111	--	$350,000	$350,000
Passenger Amenities at Accessible Metro Stops	AC0112	--	$750,000	$750,000

In addition to the projects listed here, the SFMTA is currently implementing 4 Accessibility carryforward projects with $16M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

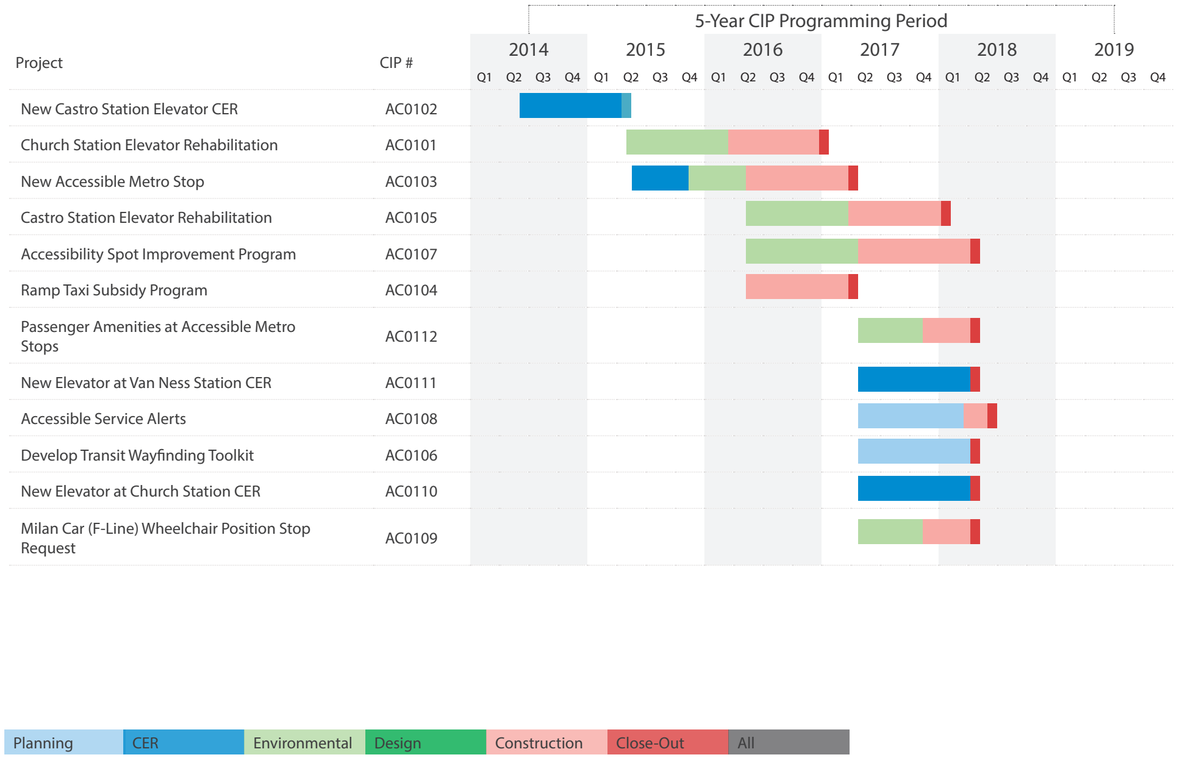
Accessibility Projects

Project	CIP #	Carryforward	CIP Total	Total
FY 15 Reserve	AC0117	--	$100,000	$100,000
FY 16 Reserve	AC0113	--	$250,000	$250,000
FY 17 Reserve	AC0114	--	$100,000	$100,000
FY 18 Reserve	AC0115	--	$241,667	$241,667
FY 19 Reserve	AC0116	--	$5,500,000	$5,500,000
Total		--	$15,066,667	$15,066,667

Accessibility Program Funding Sources

Fund	Fund Name	CIP Total
CCSF-GF-FY16	Proposed T2030 General Fund	$366,667
CCSF-GF-FY17	Proposed T2030 General Fund	$4,100,000
CCSF-GF-FY18	Proposed T2030 General Fund	$3,500,000
CCSF-GF-FY19	Proposed T2030 General Fund	$5,500,000
FTA-5310NF-FY15	FTA New Freedom Program	$700,000
SFMTA-Operating-FY14	SFMTA Operating Funds	$100,000
SFMTA-Operating-FY15	SFMTA Operating Funds	$400,000
SFMTA-Operating-FY16	SFMTA Operating Funds	$100,000
SFMTA-Operating-FY17	SFMTA Operating Funds	$300,000
Total		$15,066,667

Accessibility Program Project Delivery



Bicycle

49 projects, $119M investment

Plan, design and construct bicycle facilities including bike lanes, cycle tracks, and bike parking. Support bicycle-related safety and education programs.

The Bicycle Program is designed to create a cohesive, city-wide network of safe bicycle routes. The agency's overall goal is to more than double the current number of trips taken by bicycles on our city streets by 2018. Bicycle Program funds are used for the planning, design and construction of capital projects to enhance the safety and comfort of San Francisco's bicycle infrastructure, including: new bicycle lanes and separated cycle tracks, safety and spot improvements, and secure bicycle parking. The SFMTA Bicycle Strategy identified key corridors that have a high rate of bicycle travel, high population density, and frequent collisions with cars. Concentrating infrastructure improvements in these corridors helps to eliminate the most dangerous cycling conditions and improve the safety of San Francisco for bicyclists citywide.

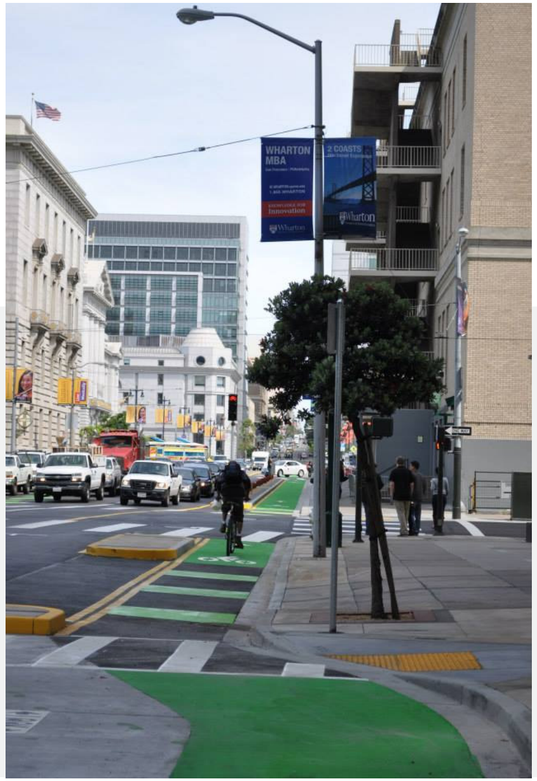
The Bicycle Program also supports events such as Bike to Work Day and bicycle education and safety programs in local elementary schools. By building vital infrastructure and investing in bicycle support programs, SFMTA is helping to make bicycling a part of everyday life in San Francisco.

New lanes & cycle tracks

Improved signage

Secure parking

Safer, more enjoyable ride



Bicycle Projects

Project	CIP #	Carryforward	CIP Total	Total
2nd Street Bike Lanes	BI0101	$516,768	$11,869,210	$12,385,978
5th Street Bicycle Lanes	BI0102	--	$170,640	$170,640
7th Street Streetscape	BI0103	$90,000	$1,320,750	$1,410,750
Bicycle Barometer Installation (3 Locations)	BI0104	--	$97,000	$97,000
Bicycle Wayfinding-Citywide	BI0105	$185,000	$861,108	$1,046,108
12 Residential Bike Hangars	BI0106	--	$128,888	$128,888
Electronic Bicycle Locker	BI0107	--	$142,784	$142,784
Bicycle-Transit Integration Pilot	BI0108	--	$500,000	$500,000
Bike and Pedestrian Project Evaluation: Speed Surveys	BI0109	--	$43,500	$43,500
Bike Facility Maintenance - Safe Hits and Green Pavement	BI0110	--	$750,000	$750,000
Bike Marketing Campaign	BI0112	--	$618,800	$618,800
Bike Outreach Materials	BI0113	--	$546,000	$546,000
Bike Share Expansion Phase I	BI0114	$1,787,840	$448,528	$2,236,368
Bike to Work Month/Bike to Work Day 2015-18	BI0116	--	$205,200	$205,200
California Pacific Medical Center-- Bicycle Encouragement Recommendations	BI0117	--	$10,000	$10,000
California Pacific Medical Center--26th and Cesar Chavez Corridor Evaluation	BI0118	--	$90,000	$90,000

Bicycle Projects

Project	CIP #	Carryforward	CIP Total	Total
Downtown Bike Station	BI0119	--	$3,690,000	$3,690,000
Embarcadero Enhancement Project	BI0120	$600,000	$4,110,000	$4,710,000
Folsom and Essex Streets Pilot	BI0121	$503,651	$174,200	$677,851
Green Bike Lane Conversion (Four Blocks Annually)	BI0122	--	$2,086,015	$2,086,015
Howard Streetscape Project	BI0123	--	$2,135,050	$2,135,050
Innovative Bike Treatments	BI0124	$348,231	$663,974	$1,012,205
Polk Street Improvement Project	BI0127	$173,000	$7,294,000	$7,467,000
Polk Street Improvement Project Evaluation	BI0128	--	$55,000	$55,000
2nd Street Improvements Education and Enforcement	BI0129	--	$60,000	$60,000
SFMTA Garage Unattended Long-Term Bike Parking	BI0130	--	$542,193	$542,193
Sharrows - Bike Plan	BI0131	--	$255,400	$255,400
Sharrows - Year 3	BI0132	--	$52,480	$52,480
Short Term Bike Parking-Citywide	BI0133	$2,212,573	$3,699,615	$5,912,188
Wayfinding Pavement Markings	BI0134	--	$120,000	$120,000
West Portal Unattended Long-Term Bike Parking	BI0135	--	$574,400	$574,400
Western Addition - Downtown Bikeway Connector	BI0136	$150,000	$4,107,570	$4,257,570
Wiggle Neighborhood Green Corridor	BI0137	--	$1,401,000	$1,401,000

Bicycle Projects

Project	CIP #	Carryforward	CIP Total	Total
Market Octavia Bicycle Spot Improvements and Network Upgrades	BI0138	--	$875,000	$875,000
Visitation Valley Bicycle Spot Improvements and Network Upgrades	BI0139	--	$350,000	$350,000
Central Freeway Area Bicycle Spot Improvements	BI0140	--	$68,000	$68,000
Bike Safety and Connectivity Spot Treatments	BI0143	--	$1,242,825	$1,242,825
7th Street Bikeway Trial Improvements	BI0144	--	$180,585	$180,585
8th Street Streetscape	BI0145	--	$1,435,750	$1,435,750
Annual Multi-Modal Data Collection and Count Report	BI0146	--	$250,035	$250,035
Bicycle Counters (50 Locations)	BI0147	--	$450,000	$450,000
Bicycle Safety Education Class	BI0148	$646,597	$120,400	$766,997
Bicycle Strategy Network Expansion (8.5 miles)	BI0149	--	$4,904,724	$4,904,724
Bicycle Strategy Route Upgrades (13.5 miles)	BI0150	--	$16,993,269	$16,993,269
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	BI0151	--	$750,000	$750,000
California Pacific Medical Center--Lower Pacific Heights Bikeway Planning	BI0152	--	$60,000	$60,000
Euclid Avenue Bicycle Improvements	BI0153	$10,240	$119,000	$129,240

Bicycle Projects

Project	CIP #	Carryforward	CIP Total	Total
Folsom Street Streetscape	BI0154	$1,299,871	$2,205,050	$3,504,921
Masonic Avenue Streetscape	BI0155	$487,365	$18,240,000	$18,727,365
FY 15 Reserve	BI0156	--	$1,003,006	$1,003,006
FY 16 Reserve	BI0157	--	$9,350,477	$9,350,477
FY 17 Reserve	BI0158	--	$10,253,296	$10,253,296
FY 18 Reserve	BI0159	--	$833,973	$833,973
FY 19 Reserve	BI0160	--	$855,572	$855,572
Total		$9,011,136	$119,364,267	$ 128,375,403

In addition to the projects listed here, the SFMTA is currently implementing 40 Bicycle carryforward projects with $2.7M in remaining funds to be invested. See Appendix Schedule 5 of the 2015-2019 CIP.

Bicycle Program Funding Sources

Fund	Fund Name	CIP Total
Caltrans-ATP(R)-FY15	Cal Active Transportation Program	$992,348
Caltrans-ATP(R)-FY16	Cal Active Transportation Program	$1,037,238
Caltrans-ATP(S)-FY15	Cal Active Transportation Program	$6,300,000
CAOTS-OTS-FY15	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY16	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY17	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY18	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY19	California Office of Traffic Safety	$100,000
CCSF-Central Freeway Proceeds	Central Freeway Land Sales	$68,000
CCSF-CPMC-FY14	Development Impact Fees (CPMC)	$400,000

The SFMTA 2013-2018 Bicycle Strategy sets new directions and policy targets to make bicycling a part of everyday life in San Francisco.

Visit www.sfmta.com/about-sfmta/reports/sfmta-2013-2018-bicycle-strategy for more info.

Bicycle Program Funding Sources

Fund	Fund Name	CIP Total
CCSF-GF-FY16	Proposed T2030 General Fund	$3,250,000
CCSF-GF-FY17	Proposed T2030 General Fund	$3,250,000
CCSF-GF-FY18	Proposed T2030 General Fund	$1,750,000
CCSF-GF-FY19	Proposed T2030 General Fund	$1,750,000
CCSF-GOBOND-FY16	Proposed SF GO Bond Revenue	$1,933,333
CCSF-GOBOND-FY17	Proposed SF GO Bond Revenue	$5,870,778
CCSF-GOBOND-FY18	Proposed SF GO Bond Revenue	$6,152,271
CCSF-GOBOND-FY19	Proposed SF GO Bond Revenue	$8,068,395
CCSF-IPIC(EN) FY15	Development Impact Fees (Eastern Neighborhoods)	$300,000
CCSF-IPIC(EN) FY17	Development Impact Fees (Eastern Neighborhoods)	$7,000,000
CCSF-IPIC(EN) FY18	Development Impact Fees (Eastern Neighborhoods)	$330,000
CCSF-IPIC(EN) FY19	Development Impact Fees (Eastern Neighborhoods)	$330,000
CCSF-IPIC(MO) FY16	Development Impact Fees (Market Octavia)	$250,000
CCSF-IPIC(MO) FY17	Development Impact Fees (Market Octavia)	$125,000
CCSF-IPIC(MO) FY18	Development Impact Fees (Market Octavia)	$250,000
CCSF-IPIC(MO) FY19	Development Impact Fees (Market Octavia)	$250,000
CCSF-IPIC(VV) FY18	Development Impact Fees (Vis Valley)	$250,000
CCSF-IPIC(VV) FY19	Development Impact Fees (Vis Valley)	$100,000

Bicycle Program Funding Sources

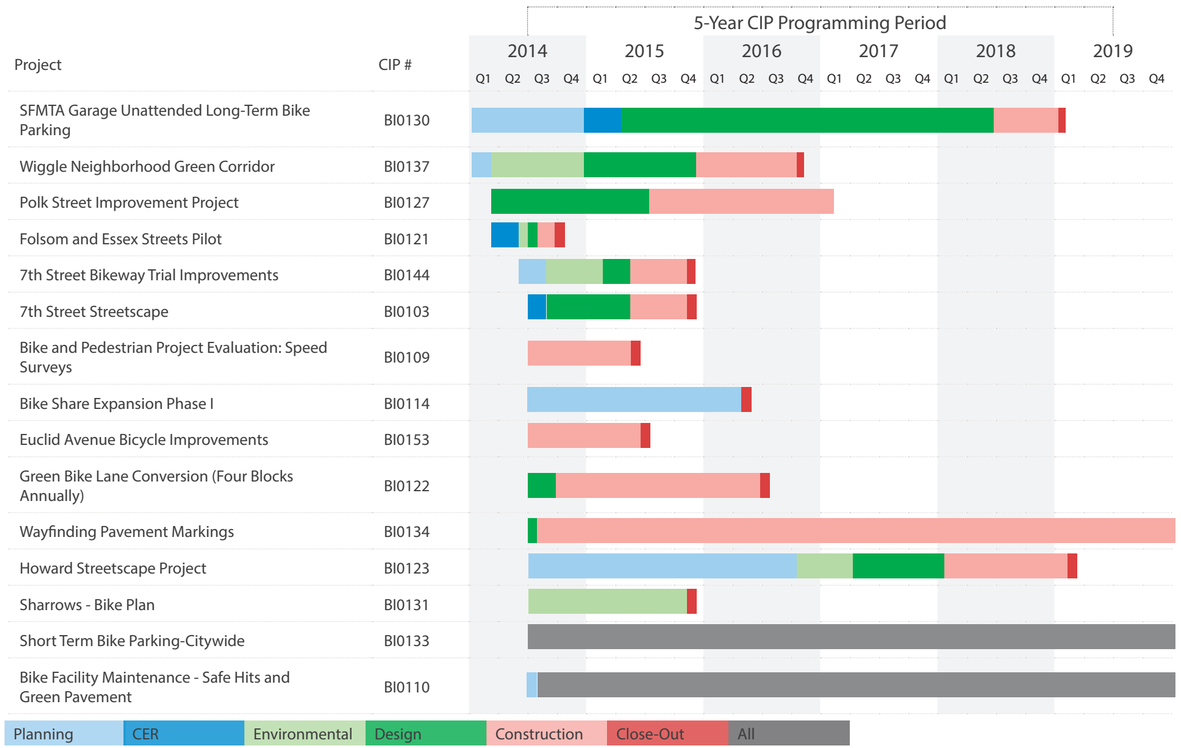
Fund	Fund Name	CIP Total
CCSF-Prop B-FY13	SF Proposition B Streets Bond	$8,096,480
MTC-RM2SR2T-FY14	RM2 Safe Routes to Transit	$200,000
MTC-RM2SR2T-FY16	RM2 Safe Routes to Transit	$35,000
MTC-TDAArticle3-FY14	TDA Article 3 Funds	$432,932
MTC-TDAArticle3-FY15	TDA Article 3 Funds	$375,000
MTC-TDAArticle3-FY16	TDA Article 3 Funds	$375,000
MTC-TDAArticle3-FY17	TDA Article 3 Funds	$375,000
MTC-TDAArticle3-FY18	TDA Article 3 Funds	$375,000
MTC-TDAArticle3-FY19	TDA Article 3 Funds	$375,000
SFCTA-OBAG-FY15	SFCTA One Bay Area Grant Program	$10,227,540
SFCTA-OBAG-FY16	SFCTA One Bay Area Grant Program	$11,682,442
SFCTA-OBAG-FY17	SFCTA One Bay Area Grant Program	$7,000,000
SFCTA-PropK-EP37	SF Proposition K Sales Taxes	$750,000
SFCTA-PropK-EP38	SF Proposition K Sales Taxes	$1,615,960
SFCTA-PropK-EP39	SF Proposition K Sales Taxes	$5,983,485
SFCTA-PropK-EP40	SF Proposition K Sales Taxes	$174,000
SFCTA-TFCA(PM)-FY16	Transportation Fund for Clean Air	$450,000
SFCTA-TFCA(PM)-FY17	Transportation Fund for Clean Air	$450,000

CIP Program Areas | Bicycle

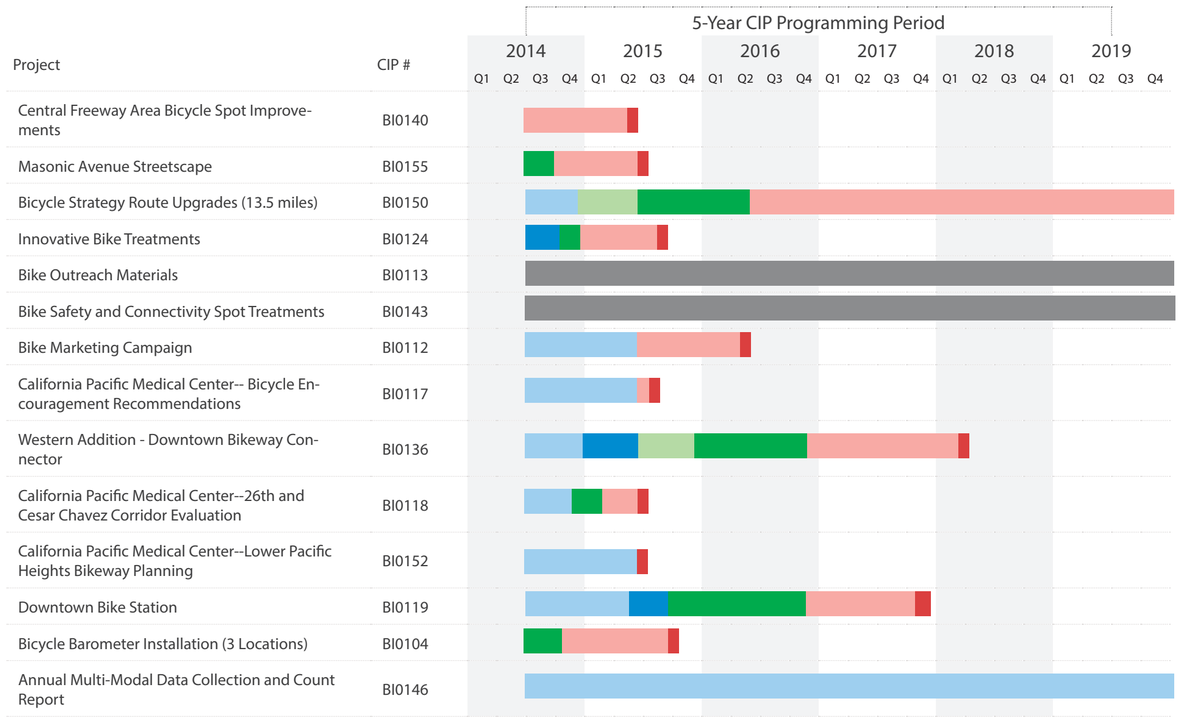
Bicycle Program Funding Sources

Fund	Fund Name	CIP Total
SFCTA-TFCA(PM)-FY18	Transportation Fund for Clean Air	$450,000
SFCTA-TFCA(PM)-FY19	Transportation Fund for Clean Air	$450,000
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$8,099,000
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$9,749,912
SFMTA-Operating-FY13	SFMTA Operating Funds	$186,768
SFMTA-Operating-FY14	SFMTA Operating Funds	$50,000
SFMTA-Operating-FY15	SFMTA Operating Funds	$100,000
SFMTA-Operating-FY16	SFMTA Operating Funds	$100,000
SFMTA-Operating-FY17	SFMTA Operating Funds	$300,000
SFMTA-Operating-FY18	SFMTA Operating Funds	$398,385
Total		$119,364,267

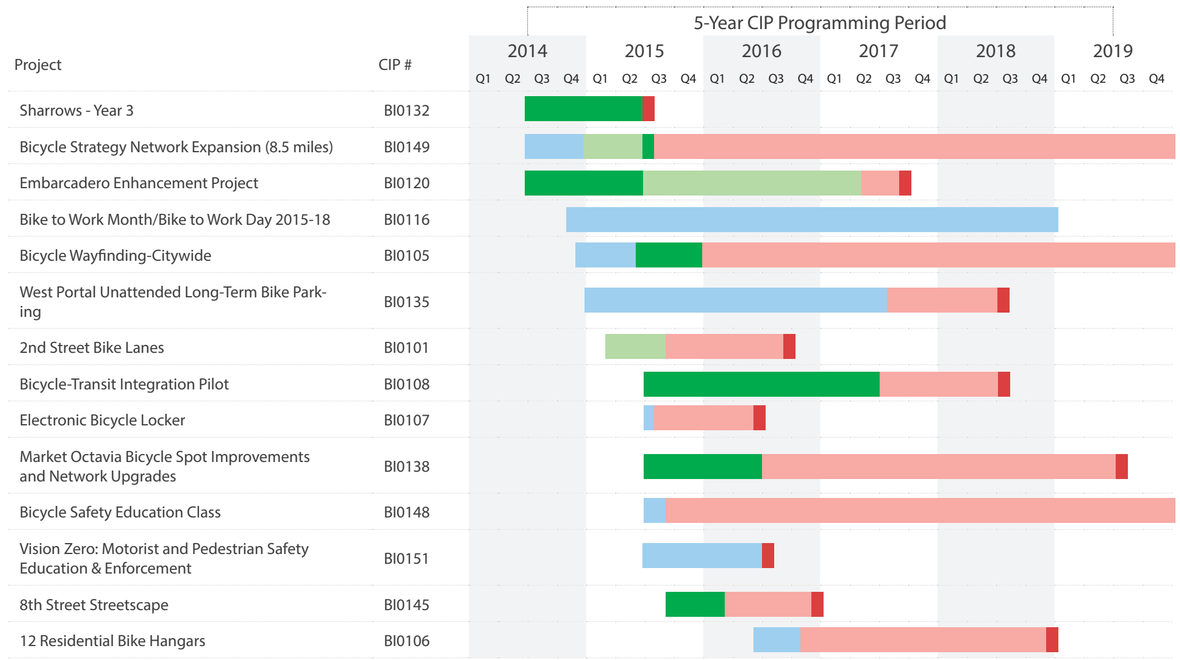
Bicycle Program Project Delivery



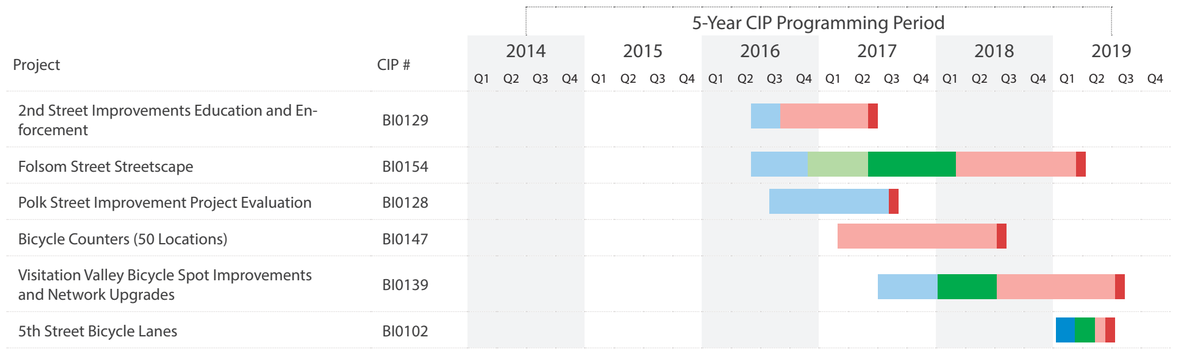
Bicycle Program Project Delivery



Bicycle Program Project Delivery



Bicycle Program Project Delivery



Central Subway

$1.57B investment

Plan, design, engineer and construct a new rapid transit link connecting Bayshore and Mission Bay to SoMa, downtown, and Chinatown.

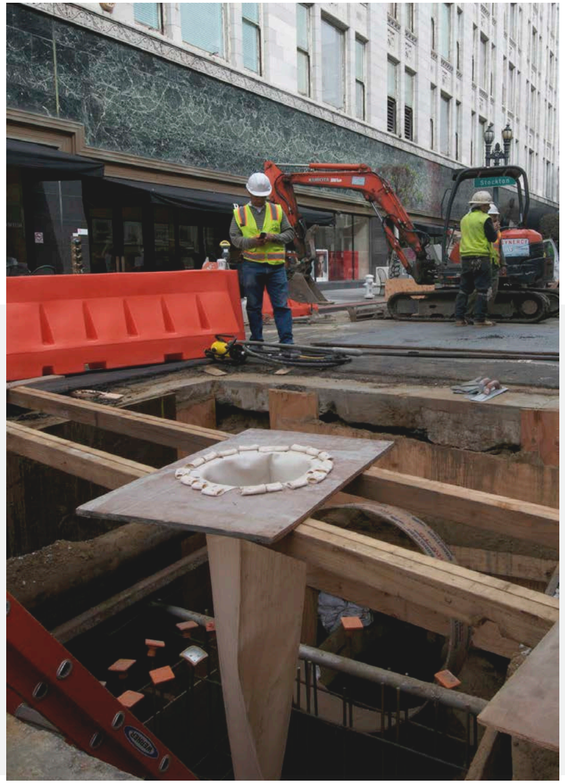
The Central Subway Project will construct a modern, efficient light-rail line that will improve public transportation in San Francisco. This new 1.7-mile extension of Muni's T Third Line will provide direct connections to major retail, sporting and cultural venues while efficiently transporting people to jobs, educational opportunities and other amenities throughout the city. With stops in South of Market (SoMa), Yerba Buena, Union Square and Chinatown, the Central Subway will vastly improve transit options for the residents of one of the most densely populated neighborhoods in the country, provide a rapid transit link to a burgeoning technology and digital-media hub, and improve access to a premier commercial district and tourist attraction.

The Central Subway Project is the second phase of the San Francisco Municipal Transportation Agency's (SFMTA) Third Street Light Rail Transit Project. Phase 1 of the project, which was completed in April 2007, constructed a 5.1-mile light-rail line along the densely populated 3rd Street corridor. Phase 2, the Central Subway, will extend the T Third Line from the 4th Street Caltrain Station to Chinatown.

Modern, efficient light rail

New transit link

Access to jobs & cultural destinations



Central Subway Project

Project	CIP #	Carryforward	CIP Total	Subtotal
Central Subway	CS0001	$785,401,079	$792,898,921	$1,578,300,000
Subtotal		$785,401,079	$792,898,921	$1,578,300,000

Central Subway Program Funding Sources

Fund	Fund Name	CIP Total
Caltrans-Prop1B(PTMISEA)-FY15	Proposition 1B - Transit	$81,880,405
Caltrans-STIP-FY15	State Transportation Improvement Program	$12,498,000
FTA-5309NS-FY14	FTA 5309 New Starts Program	$150,000,000
FTA-5309NS-FY15	FTA 5309 New Starts Program	$150,000,000
FTA-5309NS-FY16	FTA 5309 New Starts Program	$150,000,000
FTA-5309NS-FY17	FTA 5309 New Starts Program	$150,000,000
FTA-5309NS-FY18	FTA 5309 New Starts Program	$23,018,516
TBD-Cash Flow Need*		$75,502,000
Subtotal		$792,898,921

* This amount represents expected future Caltrans-STIP funds that are not expected to arrive within the duration of the Central Subway construction phase. Although the funds are programmed to the project, the funds are delayed due to shortage of STIP funds Statewide. The SFMTA is working to find other funding sources within the construction phase of the project.

Central Subway Program Project Delivery

Communications & IT Infrastructure

8 projects, $44M investment

Plan, design and implement Information Technology infrastructure to improve efficiency and customer experience.

The Communications and Information Technology (IT) Program supports the design and implementation of IT infrastructure to improve the efficiency and ease of use of the transportation system. This includes maintaining the fiber network that provides the internal communication backbone of the Metro system. SFMTA is currently replacing the remaining non-fiber SFMTA facilities with a link to the SFMTA core fiber network. These upgrades will reduce costs, improve bandwidth, and make our communication tools faster and more usable for the public.

The Communications and IT program also supports investments in new technology to improve the Muni customer experience. For example, new information display systems at transit stops will provide passengers with transit arrival times and other vital information. Other projects planned for the next five years include replacement of the agency's radio communications system, safety upgrades and new Clipper-Card readers on Muni vehicles. These initiatives all help to make riding Muni easier and more efficient, and help passengers to better integrate the transit system into their day-to-day lives.

Faster boarding times

New Clipper readers

A more efficient Muni/Metro network

CIP Program Areas | Communications & IT Infrastructure

Communications & IT Projects

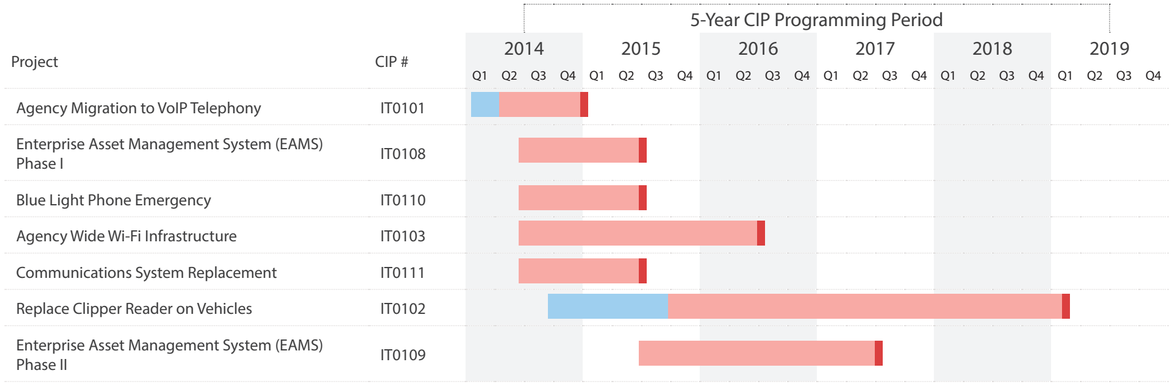
Project	CIP #	Carryforward	CIP Total	Total
Agency Migration to VoIP Telephony	IT0101	--	$843,625	$843,625
Replace Clipper Reader on Vehicles	IT0102	--	$2,000,000	$2,000,000
Agency Wide Wi-Fi Infrastructure	IT0103	--	$2,000,000	$2,000,000
Enterprise Asset Management System (EAMS) Phase I	IT0108	--	$6,740,693	$6,740,693
Enterprise Asset Management System (EAMS) Phase II	IT0109	$9,050,000	$3,370,346	$12,420,346
Blue Light Phone Emergency	IT0110	$6,394,086	$5,782,000	$12,176,086
Communications Systems Replacement	IT0111	$91,935,956	$22,929,701	$114,865,657
Reserve for Enterprise Asset Mgmt System Phase III	IT0112	--	$711,169	$711,169
Total		$107,380,042	$44,377,534	$151,757,576

In addition to the projects listed here, the SFMTA is currently implementing 7 Communications & IT carryforward projects with $29M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Communications & IT Program Funding Sources

Fund	Fund Name	CIP Total
CalEMA-Prop1B(CTSGP)-FY12	California Transit Security Grant Program	$7,070,567
CalEMA-Prop1B(CTSGP)-FY13	California Transit Security Grant Program	$7,070,567
CalEMA-Prop1B(CTSGP)-FY14	California Transit Security Grant Program	$7,070,567
FTA-SGR-FY10	FTA State of Good Repair	$8,800,000
OTHER - OPERATING - SFMTA	SFMTA Operating Funds	$2,022,208
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$2,000,000
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$5,500,000
SFMTA-Operating-FY13	SFMTA Operating Funds	$343,625
SFMTA-Operating-FY14	SFMTA Operating Funds	$500,000
SFMTA-Operating-FY15	SFMTA Operating Funds	$650,000
SFMTA-Operating-FY16	SFMTA Operating Funds	$650,000
SFMTA-Operating-FY17	SFMTA Operating Funds	$900,000
SFMTA-Operating-FY18	SFMTA Operating Funds	$900,000
SFMTA-Operating-FY19	SFMTA Operating Funds	$900,000
Total		$44,377,534

Communications & IT Program Project Delivery



Planning | CER | Environmental | Design | Construction | Close-Out | All

CIP Program Areas | Communications & IT Infrastructure

Facility

27 projects, $135M investment

Acquire and/or rehabilitate maintenance facilities and transit stations used for transit, traffic, and parking operations.

Efficient and well-functioning maintenance facilities are vital to ensuring that SFMTA's fleet is in a state of good repair. Many of SFMTA's maintenance facilities were built in the early 1900s. The Facilities Program supports the modernization and expansion of outdated facilities to make them safe and efficient, as well as acquiring new facilities to accommodate fleet growth. Where possible, existing facilities will be reconfigured, consolidated, or expanded to best meet operational needs, identify cost savings, and to make our facilities as environmentally friendly as possible.

More information on our Facility initiatives can be found in SFMTA's Real Estate and Facilities Vision for the 21st Century, available on the SFMTA website.

Fewer delays from vehicle maintenance

Better working conditions

More comfortable vehicles

Facility Projects

Project	CIP #	Carryforward	CIP Total	Total
Paint Booth Upgrade (Woods & Potrero)	FA0101	--	$850,000	$850,000
Facility Purchase for Enforcement Unit	FA0102	--	$9,225,000	$9,225,000
SFMTA Training Relocation to 2650 Bayshore Blvd	FA0103	--	$1,037,843	$1,037,843
Potrero Shed and Hoists	FA0104	--	$4,300,000	$4,300,000
Upgrade Life and Fire Safety Systems	FA0105	--	$1,750,000	$1,750,000
Replace Bancroft - Air Exhaust	FA0106	--	$75,000	$75,000
Operator Convenience Facilities Phase 2	FA0111	$6,204,331	$4,000,000	$10,204,331
Operator Convenience Facilities Phase 3	FA0112	--	$1,150,000	$1,150,000
Bancroft - Elevators + Heating & Cooling (OP)	FA0113	--	$525,000	$525,000
Bancroft - Lighting & Electrical (OP)	FA0114	--	$175,000	$175,000
Bancroft - Roof Replacement & Insulation (OP)	FA0115	--	$2,900,000	$2,900,000
Woods Wash Racks	FA0116	--	$642,520	$642,520
Woods Renovation (3) Hoists & (40) Bays	FA0118	--	$6,750,000	$6,750,000

In addition to the projects listed here, the SFMTA is currently implementing 24 Facility carryforward projects with $13.5M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

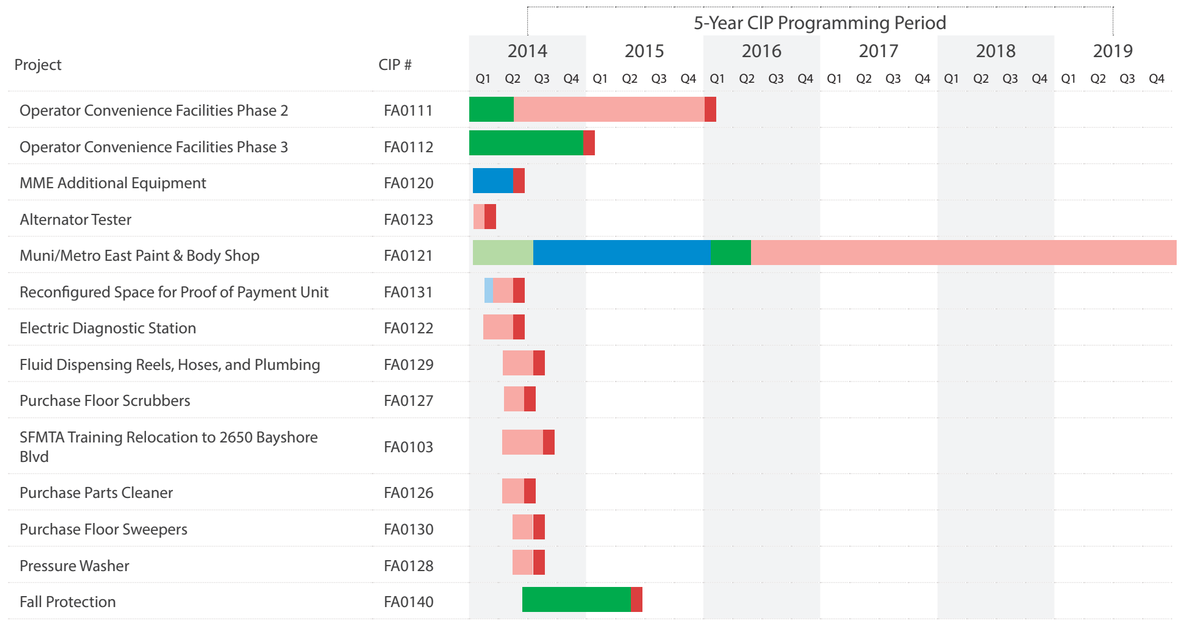
Facility Projects

Project	CIP #	Carryforward	CIP Total	Total
MME Additional Equipment	FA0120	--	$200,000	$200,000
Muni/Metro East Paint & Body Shop	FA0121	--	$39,654,480	$39,654,480
Electric Diagnostic Station	FA0122	--	$5,910,000	$5,910,000
Alternator Tester	FA0123	--	$500,000	$500,000
Transit Reproduction Relocation to 1 SVN	FA0125	--	$85,000	$85,000
Purchase Parts Cleaner	FA0126	--	$1,238,000	$1,238,000
Purchase Floor Scrubbers	FA0127	--	$616,500	$616,500
Pressure Washer	FA0128	--	$101,700	$101,700
Fluid Dispensing Reels, Hoses, and Plumbing	FA0129	--	$480,000	$480,000
Purchase Floor Sweepers	FA0130	--	$657,000	$657,000
Reconfigured Space for Proof of Payment Unit	FA0131	--	$250,000	$250,000
Various Facility Plans (Burke, Woods, Fall Protection, etc.)	FA0133	--	$3,400,000	$3,400,000
Islais Creek Phase I and II	FA0136	$84,270,071	$46,230,000	$130,500,071
Fall Protection	FA0140	$1,616,281	$200,000	$1,816,281
FY 18 Reserve	FA0141	--	$1,000,000	$1,000,000
FY 19 Reserve	FA0142	--	$1,000,000	$1,000,000
Total		$92,090,683	$134,903,043	$226,993,726

Facility Projects

Fund	Fund Name	CIP Total
CCSF-GF-FY16	Proposed T2030 General Fund	$1,000,000
CCSF-GF-FY17	Proposed T2030 General Fund	$1,000,000
CCSF-GF-FY18	Proposed T2030 General Fund	$1,000,000
CCSF-GF-FY19	Proposed T2030 General Fund	$1,000,000
CCSF-GOBOND-FY16	Proposed SF GO Bond Revenue	$36,872,520
CCSF-GOBOND-FY18	Proposed SF GO Bond Revenue	$33,127,480
OTHER-OPERATING-SFMTA	SFMTA Operating Funds	$28,076,043
SFCTA-PropK-EP20	SF Proposition K Sales Taxes	$17,277,000
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$5,150,000
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$10,000,000
SFMTA-Operating-FY15	SFMTA Operating Funds	$400,000
Total		$134,903,043

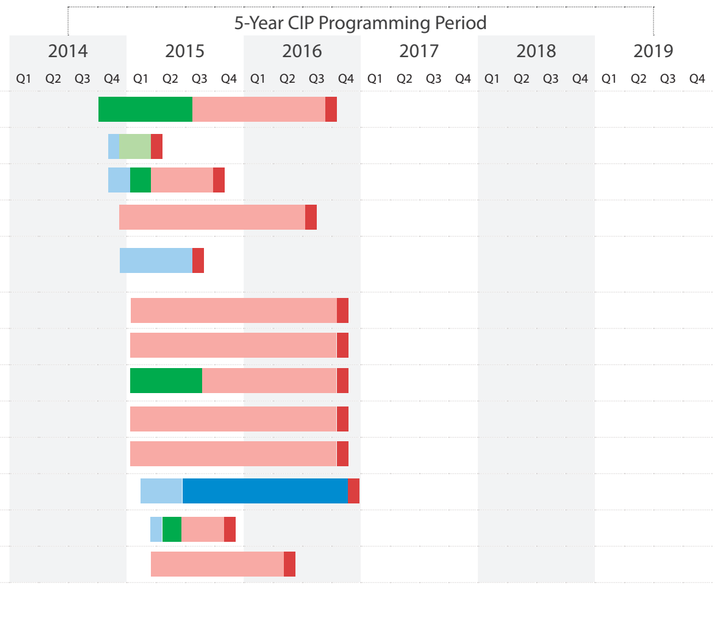
Facility Program Project Delivery



Project	CIP #
Operator Convenience Facilities Phase 2	FA0111
Operator Convenience Facilities Phase 3	FA0112
MME Additional Equipment	FA0120
Alternator Tester	FA0123
Muni/Metro East Paint & Body Shop	FA0121
Reconfigured Space for Proof of Payment Unit	FA0131
Electric Diagnostic Station	FA0122
Fluid Dispensing Reels, Hoses, and Plumbing	FA0129
Purchase Floor Scrubbers	FA0127
SFMTA Training Relocation to 2650 Bayshore Blvd	FA0103
Purchase Parts Cleaner	FA0126
Purchase Floor Sweepers	FA0130
Pressure Washer	FA0128
Fall Protection	FA0140

Planning | CER | Environmental | Design | Construction | Close-Out | All

Facility Program Project Delivery



Project	CIP #
Facility Purchase for Enforcement Unit	FA0102
Paint Booth Upgrade (Woods & Potrero)	FA0101
Potrero Shed and Hoists	FA0104
Islais Creek Additional Budget Need	FA0136
Various Facility Plans (Burke, Woods, Fall Protection, etc.)	FA0133
Replace Bancroft - Air Exhaust	FA0106
Bancroft - Elevators + Heating & Cooling (OP)	FA0113
Upgrade Life and Fire Safety Systems	FA0105
Bancroft - Lighting & Electrical (OP)	FA0114
Bancroft - Roof Replacement & Insulation (OP)	FA0115
Woods Renovation (3) Hoists & (40) Bays	FA0118
Transit Reproduction Relocation to 1 SVN	FA0125
Woods Wash Racks	FA0116

Fleet

32 projects, $1.1B investment

Purchase and maintain buses, trains and support vehicles for transit and sustainable street needs

Muni currently operates 1,055 service vehicles across 75 transit lines. The Fleet Program ensures that these vehicles are safe, comfortable, clean, and reliable for San Francisco passengers. Rehabilitating or replacing vehicles as they near the end of their useful life helps avoid costly repairs and service interruptions caused by vehicle failures. SFMTA also prioritizes adding more vehicles, which alleviates overcrowding on busy routes and enables the transit system to carry more passengers as the city grows. These initiatives all contribute to SMFTA's long-term goals of increasing Muni service on key routes and eliminating delays caused by outdated vehicles and infrastructure.

Some of our Fleet projects planned for the next five years include cable car renovations, expanding the light rail fleet by 24 vehicles, and replacing Muni's entire bus fleet with modern, more efficient buses.

New transit vehicles

Expanded fleet

Fewer delays

Smoother ride

Fleet Projects

Project	CIP #	Carryforward	CIP Total	Total
Light Rail Vehicle Component Rehab	FL0102	--	$5,229,500	$5,229,500
Vehicle Overhauls	FL0103	--	$11,500,000	$11,500,000
Replace 35 22' Paratransit Vans	FL0105	--	$6,705,525	$6,705,525
Replace 60 New Flyer 60' Trolley Coaches (2015)	FL0106	$82,244,318	$33,677,488	$115,921,806
Replace 26 Neoplan 60' Buses (2015)	FL0107	--	$30,741,722	$30,741,722
Cable Car Renovation	FL0109	$19,364,326	$4,800,000	$24,164,326
Replace 34 Neoplan 40' Motor Coaches (2015)	FL0110	$44,463,740	$30,415,414	$74,879,154
Replace 41 Neoplan 40' Motor Coaches (2016)	FL0111	--	$35,910,668	$35,910,668
Replace 30 Neoplan 40' Motor Coaches (2017)	FL0112	--	$26,276,098	$26,276,098

Fleet Projects

Project	CIP #	Carryforward	CIP Total	Total
Replace 50 Neoplan 40' Motor Coaches (2018)	FL0113	--	$43,793,497	$43,793,497
Replace 56 Orion 40' Motor Coaches (2019)	FL0114	--	$49,048,717	$49,048,717
Replace 50 Neoplan 60'Motor Coaches (2015)	FL0115	$4,298,103	$63,038,564	$67,336,667
Replace 48 Neoplan 60'Motor Coaches (2016)	FL0116	--	$64,555,485	$64,555,485
Replace 50 ETI 40' Trolley Coaches (2015)	FL0117	--	$78,805,535	$78,805,535
Replace 50 ETI 40' Trolley Coaches (2016)	FL0118	--	$78,805,535	$78,805,535
Replace 50 ETI 40' Trolley Coaches (2017)	FL0119	--	$78,805,535	$78,805,535
Replace 33 ETI 60' Trolley Coaches (2018)	FL0121	--	$64,863,152	$64,863,152
Replace 30 Orion 30' Motor Coaches (2019)	FL0122	--	$26,276,098	$26,276,098
Replace 5 Paratransit Mini Vans	FL0123	--	$270,000	$270,000
Replace 27 Paratransit Type 2 Vans	FL0124	--	$4,191,750	$4,191,750
Replace 8 Neoplan 40' Buses (2015)	FL0125	--	$4,643,523	$4,643,523
Expand Motor Coach 60' by 22	FL0127	--	$30,500,000	$30,500,000
Expand Motor Coach 60' by 21	FL0128	--	$21,063,494	$21,063,494
Expand Motor Coach 60' by 19	FL0129	--	$25,553,213	$25,553,213
Expand Light Rail Fleet by 24 Vehicles	FL0131	--	$132,092,490	$132,092,490
Farebox Replacement Project	FL0132	--	$1,400,000	$1,400,000

Fleet Projects

Project	CIP #	Carryforward	CIP Total	Total
Rehabilitate Historic Streetcars (16 PCCs)	FL0133	--	$17,628,867	$17,628,867
Rehabilitate Historic Streetcars (Milan and Vintage)	FL0134	--	$18,363,392	$18,363,392
Light Rail Vehicle Truck Rebuild	FL0135	$60,086,805	$9,000,000	$69,086,805
Replace 25 ETI 40' Trolley Coaches (2018)	FL0136	--	$39,402,767	$39,402,767
Purchase 12 Trolley Coaches (2018)	FL0137	--	$23,586,601	$23,586,601
Reserve for Future Fleet Expansion	FL0139	--	$13,800,000	$13,800,000
FY 19 Reserve	FL0140	--	$5,533,293	$5,533,293
Total		$210,457,292	$1,080,277,923	$1,290,735,215

In addition to the projects listed here, the SFMTA is currently implementing 17 Fleet carryforward projects with $215M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

The SFMTA will replace its entire rubber tire fleet by 2019.

Fleet Program Funding Sources

Fund	Fund Name	CIP Total
Caltrans-PTMISEA-Interest	Proposition 1B - Transit Interest	$879,824
CCSF-GF-FY16	Proposed T2030 General Fund	$13,800,000
CCSF-GF-FY18	Proposed T2030 General Fund	$21,063,494
CCSF-GF-FY19	Proposed T2030 General Fund	$31,086,506
CCSF-TSIP-FY15	Transportation and Street Infrastructure Program	$2,500,000
CCSF-TSIP-FY16	Transportation and Street Infrastructure Program	$2,500,000
CCSF-TSIP-FY17	Transportation and Street Infrastructure Program	$2,500,000
CCSF-TSIP-FY18	Transportation and Street Infrastructure Program	$2,500,000
CCSF-TSIP-FY19	Transportation and Street Infrastructure Program	$2,500,000
FTA-5307-FY14	FTA 5307 Formula Funds	$59,600,396
FTA-5307-FY15	FTA 5307 Formula Funds	$112,971,196
FTA-5307-FY16	FTA 5307 Formula Funds	$15,390,172
FTA-5307-FY17	FTA 5307 Formula Funds	$26,983,621
FTA-5307-FY18	FTA 5307 Formula Funds	$51,419,215
FTA-5309FG-FY11	FTA 5309 Fixed Guideway Funds	$4,242,843
FTA-5309FG-FY12	FTA 5309 Fixed Guideway Funds	$12,943,803
FTA-5337FG-FY13	FTA 5337 Fixed Guideway Funds	$13,637,488

CIP Program Areas | Fleet

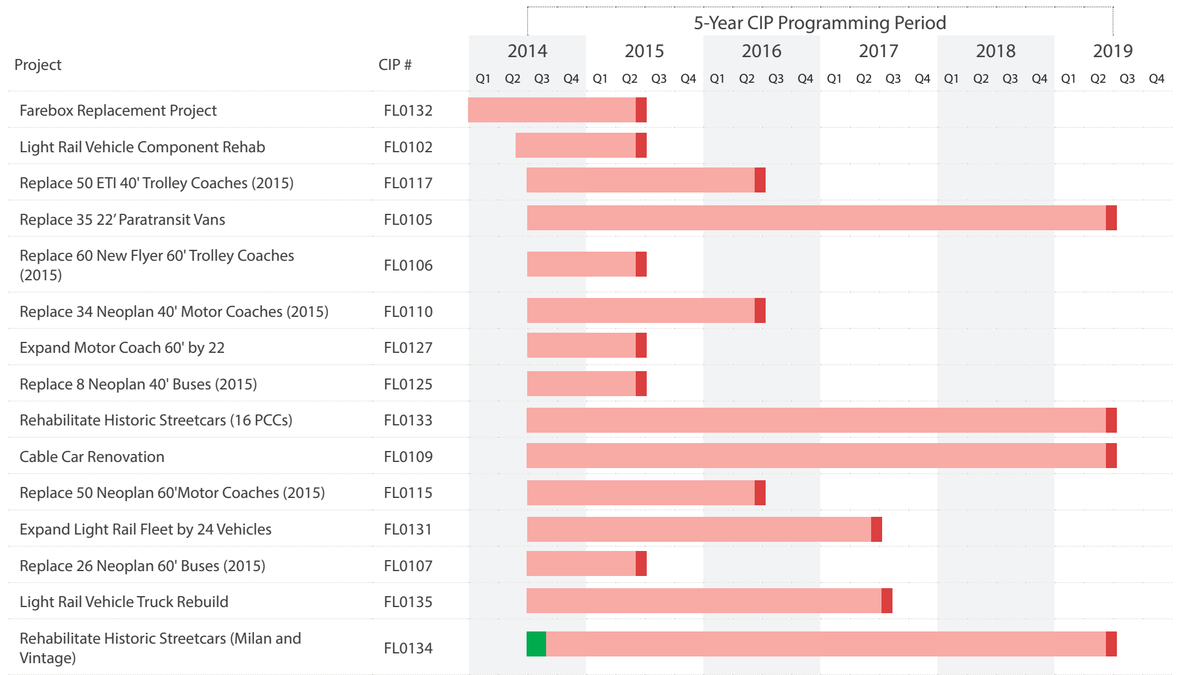
Fleet Program Funding Sources

Fund	Fund Name	CIP Total
FTA-5337FG-FY15	FTA 5337 Fixed Guideway Funds	$105,241,581
FTA-5337FG-FY16	FTA 5337 Fixed Guideway Funds	$42,197,154
FTA-5337FG-FY17	FTA 5337 Fixed Guideway Funds	$89,765,315
FTA-5337FG-FY18	FTA 5337 Fixed Guideway Funds	$5,883,020
FTA-5339-FY14	FTA 5339 Bus and Bus Facilities Program	$6,908,739
MTC-AB664-Expired(14)	MTC AB664 Bridge Toll Funds (expired & re-issued in FY14)	$1,836,888
MTC-AB664-FY14	MTC AB664 Bridge Toll Funds	$272,613
MTC-AB664-FY15	MTC AB664 Bridge Toll Funds	$3,100,000
MTC-AB664-FY16	MTC AB664 Bridge Toll Funds	$2,900,000
MTC-AB664-FY17	MTC AB664 Bridge Toll Funds	$2,900,000
MTC-AB664-FY18	MTC AB664 Bridge Toll Funds	$3,100,000
MTC-TPI(I)-FY15	MTC Transit Performance Initiative Funds	$4,629,676
MTC-TPI(I)-FY16	MTC Transit Performance Initiative Funds	$4,000,000
MTC-TPI(I)-FY17	MTC Transit Performance Initiative Funds	$4,000,000
SFCTA-PropK-EP12	SF Proposition K Sales Taxes	$267,929
SFCTA-PropK-EP15	SF Proposition K Sales Taxes	$3,092,490
SFCTA-PropK-EP17M	SF Proposition K Sales Taxes	$294,663,959
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$12,500,000

Fleet Program Funding Sources

Fund	Fund Name	CIP Total
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$12,500,000
SFMTA-Bond-FY17	SFMTA Revenue Bond FY17	$80,000,000
Transfer from Central Subway	Other	$24,000,000
Total		$1,080,277,923

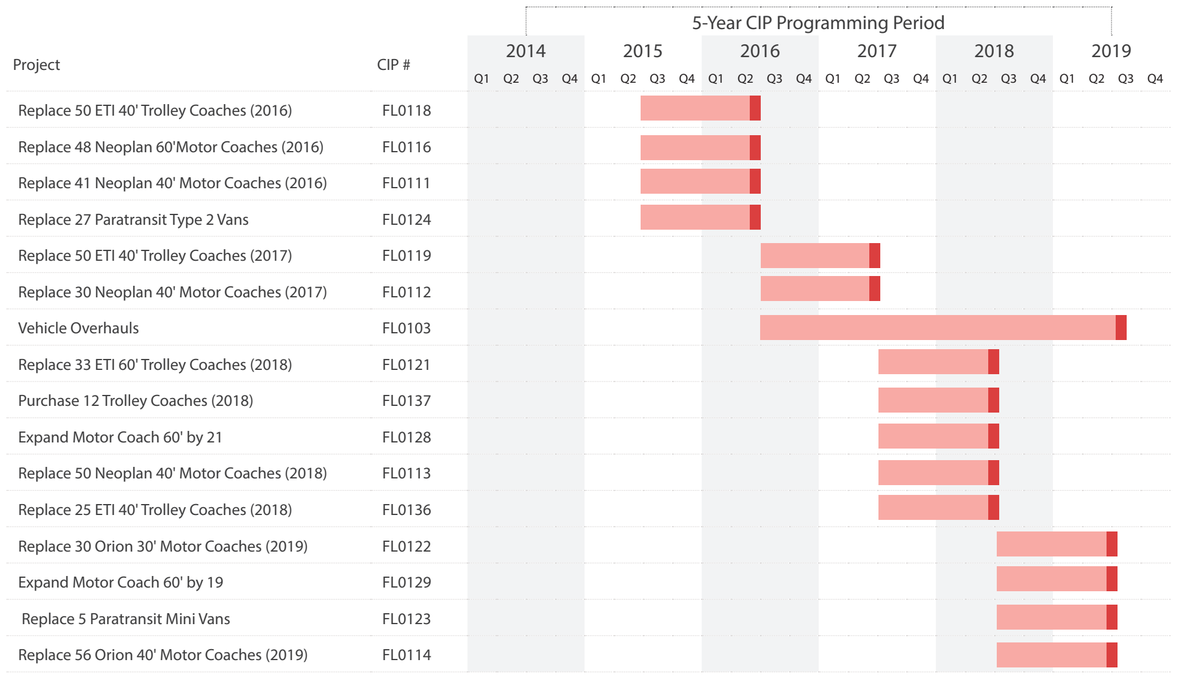
Fleet Program Project Delivery



Project	CIP #
Farebox Replacement Project	FL0132
Light Rail Vehicle Component Rehab	FL0102
Replace 50 ETI 40' Trolley Coaches (2015)	FL0117
Replace 35 22' Paratransit Vans	FL0105
Replace 60 New Flyer 60' Trolley Coaches (2015)	FL0106
Replace 34 Neoplan 40' Motor Coaches (2015)	FL0110
Expand Motor Coach 60' by 22	FL0127
Replace 8 Neoplan 40' Buses (2015)	FL0125
Rehabilitate Historic Streetcars (16 PCCs)	FL0133
Cable Car Renovation	FL0109
Replace 50 Neoplan 60'Motor Coaches (2015)	FL0115
Expand Light Rail Fleet by 24 Vehicles	FL0131
Replace 26 Neoplan 60' Buses (2015)	FL0107
Light Rail Vehicle Truck Rebuild	FL0135
Rehabilitate Historic Streetcars (Milan and Vintage)	FL0134

Planning | CER | Environmental | Design | Construction | Close-Out | All

Fleet Program Project Delivery



Project	CIP #
Replace 50 ETI 40' Trolley Coaches (2016)	FL0118
Replace 48 Neoplan 60'Motor Coaches (2016)	FL0116
Replace 41 Neoplan 40' Motor Coaches (2016)	FL0111
Replace 27 Paratransit Type 2 Vans	FL0124
Replace 50 ETI 40' Trolley Coaches (2017)	FL0119
Replace 30 Neoplan 40' Motor Coaches (2017)	FL0112
Vehicle Overhauls	FL0103
Replace 33 ETI 60' Trolley Coaches (2018)	FL0121
Purchase 12 Trolley Coaches (2018)	FL0137
Expand Motor Coach 60' by 21	FL0128
Replace 50 Neoplan 40' Motor Coaches (2018)	FL0113
Replace 25 ETI 40' Trolley Coaches (2018)	FL0136
Replace 30 Orion 30' Motor Coaches (2019)	FL0122
Expand Motor Coach 60' by 19	FL0129
Replace 5 Paratransit Mini Vans	FL0123
Replace 56 Orion 40' Motor Coaches (2019)	FL0114

Parking

8 projects, $40M investment

Plan, design, engineer, and maintain public parking facilities or street infrastructure related to public parking.

SFMTA is responsible for maintaining public parking facilities, including both on- and off-street parking, that serve San Francisco residents, visitors, and businesses. The Parking Program supports the planning, design, rehabilitation and construction of public parking garages, as well as street infrastructure and facilities related to public parking. This includes ensuring that parking garages are structurally sound, well-ventilated, and can withstand harsh weather and earthquake activity. SFMTA also ensures that parking structures are accessible and meet the requirements of the Americans with Disabilities Act (ADA).

Some of our parking projects over the next five years include the rehabilitation and equipment upgrades of key parking structures such as Civic Center Plaza, Golden Gateway, Japan Center, Moscone Center, Performing Arts Center, Union Square, and neighborhood garages in North Beach and the Mission.

Safe parking structures

Enhanced accessibility

Convenient payment systems

Parking Projects

Project	CIP #	Carryforward	CIP Total	Total
Seismic Retrofit - Multiple Garages	PA0101	--	$4,300,000	$4,300,000
Structural Improvements - Multiple Garages	PA0102	--	$6,825,610	$6,825,610
Parking Access and Revenue Control System (PARCS)	PA0103	$15,000,000	$12,079,600	$12,079,600
ADA Compliance - Multiple Garages	PA0104	--	$2,000,000	$2,000,000
Ventilation: Golden Gateway	PA0110	--	$1,643,090	$1,643,090
Ventilation: Japan Center	PA0111	--	$1,488,500	$1,488,500
Ventilation: Sutter-Stockton	PA0112	--	$641,000	$641,000
Electrical Study (18 garages)	PA0113	--	$22,200	$22,200
FY 15 Reserve	PA0114	--	$9,795,600	$9,795,600
FY 16 Reserve	PA0115	--	$2,284,000	$2,284,000
Total		$15,000,000	$41,079,600	$56,079,600

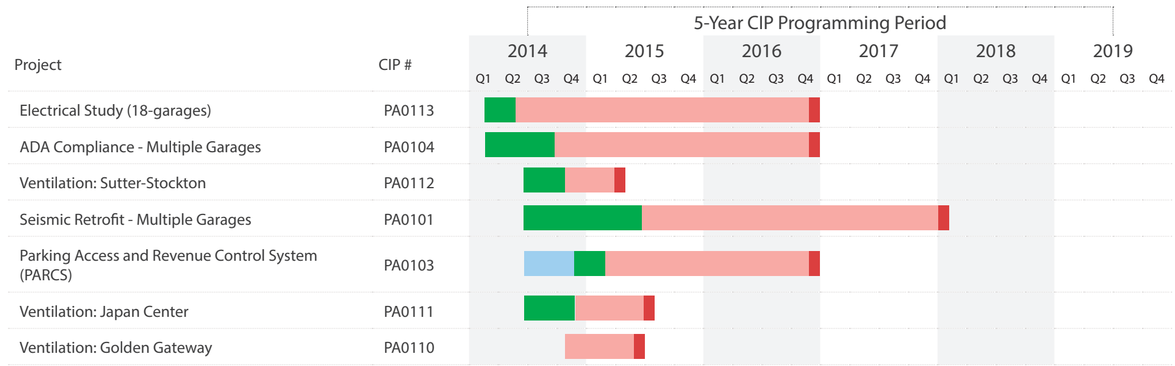
In addition to the projects listed here, the SFMTA is currently implementing 8 Parking carryforward projects with $8M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Parking Program Funding Sources

Fund	Fund Name	CIP Total
OTHER-OPERATING-SFMTA	SFMTA Operating Funds	$12,079,600
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$29,000,000
Total		$41,079,600

There are 450,000 public parking spaces in San Francisco.

Parking Program Project Delivery



Planning | CER | Environmental | Design | Construction | Close-Out | All

Pedestrian

40 projects, $67M investment

Plan, design and construct capital projects to address traffic problems, improve street design, and improve the safety of people walking.

Making our streets safe, vibrant and enjoyable places to walk is integral to SFMTA's goal of a Transit-First city. Whether people are walking to a bus stop, a car, or all the way to their destination, almost every trip is in part a pedestrian trip – and 17% of all trips in San Francisco are made by walking alone. The Pedestrian Program covers planning, design, and implementation of capital projects such as refuge islands, speed tables, and corner bulb-outs. Such projects help protect people walking from car traffic, turning neighborhood roads into Complete Streets and making busy intersections more people-friendly.

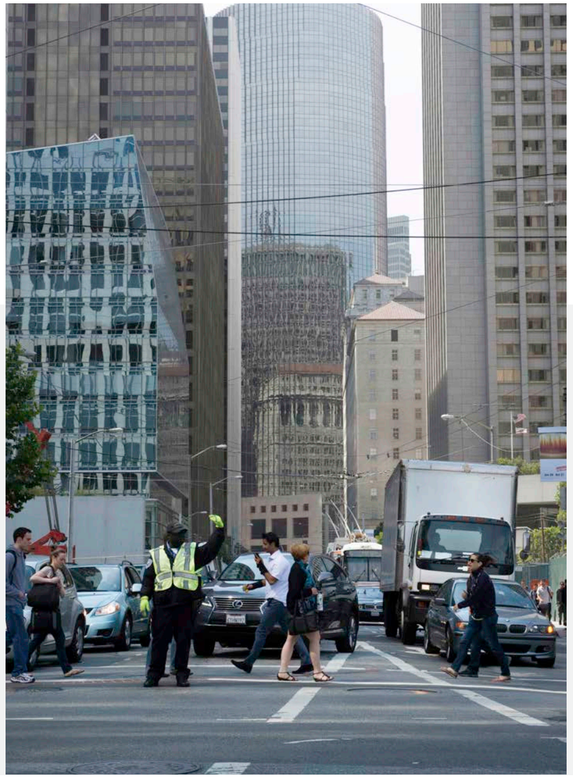
SFMTA is a key partner in city-wide task forces such as WalkFirst, Vision Zero, the Pedestrian Safety Advisory Committee, and the Mayor's Pedestrian Safety Task Force to conduct rigorous, data-driven studies and community outreach. Only 6% of San Francisco streets account for 60% of severe or fatal pedestrian injuries. By focusing on these high-injury corridors and intersections, capital projects can vastly improve the safety of San Francisco as a whole.

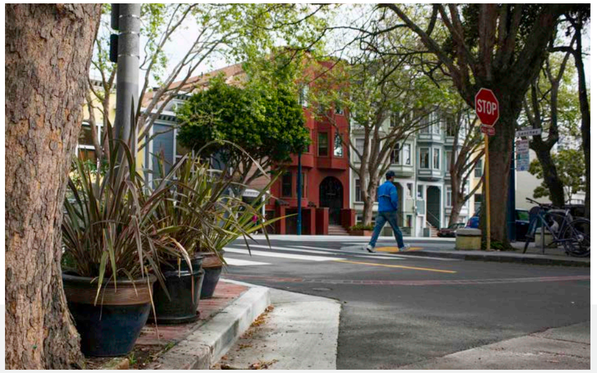
Safer intersections

Fewer pedestrian injuries

Vibrant neighborhoods

Walkable streets





Pedestrian Projects

Project	CIP #	Carryforward	CIP Total	Total
6th Street Improvements Project	PE0102	$226,903	$3,765,000	$3,991,903
Columbus Ave Ped Improvements	PE0109	--	$1,550,000	$1,550,000
Vicente-West Portal Bulbouts	PE0115	--	$321,000	$321,000
Turk at Webster Pedestrian Improvements	PE0117	--	$210,000	$210,000
Dolores and Liberty Uncontrolled Crosswalk Improvements	PE0118	--	$14,000	$14,000
Pedestrian Improvements-Franklin & Gough Intersections Placeholder	PE0120	$298,767	$500,000	$798,767
Pedestrian Safety Spot Improvements (Must Be Within a Block Radius of Octavia)	PE0122	--	$592,000	$592,000
Pedestrian Enhancement Projects	PE0123	--	$1,453,800	$1,453,800
WalkFirst: Phase 1 Priority 4-6 (13 Intersections)	PE0124	--	$442,662	$442,662
WalkFirst: Phase 1 Priority 1 (33 Intersections)	PE0125	--	$1,407,932	$1,407,932
WalkFirst: Phase 2 Priority 5 (Permanent)	PE0126	--	$702,900	$702,900
WalkFirst: Phase 2 Priority 3 (39 Intersections -Permanent)	PE0128	--	$8,570,098	$8,570,098
WalkFirst: Phase 2 Priority 2 (Permanent)	PE0129	--	$11,895,557	$11,895,557
WalkFirst: Phase 2 Priority 1 (Permanent)	PE0130	--	$9,495,000	$9,495,000

Pedestrian Projects

Project	CIP #	Carryforward	CIP Total	Total
Crossing Guard Intersection Assessments	PE0131	--	$100,000	$100,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	PE0132	--	$3,021,025	$3,021,025
WalkFirst: Phase 1 Priority 3 (28 Intersections)	PE0133	--	$1,004,300	$1,004,300
WalkFirst: Phase 1 Priority 2 (48 Intersections)	PE0134	--	$1,918,136	$1,918,136
WalkFirst: Phase 1 Priority 1 (9 Intersections)	PE0135	--	$77,288	$77,288
WalkFirst: Phase 1 Priority 0 (9 Intersections)	PE0136	--	$385,110	$385,110
WalkFirst: Locations Near Cathedral Hill	PE0137	--	$400,000	$400,000

The San Francisco Pedestrian Strategy provides a path towards making San Francisco the most walkable city in North America.

Visit www.sfmta.com/about-sfmta/reports/san-francisco-pedestrian-strategy for more info

Pedestrian Projects

Project	CIP #	Carryforward	CIP Total	Total
WalkFirst: Rectangular Rapid Flashing Beacons (3 Intersections)	PE0138	--	$302,490	$302,490
WalkFirst: Daylighting (25 Intersections)	PE0139	--	$167,400	$167,400
WalkFirst: Data Analysis Update	PE0140	--	$200,000	$200,000
WalkFirst: Radar Speed Display Signs (10 Signs)	PE0141	--	$750,000	$750,000
WalkFirst: Radar Speed Display Signs (4 Signs)	PE0142	--	$134,766	$134,766
WalkFirst: Speed Radar Display (15 Signs)	PE0143	--	$470,250	$470,250
WalkFirst: Signal Retiming Program (20 Intersections/ Yr)	PE0144	--	$550,000	$550,000
WalkFirst: Pedestrian Detection Pilot Study (6 Locations)	PE0145	--	$40,592	$40,592
WalkFirst: Safety Enforcement Program	PE0146	--	$605,000	$605,000
WalkFirst: Phase 2 Priority 6 (Permanent)	PE0147	--	$360,800	$360,800
WalkFirst: Phase 2 Priority 6	PE0148	--	$59,290	$59,290
WalkFirst: Phase 2 Priority 5	PE0149	--	$162,492	$162,492
WalkFirst: Phase 2 Priority 4	PE0150	--	$3,938,688	$3,938,688
North of Market Signal Update (300 Intersections)	PE0153	--	$1,100,000	$1,100,000
SOMA Signal Update (50 Intersections)	PE0154	--	$225,000	$225,000

Pedestrian Projects

Project	CIP #	Carryforward	CIP Total	Total
Open New Crosswalk at San Jose at Dolores	PE0155	--	$500,000	$500,000
Pedestrian Improvements Upper Market	PE0156	--	$2,110,000	$2,110,000
Market & Octavia Intersection Improvement Project	PE0157	--	$250,000	$250,000
Oak & Octavia Intersection Improvement Project	PE0158	--	$250,000	$250,000
FY 15 Reserve	PE0159	--	$1,715,181	$1,715,181
FY 16 Reserve	PE0160	--	$1,194,551	$1,194,551
FY 17 Reserve	PE0161	--	$657,861	$657,861
FY 18 Reserve	PE0162	--	$1,274,570	$1,274,570
FY 19 Reserve	PE0163	--	$2,327,815	$2,327,815
Total		$525,670	$67,172,553	$67,698,223

In addition to the projects listed here, the SFMTA is currently implementing 27 Pedestrian carryforward projects with $6M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Pedestrian Program Funding Sources

Fund	Fund Name	CIP Total
Caltrans-ATP(R)-FY15	Cal Active Transportation Program	$750,000
Caltrans-STIP-FY17	State Transportation Improvement Program	$1,910,000
CAOTS-OTS-FY15	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY16	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY17	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY18	California Office of Traffic Safety	$100,000
CAOTS-OTS-FY19	California Office of Traffic Safety	$100,000
CCSF-Central Freeway Proceeds	Central Freeway Land Sales	$1,092,000
CCSF-CPMC-FY14	Development Impact Fees (CPMC)	$400,000
CCSF-GF-FY16	Proposed T2030 General Fund	$1,000,000
CCSF-GF-FY17	Proposed T2030 General Fund	$1,000,000
CCSF-GF-FY18	Proposed T2030 General Fund	$1,000,000
CCSF-GF-FY19	Proposed T2030 General Fund	$1,000,000
CCSF-GOBOND-FY16	Proposed SF GO Bond Revenue	$7,090,154
CCSF-GOBOND-FY17	Proposed SF GO Bond Revenue	$6,484,334
CCSF-GOBOND-FY18	Proposed SF GO Bond Revenue	$6,267,009
CCSF-GOBOND-FY19	Proposed SF GO Bond Revenue	$9,000,000

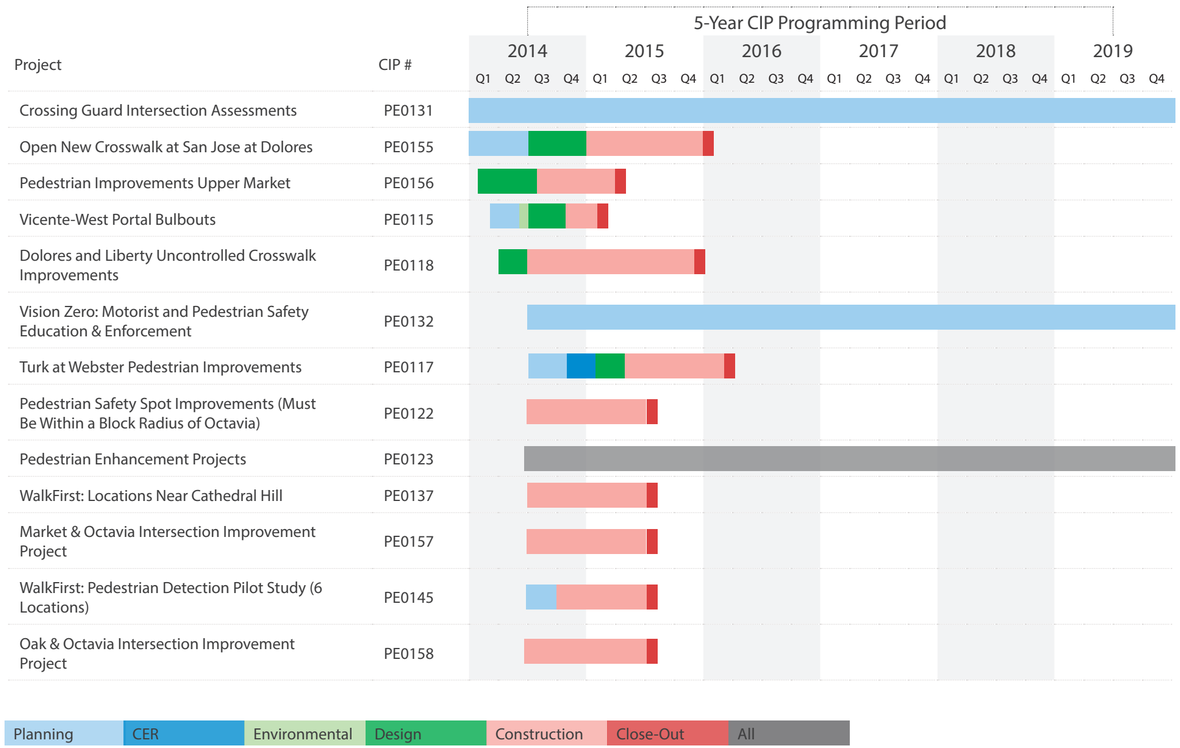
Pedestrian Program Funding Sources

Fund	Fund Name	CIP Total
CCSF-IPIC(MO) FY14	Development Impact Fees (Market Octavia)	$1,160,000
CCSF-Prop B-FY14	SF Proposition B Streets Bond	$800,000
MTC-RM2SR2T-FY16	RM2 Safe Routes to Transit	$65,000
OTHER-DPW-CCSF-IPIC(EN) FY15	Development Impact Fees (Eastern Neighborhoods)	$63,200
OTHER-DPW-CCSF-IPIC(EN) FY16	Development Impact Fees (Eastern Neighborhoods)	$515,600
OTHER-DPW-CCSF-IPIC(MO) FY15	Development Impact Fees (Market Octavia)	$1,450,000
OTHER-DPW-CCSF-IPIC(MO) FY16	Development Impact Fees (Market Octavia)	$250,000
OTHER-DPW-CCSF-IPIC(MO) FY17	Development Impact Fees (Market Octavia)	$125,000
OTHER-DPW-CCSF-IPIC(MO) FY18	Development Impact Fees (Market Octavia)	$250,000
OTHER-DPW-CCSF-IPIC(MO) FY19	Development Impact Fees (Market Octavia)	$250,000
OTHER-DPW-CCSF-IPIC(VV) FY18	Development Impact Fees (Vis Valley)	$250,000
OTHER-DPW-CCSF-IPIC(VV) FY19	Development Impact Fees (Vis Valley)	$100,000
OTHER-SFMTA-Operating (LS)	SFMTA Operating Funds	$100,000
OTHER-TSIP-DPW	Transportation and Street Infrastructure Program	$8,960
SFCTA-PropAA-FY16	SF Prop AA Vehicle License Fees	$364,664
SFCTA-PropAA-FY17	SF Prop AA Vehicle License Fees	$364,664
SFCTA-PropAA-FY18	SF Prop AA Vehicle License Fees	$495,000
SFCTA-PropAA-FY19	SF Prop AA Vehicle License Fees	$495,000

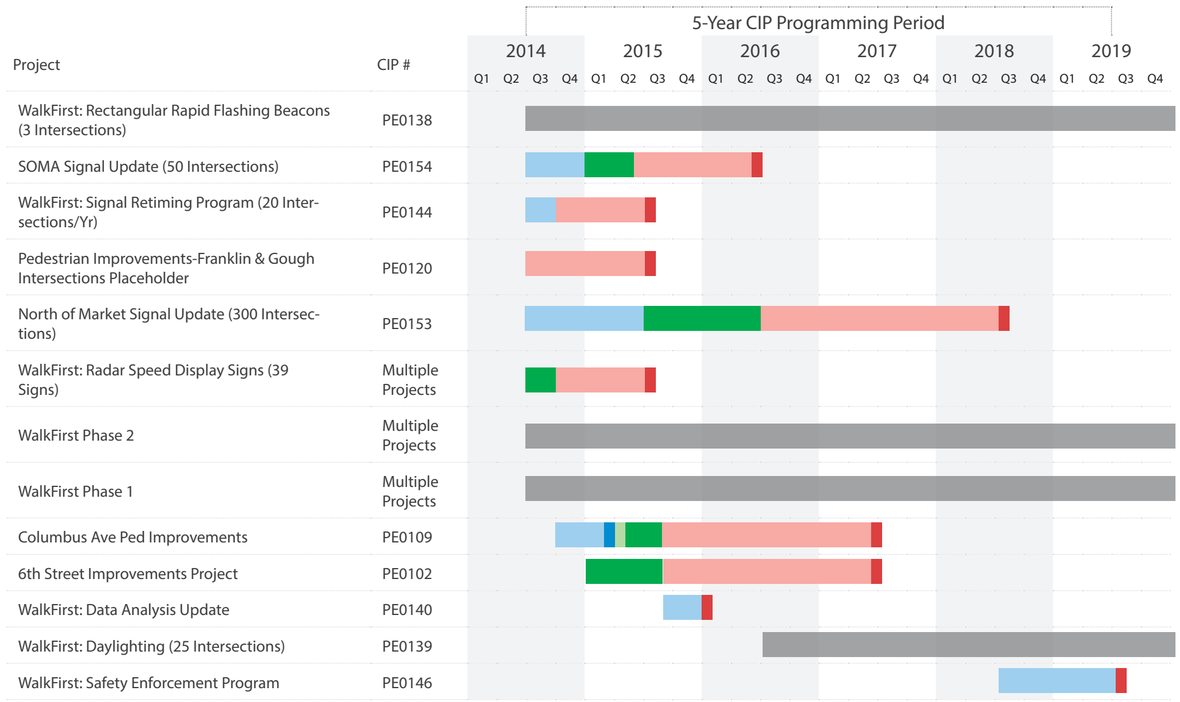
Pedestrian Program Funding Sources

Fund	Fund Name	CIP Total
SFCTA-PropK-EP38	SF Proposition K Sales Taxes	$983,115
SFCTA-PropK-EP40	SF Proposition K Sales Taxes	$5,628,003
SFCTA-PropK-EP44	SF Proposition K Sales Taxes	$200,000
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$3,208,848
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$3,007,698
SFMTA-Operating-FY13	SFMTA Operating Funds	$250,000
SFMTA-Operating-FY15	SFMTA Operating Funds	$750,000
SFMTA-Operating-FY16	SFMTA Operating Funds	$347,563
SFMTA-Operating-FY17	SFMTA Operating Funds	$300,000
SFMTA-Operating-FY18	SFMTA Operating Funds	$899,178
SFMTA-Operating-FY19	SFMTA Operating Funds	$1,297,563
SFMTA-TSIP-FY14	Transportation and Street Infrastructure Program	$700,000
SFMTA-TSIP-FY15	Transportation and Street Infrastructure Program	$1,000,000
SFMTA-TSIP-FY16	Transportation and Street Infrastructure Program	$1,000,000
SFMTA-TSIP-FY17	Transportation and Street Infrastructure Program	$1,000,000
SFMTA-TSIP-FY18	Transportation and Street Infrastructure Program	$1,000,000
SFMTA-TSIP-FY19	Transportation and Street Infrastructure Program	$1,000,000
Total		$67,172,553

Pedestrian Program Project Delivery



Pedestrian Program Project Delivery



School

10 projects, $11M investment

Plan, design, engineer and construct street improvements school zones to enable safe travel for children walking and biking to school.

Providing San Francisco kids with safe and direct routes to school is a critical objective of the SFMTA. The School Program provides funding for capital projects and programs that help to make active modes of transportation safer and more accessible for children, including those with disabilities. Funded projects include street redesigns, bicycle infrastructure, removal of pedestrian barriers, and programs such as Walk to School Day and pedestrian safety classes in elementary schools. These initiatives have broad implications, from public health to social equity. Walking and biking to school reduces childhood obesity and improves kids' health and well-being. They also provide mobility for those who need it most, as low-income youth are less likely to have reliable access to a car.

Many of our School projects are supported by federal grants from the Safe Routes to Schools program. SFMTA is currently working in conjunction with other city agencies to develop several Safe Routes to Schools projects, including routes to Cesar Chavez, ER Taylor, John Yehall Chin, Longfellow, and Tenderloin elementary schools.

Safe routes to schools

Encourages walking & bicycling for kids

Improved air quality & community safety

School Projects

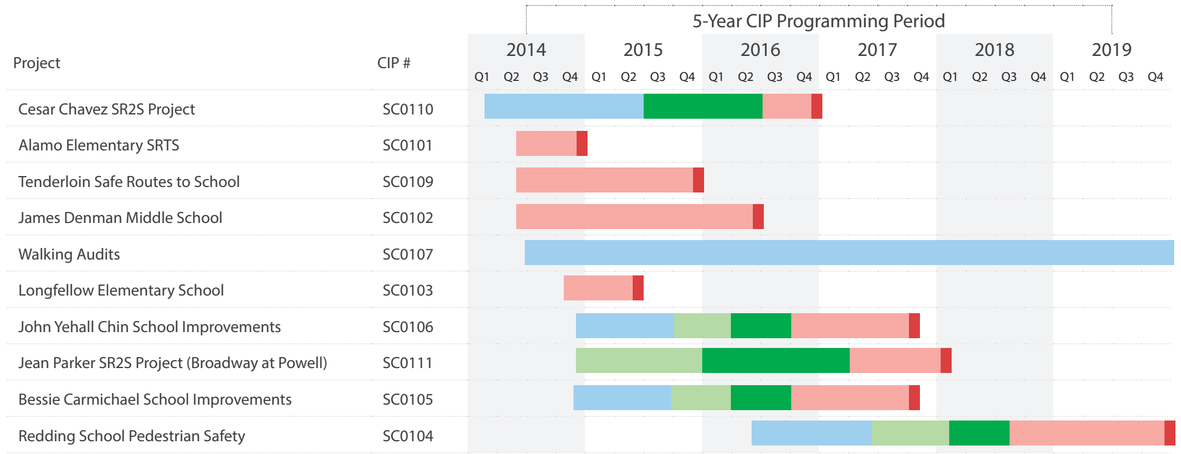
Project	CIP #	Carryforward	CIP Total	Total
Alamo Elementary SRTS	SC0101	$264,350	$825,000	$1,089,350
James Denman Middle School	SC0102	$124,000	$798,200	$922,200
Longfellow Elementary School	SC0103	$22,444	$500,000	$522,444
Redding School Pedestrian Safety	SC0104	$22,000	$960,000	$982,000
Bessie Carmichael School Improvements	SC0105	--	$791,675	$791,675
John Yehall Chin School Improvements	SC0106	--	$226,675	$226,675
Walking Audits	SC0107	--	$110,000	$110,000
Tenderloin Safe Routes to School	SC0109	$169,939	$783,000	$952,939
Cesar Chavez SR2S Project	SC0110	--	$385,373	$385,373
Jean Parker SR2S Project (Broadway at Powell)	SC0111	$461,065	$461,065	$922,130
FY 16 Reserve	SC0112	--	$4,137,267	$4,137,267
FY 17 Reserve	SC0113	--	$922,547	$922,547
Total		$1,263,798	$10,900,802	$12,164,600

In addition to the projects listed here, the SFMTA is currently implementing 13 School carryforward projects with $1.7M in remaining funds to be invested. See Appendix, Schedule 5 of the FY 2015-2019 CIP.

School Program Funding Sources

Fund	Fund Name	CIP Total
Caltrans-ATP(R)-FY15	Cal Active Transportation Program	$805,920
Caltrans-ATP(R)-FY16	Cal Active Transportation Program	$403,000
Caltrans-ATP(S)-FY15	Cal Active Transportation Program	$3,600,000
Caltrans-SRTS(F)-FY08	Cal Trans Safe Routes to School (Fed)	$825,000
Caltrans-SRTS(F)-FY14	Cal Trans Safe Routes to School (Fed)	$1,578,700
SFCTA-OBAG-FY14	SFCTA One Bay Area Grant Program	$70,042
SFCTA-OBAG-FY15	SFCTA One Bay Area Grant Program	$891,023
SFCTA-OBAG-FY17	SFCTA One Bay Area Grant Program	$2,000,000
SFCTA-PropK-EP38	SF Proposition K Sales Taxes	$471,190
SFCTA-PropK-EP40	SF Proposition K Sales Taxes	$215,470
SFMTA-Operating-FY13	SFMTA Operating Funds	$40,457
Total		$10,900,802

School Program Project Delivery



Security

7 projects, $31M investment

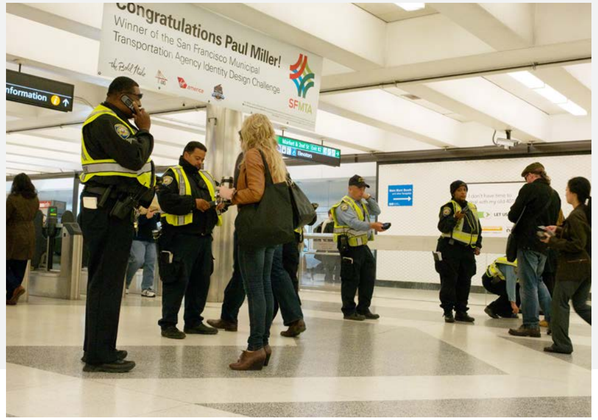
Plan, design, and implement systems to improve the security of the transportation system.

Developing state-of-the-art emergency security systems is crucial to providing San Francisco with a safe and reliable transportation system. Security Program funds are used to plan, design, and implement security initiatives in case of a natural disaster, terrorist attack, or other emergency situations. SFMTA also applies for competitive grants such as the federal Transit Security Grant Program, which provides funding for projects that protect vital transportation infrastructure against potential terrorist and security threats.

Some of our security projects planned for the next five years include investments in site-hardening of our subway systems and the installation of threats and vulnerabilities countermeasures to improve the security of the traveling public and our transit operators. The security program also covers security and emergency preparedness training for staff and transit operators.

Safer & more resilient transportation system

Earthquake and natural disaster preparedness



Security Projects

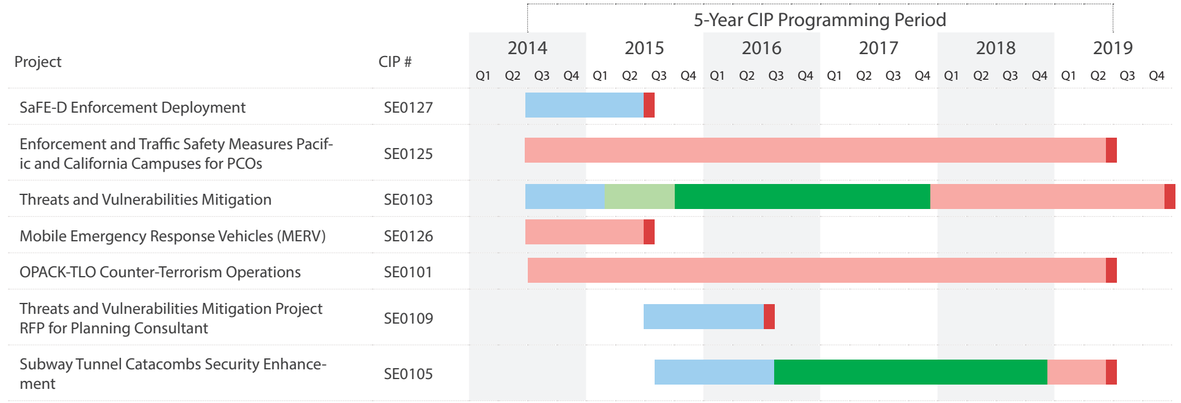
Project	CIP #	Carry Forward	CIP Total	Total
OPACK-TLO Counter-Terrorism Operations	SE0101	--	$7,993,736	$7,993,736
Threats and Vulnerabilities Mitigation	SE0103	--	$7,375,000	$7,375,000
Subway Tunnel Catacombs Security Enhancement	SE0105	--	$275,000	$275,000
Threats and Vulnerabilities Mitigation Project RFP for Planning Consultant	SE0109	--	$50,000	$50,000
Enforcement and Traffic Safety Measures Pacific and California Campuses for PCOs	SE0125	--	$600,000	$600,000
Mobile Emergency Response Vehicles (MERV)	SE0126	--	$880,000	$880,000
SaFE-D Enforcement Deployment	SE0127	--	$500,000	$500,000
FY 15 Reserve	SE0128	--	$1,006,264	$1,006,264
FY 16 Reserve	SE0129	--	$7,420,567	$7,420,567
FY 17 Reserve	SE0130	--	$2,070,567	$2,070,567
FY 18 Reserve	SE0131	--	$3,000,000	$3,000,000
Total		--	$31,171,134	$31,171,134

In addition to the projects listed here, the SFMTA is currently implementing 10 Security carryforward projects with $6M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Security Program Funding Sources

Fund	Fund Name	CIP Total
CalEMA-Prop1B(CTSGP)-FY15	California Transit Security Grant Program	$7,070,567
CalEMA-Prop1B(CTSGP)-FY16	California Transit Security Grant Program	$7,070,567
CCSF-CPMC-FY14	Development Impact Fees (CPMC)	$600,000
FTA-Innovative Safety-FY14	FTA Innovative Safety Grant Program	$1,380,000
OHS-TSGP-FY15	OHS Transit Security Grant Program	$3,000,000
OHS-TSGP-FY16	OHS Transit Security Grant Program	$3,000,000
OHS-TSGP-FY17	OHS Transit Security Grant Program	$3,000,000
OHS-TSGP-FY18	OHS Transit Security Grant Program	$3,000,000
OHS-TSGP-FY19	OHS Transit Security Grant Program	$3,000,000
SFMTA-Operating-FY13	SFMTA Operating Funds	$50,000
Total		$31,171,134

Security Program Project Delivery



Planning | CER | Environmental | Design | Construction | Close-Out | All

Taxi

5 projects, $4.4M investment

Plan, design, construct and implement improvements to the taxi system to improve taxi operation and enhance customer experience.

The Taxi Program strives to make comfortable, efficient, and environmentally friendly taxis available throughout the city. Program funds are used to plan, design, and implement improvements to the taxi system and to provide a better customer experience for all taxi users. The Taxi Program also includes initiatives to reduce the environmental impact of taxi use, such as promoting electric vehicles. In 2012, San Francisco was awarded the distinction of 'Greenest Taxi City in America' for its clean air vehicle fleet. Current projects include an electronic taxi hailing initiative, a taxi Clean Air Energy Rebate, and an Electric Vehicle (EV) charging network for EV taxis.

SFMTA's taxi initiatives are informed by the Taxi Advisory Council (TAC), a 15-member advisory body that monitors medallion sales and advises the SFMTA Board of Directors on long-term reforms.

Better service

Easier taxi hailing with new mobile solutions

New hybrid vehicles

Taxi Projects

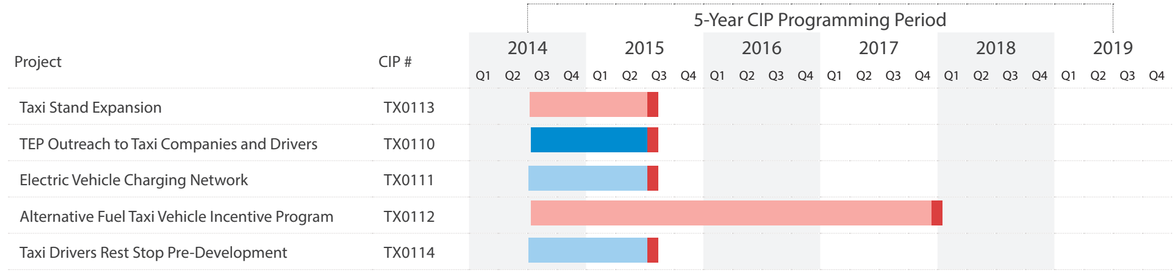
Project	CIP #	Carryforward	CIP Total	Total
TEP Outreach to Taxi Companies and Drivers	TX0110	--	$50,000	$50,000
Electric Vehicle Charging Network	TX0111	$380,001	$50,500	$430,501
Alternative Fuel Taxi Vehicle Incentive Program	TX0112	$70,875	$200,000	$270,875
Taxi Stand Expansion	TX0113	--	$95,710	$95,710
Taxi Drivers Rest Stop Pre-Development	TX0114	--	$50,000	$50,000
FY 15 Reserve	TX0119	--	$463,840	$463,840
FY 16 Reserve	TX0115	--	$750,000	$750,000
FY 17 Reserve	TX0116	--	$750,000	$750,000
FY 18 Reserve	TX0117	--	$750,000	$750,000
FY 19 Reserve	TX0118	--	$750,000	$750,000
Total		$450,876	$3,910,050	$4,360,926

In addition to the projects listed here, the SFMTA is currently implementing 4 Taxi carryforward projects with $8M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Taxi Program Funding Sources

Fund	Fund Name	CIP Total
SFCTA-TFCA(PM)-FY15	Transportation Fund for Clean Air	$200,000
SFCTA-TFCA(PM)-FY16	Transportation Fund for Clean Air	$550,000
SFCTA-TFCA(PM)-FY17	Transportation Fund for Clean Air	$550,000
SFCTA-TFCA(PM)-FY18	Transportation Fund for Clean Air	$550,000
SFCTA-TFCA(PM)-FY19	Transportation Fund for Clean Air	$550,000
SFMTA-Operating-FY14	SFMTA Operating Funds	$510,050
SFMTA-Operating-FY15	SFMTA Operating Funds	$200,000
SFMTA-Operating-FY16	SFMTA Operating Funds	$200,000
SFMTA-Operating-FY17	SFMTA Operating Funds	$200,000
SFMTA-Operating-FY18	SFMTA Operating Funds	$200,000
SFMTA-Operating-FY19	SFMTA Operating Funds	$200,000
Total		$3,910,050

Taxi Program Project Delivery



Planning | CER | Environmental | Design | Construction | Close-Out | All

Traffic Calming

33 projects, $23M investment

Plan, design and construct street redesign projects to address traffic problems and improve safety across all modes of transportation.

The Traffic Calming Program helps to make San Francisco streets welcoming environments for all users by slowing car traffic and increasing the safety and visibility of pedestrians, bicyclists and transit users. Program funds are used to plan, design, engineer and construct capital projects such as 'road diets' (e.g. narrowing roads and/or widening sidewalks to reduce car speeds), speed humps, pedestrian median islands, traffic circles, and lane shifting. Since a pedestrian struck by a car moving at 30 mph is six times more likely to die than a pedestrian being struck by a car moving at 20 mph, slowing car traffic is paramount to reducing pedestrian and bicyclist deaths – especially in residential neighborhoods.

Traffic calming projects fall into three categories (local, arterial, or school) depending on the type of street being treated. These projects are often combined with streetscape enhancements, pedestrian projects and bicycle infrastructure to create vibrant and livable Complete Streets.

Safer streets

Vibrant & livable communities

Walkable neighborhoods

CIP Program Areas | Traffic Calming

Traffic Calming Projects

Project	CIP #	Carryforward	CIP Total	Total
WalkFirst: Phase 2 Priority 3 & 4 Arterial and Commercial Corridor Traffic Calming Improvements	TC0102	--	$570,761	$570,761
Bay Street (2 New Speed Humps)	TC0103	--	$27,800	$27,800
Buena Vista Phase 3: Bulb-Outs (2) and Island (1)	TC0104	--	$137,350	$137,350
Central Richmond Phase 3: Pedestrian Islands (8), Speed Humps (19), and Gateway Treatments (12)	TC0105	--	$479,700	$479,700
Clayton Phase 1 and Phase 2: Speed Humps (1), Speed Cushions (3), and Bulb-Outs (3)	TC0106	--	$340,500	$340,500
Dewey Boulevard: Speed Humps (12); Speed Cushions (6); Traffic Circles (2); Raised Crosswalks (5); Sidewalk Corner Bulb-outs (2); and 4 Median Islands (4)	TC0107	--	$801,200	$801,200
Green Connections - Sunnydale	TC0108	--	$1,075,000	$1,075,000
Green Connections - Page St	TC0109	--	$1,075,000	$1,075,000
Green Connections - 22nd St	TC0110	--	$1,075,000	$1,075,000
Green Connections - Eastern Neighborhoods TBD	TC0111	--	$334,000	$334,000
Inner Sunset Phase 3: Bulb-Outs (6)	TC0113	$210,000	$600,000	$810,000
Laurel Heights / Jordan Park: Speed Humps (14), Traffic Islands (9), Traffic Circles (2), Bicycle Lanes (1.2 mi), and Restriping	TC0114	--	$616,600	$616,600

Traffic Calming Projects

Project	CIP #	Carryforward	CIP Total	Total
Mansell Corridor Improvement	TC0115	$1,004,676	$5,701,653	$6,706,329
Minna Natoma Home Zone	TC0117	$84,654	$235,931	$320,585
Paving Coordination	TC0118	--	$1,000,000	$1,000,000
Proactive Local Traffic Calming Track	TC0119	--	$250,000	$250,000
SoMa/Tenderloin Policy and Project Coordination	TC0121	--	$150,000	$150,000
Teresita: Traffic Islands (10)	TC0122	--	$72,900	$72,900
Traffic Calming Education and Awareness Outreach Campaign	TC0123	--	$25,500	$25,500
North Bernal Heights: Bulbouts (3) at Tiffany and 29th Street	TC0124	--	$172,900	$172,900
St. Francis Wood: Traffic Island, Choker, and Bulb Out at Santa Clara Ave.	TC0125	--	$148,600	$148,600
Sunnyside: Traffic Circle (1) at Acadia Street	TC0126	--	$72,900	$72,900
West Portal: Traffic Circle at 14th Ave./ Vicente, 3 Treatments at 16th & 18th Ave. and Edgelines on 14th Avenue from Vicente to Ulloa	TC0127	--	$136,500	$136,500
WalkFirst: Safety Perception Study	TC0128	--	$40,000	$40,000
Application Based Local Streets Traffic Calming Track (30-60 Applications/Year)	TC0129	--	$1,500,000	$1,500,000

Traffic Calming Projects

Project	CIP #	Carryforward	CIP Total	Total
Application Based Local Streets Traffic Calming Track (25 Treatments/Year)	TC0131	--	$1,500,000	$1,500,000
Remaining Measures from the Site Specific Application Based: Speed Humps (40), Traffic Islands (3)	TC0132	--	$446,600	$446,600
WalkFirst: Automated Speed Enforcement Legislation	TC0133	--	$40,000	$40,000
Clipper Street Area Traffic Calming: Traffic Circle (1), Bulb Out (1), Landscaped Median (1), and Lane Reconfiguration	TC0134	--	$415,900	$415,900
Holloway Garfield Traffic Calming: Speed Humps (7) and Traffic Islands (2)	TC0135	--	$119,300	$119,300
Potrero Hill: A Road Diet with Extended Landscaped Median Island and Traffic Islands (4)	TC0136	--	$291,600	$291,600
Traffic Calming Corridor Speed Reduction (3 Corridors)	TC0137	--	$118,000	$118,000

In addition to the projects listed here, the SFMTA is currently implementing 20 Traffic Calming projects with $4M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Traffic Calming Projects

Project	CIP #	Carryforward	CIP Total	Total
Silver Terrace: Bulb-outs (3) and Gateway Treatments	TC0138	--	$550,000	$550,000
FY 15 Reserve	TC0139	--	$346,034	$346,034
FY 16 Reserve	TC0140	--	$1,154,834	$1,154,834
FY 17 Reserve	TC0142	--	$311,397	$311,397
FY 18 Reserve	TC0143	--	$413,835	$413,835
FY 19 Reserve	TC0144	--	$413,835	$413,835
Total		$1,299,330	$22,761,130	$24,060,460

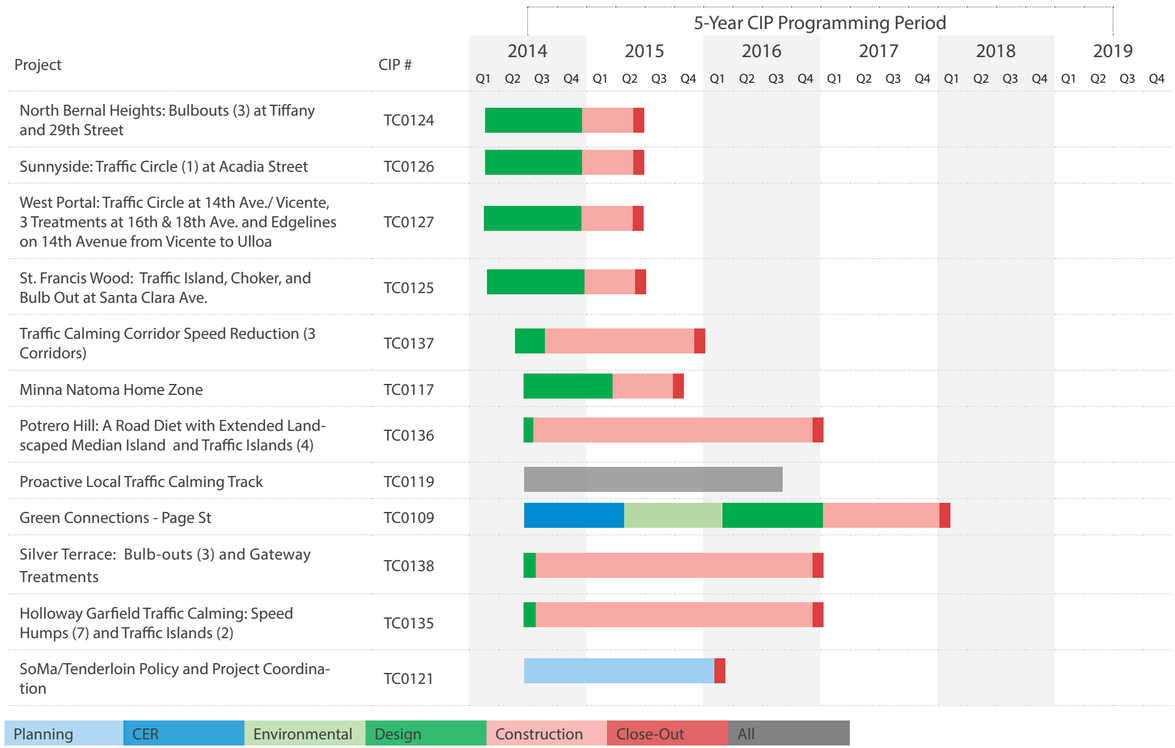
Traffic Calming Program Funding Sources

Fund	Fund Name	CIP Total
CCSF-RPD-Other	Recreation and Park Contribution	$417,641
CNRA - Urban Greening	California Natural Resources Agency Urban Greening Funds	$848,711
OTHER-DPW-CCSF-IPIC(EN) FY15	Development Impact Fees (Eastern Neighborhoods)	$150,000
OTHER-DPW-CCSF-IPIC(EN) FY16	Development Impact Fees (Eastern Neighborhoods)	$2,000,000
OTHER-DPW-CCSF-IPIC(MO) FY15	Development Impact Fees (Market Octavia)	$250,000
OTHER-DPW-CCSF-IPIC(MO) FY16	Development Impact Fees (Market Octavia)	$450,000
OTHER-DPW-CCSF-IPIC(VV) FY15	Development Impact Fees (Vis Valley)	$506,000
OTHER-DPW-CCSF-IPIC(VV) FY16	Development Impact Fees (Vis Valley)	$213,000
OTHER-DPW-CCSF-IPIC(VV) FY17	Development Impact Fees (Vis Valley)	$340,000
SFCTA-OBAG-FY16	SFCTA One Bay Area Grant Program	$1,551,614
SFCTA-PropAA-FY15	SF Prop AA Vehicle License Fees	$2,325,624
SFCTA-PropK-EP38	SF Proposition K Sales Taxes	$8,999,561
SFCTA-PropK-EP44	SF Proposition K Sales Taxes	$2,115,050
SFCTA-TFCA(PM)-FY15	Transportation Fund for Clean Air	$118,000
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$1,542,900
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$373,281
SFMTA-Operating-FY14	SFMTA Operating Funds	$252,437

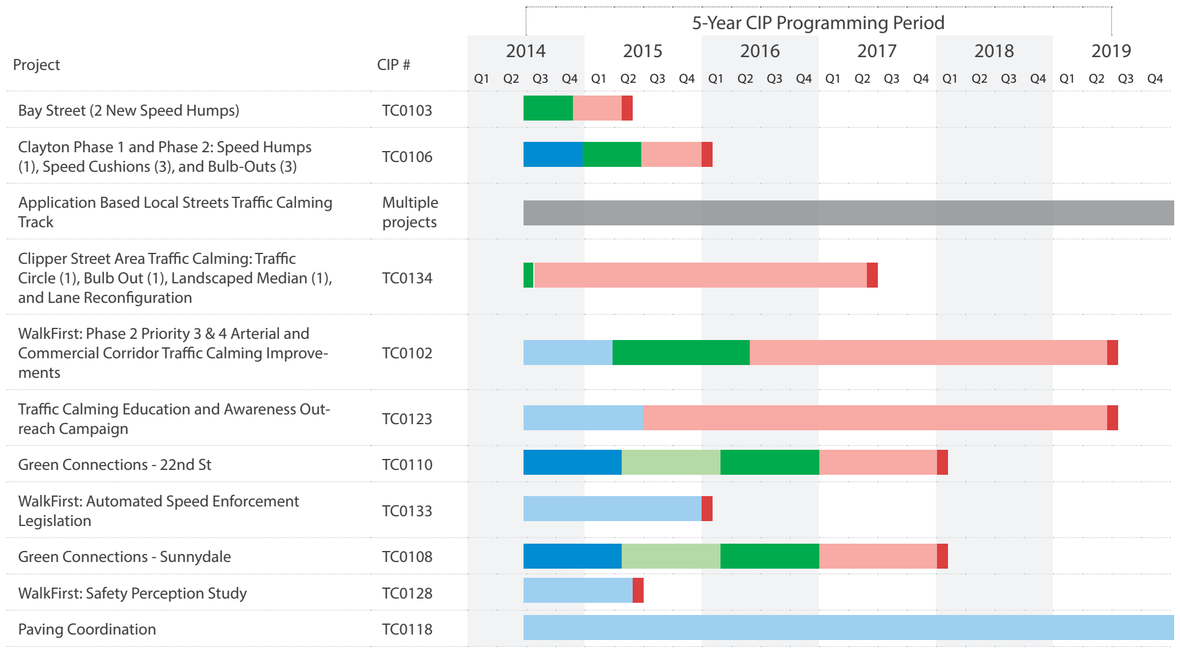
Traffic Calming Program Funding Sources

Fund	Fund Name	CIP Total
SFMTA-Operating-FY16	SFMTA Operating Funds	$102,437
SFMTA-Operating-FY18	SFMTA Operating Funds	$102,437
SFMTA-Operating-FY19	SFMTA Operating Funds	$102,437
Total		$22,761,130

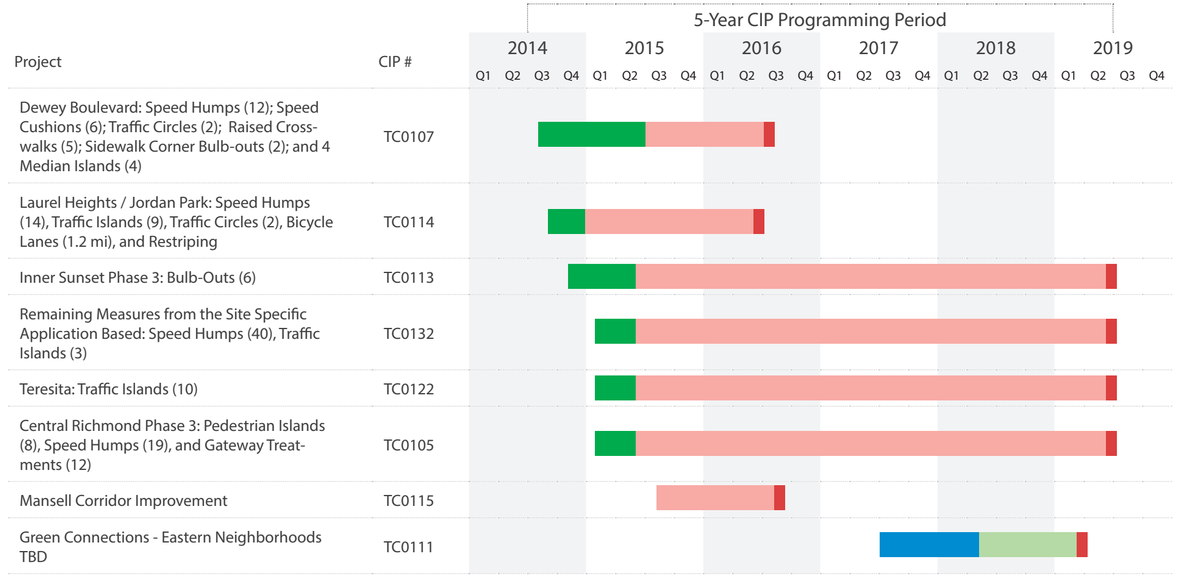
Traffic Calming Program Project Delivery



Traffic Calming Program Project Delivery



Traffic Calming Program Project Delivery



Traffic & Signals

56 projects, $74M investment

Plan, design, engineer, and construct infrastructure and traffic signals to decrease transit travel time and improve mobility and safety of San Francisco roadways

Traffic signals are integral to the smooth functioning of the transportation system. The Traffic Signals Program provides funding for upgrading, renovating and/or replacing traffic signals and signal infrastructure. Some of San Francisco's traffic signals and supporting infrastructure is over half a century old. Modernizing these systems to better manage traffic flow will result in time and money savings for people across every mode of transportation.

For example, through the innovative SFgo program, SFMTA is replacing outdated signals with Intelligent Transportation Systems (ITS) tools to enhance traffic analysis, provide transit signal priority, and expedite maintenance procedures. ITS tools include advanced traffic signal controllers, traffic cameras, video detection, variable message signs, a communications network, Transportation Management Center (TMC) and remote workstations. The Signals Program also funds the design and construction of new and upgraded traffic signals to improve safety. Upgrading and replacing signals and signal infrastructure will decrease travel time, improve mobility, and increase the safety of San Francisco roadways.

Safer streets

Pedestrian & bicycle, transit priority signals

Smoother travel

Traffic & Signals Projects

Project	CIP #	Carryforward	CIP Total	Total
Contract 62 - New Traffic Signals Design (5)	TS0101	$315,000	$1,200,000	$1,515,000
8th/Natoma New Signal	TS0102	$55,000	$310,000	$365,000
As Needed Traffic Signal Conduit Installation/Repair - FY15	TS0103	--	$200,000	$200,000
Pedestrian Countdown Signal 3 Signals (18)	TS0104	--	$2,500,000	$2,500,000
Pedestrian Countdown Signal In-House Installation (8) - FY15	TS0105	--	$200,000	$200,000
Franklin/Divisadero Corridor Signal Upgrade (31)	TS0106	--	$4,490,000	$4,490,000
Masonic Corridor Signal Upgrade (5)	TS0107	$205,000	$998,000	$1,203,000
Eddy/Ellis Signal Upgrade (3)	TS0108	$365,000	$1,682,375	$2,047,375
South Van Ness Ave Conduit Installation (4)	TS0109	--	$200,000	$200,000
Joint Opportunity Funds - New Signals FY15	TS0114	--	$150,000	$150,000
Traffic Signal Visibility Upgrades In-House (12) - FY15	TS0115	--	$300,000	$300,000
Joint Opportunities - Signal Upgrade FY15	TS0116	--	$150,000	$150,000
Pedestrian Countdown Signal In-House Installation (8) - FY16	TS0120	--	$200,000	$200,000
Gough Corridor Signal Upgrade (14)	TS0122	--	$4,000,000	$4,000,000
Polk Corridor Signal Upgrade (14)	TS0123	--	$3,300,000	$3,300,000

Traffic & Signals Projects

Project	CIP #	Carryforward	CIP Total	Total
Traffic Signal Visibility Upgrades In-House (12) - FY16	TS0125	--	$300,000	$300,000
Contract 34 - Signal Modification Contract (12)	TS0126	--	$3,300,000	$3,300,000
Replace Video Detection on 3rd Street (12) - Phase 1	TS0127	--	$300,000	$300,000
7th/Lincoln Signal Modification Supplementary Funds	TS0130	$190,844	$125,000	$315,844
HSIP New Signals (3) FY16	TS0131	--	$1,125,000	$1,125,000
Joint Opportunities - Signal Upgrade FY16	TS0132	--	$150,000	$150,000
Signal Actuation on Major Streets FY16	TS0133	--	$100,000	$100,000
As Needed Traffic Signal Conduit Installation/Repair - FY16	TS0136	--	$400,000	$400,000
Pedestrian Countdown Signal In-House Installation (8) - FY17	TS0137	--	$200,000	$200,000
Contract 63 - New Traffic Signals (5)	TS0140	--	$1,875,000	$1,875,000
19th Avenue Signals Phase 3 (9)	TS0141	--	$3,150,000	$3,150,000
Joint Opportunity Funds - New Signals FY17	TS0143	--	$150,000	$150,000
As Needed Traffic Signal Conduit Installation/Repair - FY17	TS0144	--	$400,000	$400,000
Traffic Signal Visibility Upgrades In-House (12) - FY17	TS0146	--	$300,000	$300,000
Replace Video Detection on 3rd Street (12) - Phase 2	TS0147	--	$300,000	$300,000
Joint Opportunities - Signal Upgrade FY17	TS0148	--	$150,000	$150,000

Traffic & Signals Projects

Project	CIP #	Carryforward	CIP Total	Total
South Van Ness Signal Upgrade (12)	TS0150	--	$3,300,000	$3,300,000
Pedestrian Countdown Signal In-House Installation (8) - FY18	TS0154	--	$200,000	$200,000
Contract 35 - Signal Modification Contract (12)	TS0155	--	$3,300,000	$3,300,000
Traffic Signal Visibility Upgrades In-House (12) - FY18	TS0156	--	$300,000	$300,000
Replace Video Detection on 3rd Street (20) - Phase 3	TS0157	--	$500,000	$500,000
Joint Opportunities - Signal Upgrade FY18	TS0158	--	$150,000	$150,000
Great Highway Traffic Signal Upgrade	TS0159	--	$2,000,000	$2,000,000
Traffic Signal Controller Upgrade	TS0161	--	$500,000	$500,000
As Needed Traffic Signal Conduit Installation/Repair - FY18	TS0162	--	$400,000	$400,000
HSIP New Signals (3) FY18	TS0163	--	$1,125,000	$1,125,000
As Needed Traffic Signal Conduit Installation/Repair - FY19	TS0164	--	$400,000	$400,000
Contract 64 - New Traffic Signals Design	TS0165	--	$375,000	$375,000
Pedestrian Countdown Signal In-House Installation (8) - FY19	TS0166	--	$200,000	$200,000
Joint Opportunity Funds - New Signals FY19	TS0167	--	$150,000	$150,000
Traffic Signal Visibility Upgrades In-House (12) - FY19	TS0169	--	$300,000	$300,000

Traffic & Signals Projects

Project	CIP #	Carryforward	CIP Total	Total
Replace Video Detection on 3rd Street (20) - Phase 4	TS0170	--	$500,000	$500,000
Joint Opportunities - Signal Upgrade FY19	TS0172	--	$150,000	$150,000
New Traffic Signs FY17	TS0173	--	$300,000	$300,000
New Traffic Signs FY19	TS0174	--	$300,000	$300,000
New Pavement Markers FY17	TS0175	--	$200,000	$200,000
New Pavement Markers FY19	TS0176	--	$200,000	$200,000

Traffic & Signals Projects

Project	CIP #	Carryforward	CIP Total	Total
Signal Actuation on Major Streets FY18	TS0177	--	$100,000	$100,000
Transportation Network Monitoring	TS0178	--	$1,000,000	$1,000,000
Muni System Transit Signal Priority Projects- Phase 3 Vehicle Equipment	TS0179	--	$4,750,000	$4,750,000
SFGo - Signal Priority	TS0180	--	$1,000,000	$1,000,000
FY 14 Reserve	TS0181	--	$415,000	$415,000
FY 15 Reserve	TS0182	--	$975,000	$975,000
FY 16 Reserve	TS0183	--	$12,799,749	$12,799,749
FY 17 Reserve	TS0184	--	$1,863,000	$1,863,000
FY 18 Reserve	TS0185	--	$2,457,950	$2,457,950
FY 19 Reserve	TS0186	--	$2,207,729	$2,207,729
Total		$1,130,844	$74,623,803	$75,754,647

In addition to the projects listed here, the SFMTA is currently implementing 66 Traffic & Signals projects with $32M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Traffic & Signals Program Funding Sources

Fund	Fund Name	CIP Total
Caltrans-ATP(R)-FY15	Cal Active Transportation Program	$1,481,332
Caltrans-ATP(R)-FY16	Cal Active Transportation Program	$906,750
Caltrans-ATP(S)-FY15	Cal Active Transportation Program	$3,000,000
Caltrans-HSIP-FY11	Cal Active Transportation Program	$739,000
Caltrans-HSIP-FY14	Cal Trans Highway Safety Improvement	$2,884,500
CCSF-Central Freeway Proceeds	Central Freeway Land Sales	$750,000
CCSF-GF-FY16	Proposed T2030 General Fund	$8,583,333
CCSF-GF-FY17	Proposed T2030 General Fund	$2,000,000
CCSF-GF-FY18	Proposed T2030 General Fund	$2,000,000
CCSF-GF-FY19	Proposed T2030 General Fund	$2,000,000
CCSF-Prop B-FY12	SF Proposition B Streets Bond	$3,750,000
MTC-Climate-FY15	MTC Climate Initiatives CMAQ	$500,000
MTC-Climate-FY17	MTC Climate Initiatives CMAQ	$500,000
MTC-Lifeline-Cycle 3-STP	MTC Lifeline Funds	$1,175,104
SFCTA-PropAA-FY14	SF Prop AA Vehicle License Fees	$830,000
SFCTA-PropAA-FY15	SF Prop AA Vehicle License Fees	$1,367,450
SFCTA-PropAA-FY16	SF Prop AA Vehicle License Fees	$337,000

Traffic & Signals Program Funding Sources

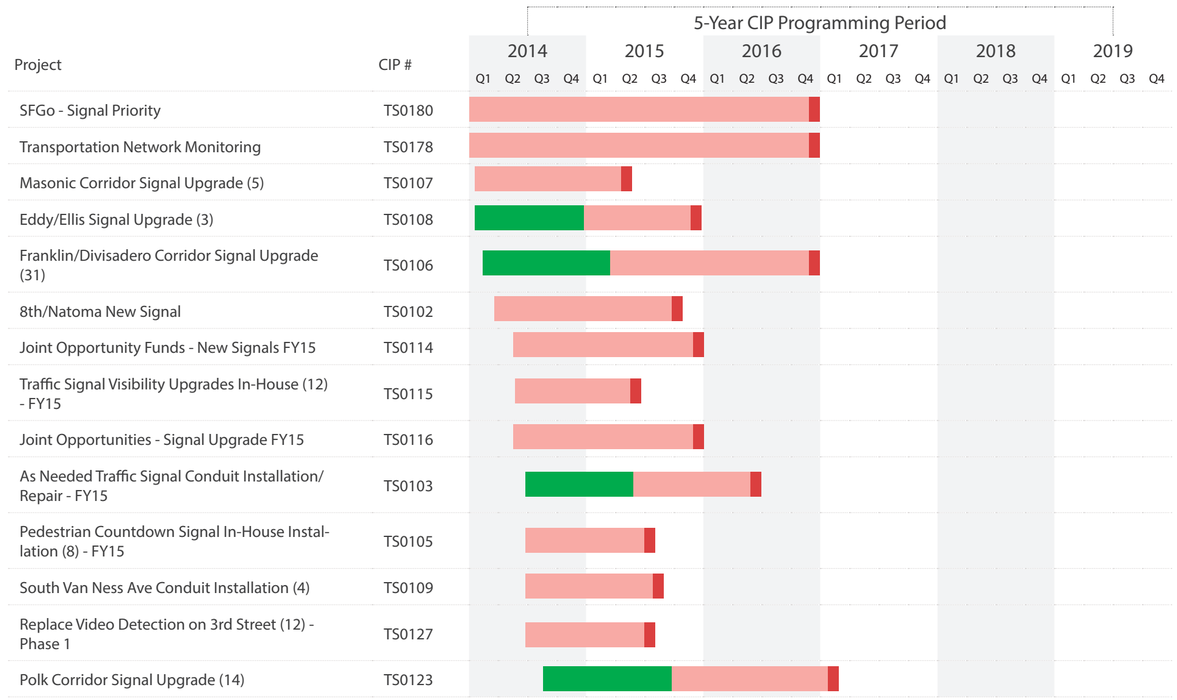
Fund	Fund Name	CIP Total
Caltrans-ATP(R)-FY15	Cal Active Transportation Program	$1,481,332
Caltrans-ATP(R)-FY16	Cal Active Transportation Program	$906,750
Caltrans-ATP(S)-FY15	Cal Active Transportation Program	$3,000,000
Caltrans-HSIP-FY11	Cal Active Transportation Program	$739,000
Caltrans-HSIP-FY14	Cal Trans Highway Safety Improvement	$2,884,500
CCSF-Central Freeway Proceeds	Central Freeway Land Sales	$750,000
CCSF-GF-FY16	Proposed T2030 General Fund	$8,583,333
CCSF-GF-FY17	Proposed T2030 General Fund	$2,000,000
CCSF-GF-FY18	Proposed T2030 General Fund	$2,000,000
CCSF-GF-FY19	Proposed T2030 General Fund	$2,000,000
CCSF-Prop B-FY12	SF Proposition B Streets Bond	$3,750,000
MTC-Climate-FY15	MTC Climate Initiatives CMAQ	$500,000
MTC-Climate-FY17	MTC Climate Initiatives CMAQ	$500,000
MTC-Lifeline-Cycle 3-STP	MTC Lifeline Funds	$1,175,104
SFCTA-PropAA-FY14	SF Prop AA Vehicle License Fees	$830,000
SFCTA-PropAA-FY15	SF Prop AA Vehicle License Fees	$1,367,450
SFCTA-PropAA-FY16	SF Prop AA Vehicle License Fees	$337,000
SFCTA-PropAA-FY18	SF Prop AA Vehicle License Fees	$500,000

CIP Program Areas | Traffic & Signals

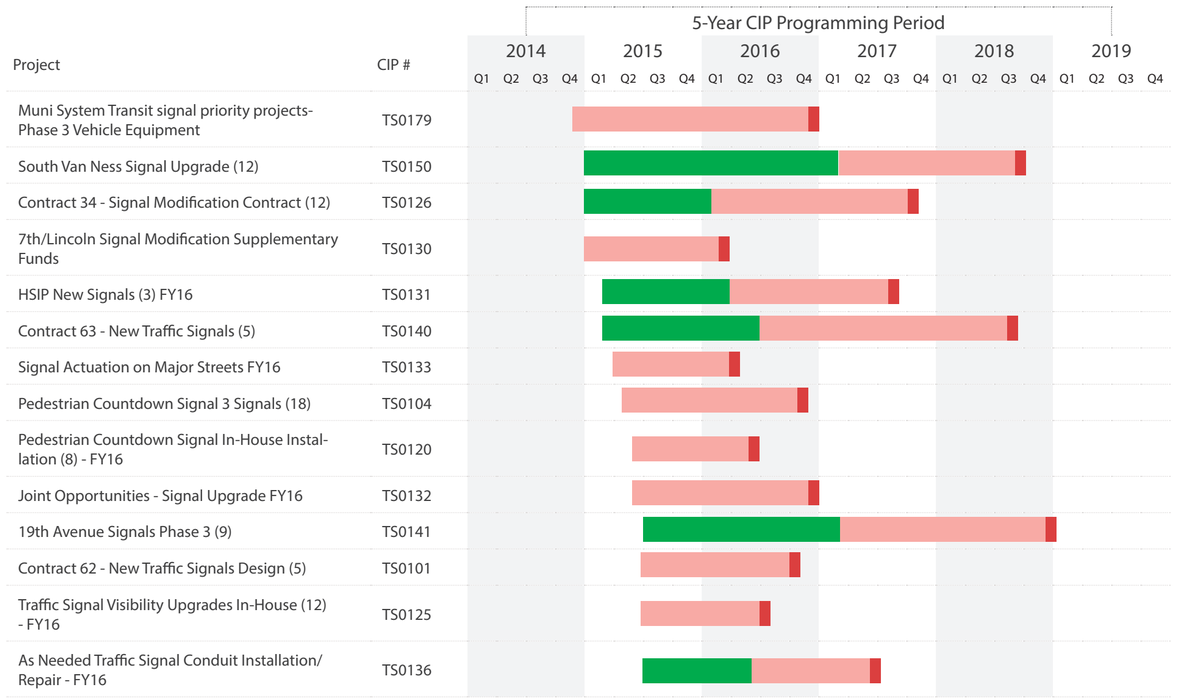
Traffic & Signals Program Funding Sources

Fund	Fund Name	CIP Total
SFCTA-PropAA-FY19	SF Prop AA Vehicle License Fees	$500,000
SFCTA-PropK-EP31	SF Proposition K Sales Taxes	$7,174,723
SFCTA-PropK-EP32	SF Proposition K Sales Taxes	$3,006,611
SFCTA-PropK-EP33	SF Proposition K Sales Taxes	$20,223,000
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$500,000
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$2,000,000
SFMTA-TSIP-FY14	Transportation and Street Infrastructure Program	$415,000
SFMTA-TSIP-FY15	Transportation and Street Infrastructure Program	$1,500,000
SFMTA-TSIP-FY16	Transportation and Street Infrastructure Program	$1,500,000
SFMTA-TSIP-FY17	Transportation and Street Infrastructure Program	$1,500,000
SFMTA-TSIP-FY18	Transportation and Street Infrastructure Program	$1,500,000
SFMTA-TSIP-FY19	Transportation and Street Infrastructure Program	$1,500,000
Total		$74,623,803

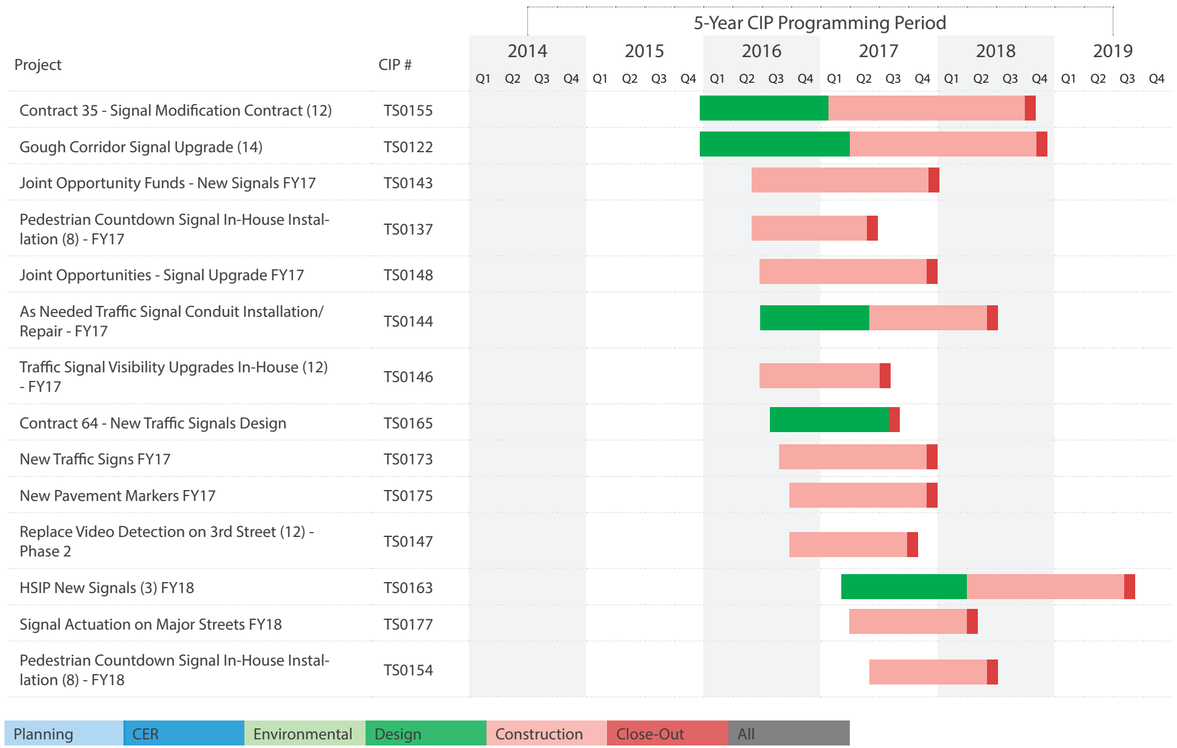
Traffic & Signals Program Project Delivery



Traffic & Signals Program Project Delivery

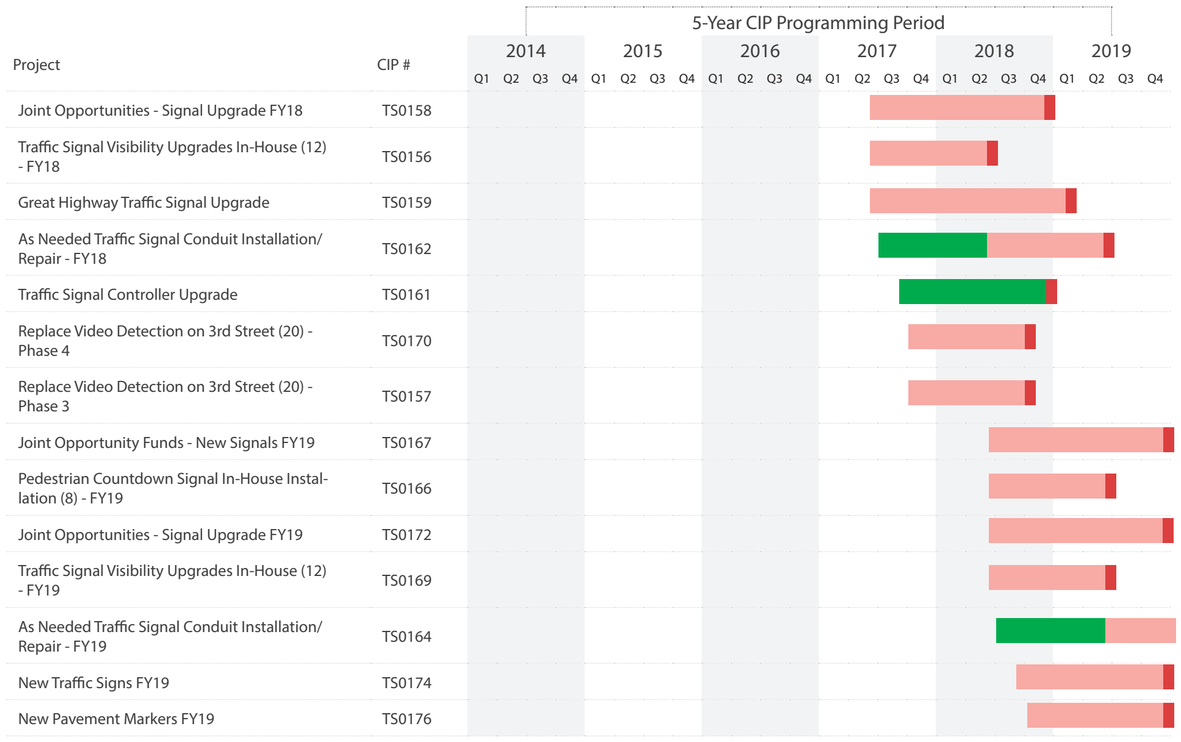


Traffic & Signals Program Project Delivery



CIP Program Areas | Traffic & Signals

Traffic & Signals Program Project Delivery



Transit Fixed Guideway

34 projects, $225M investment

Plan, design, and construct transit improvements to track, overhead wires, and train control technology.

Muni's Transit Fixed Guideway (Muni Fixed Guideway) light rail, streetcar and historic cable car services are a crucial component of transportation in San Francisco. With 70 miles of track and 189,000 daily customers, vehicles on Muni's Fixed Guideway rights of way carry nearly 30% of daily Muni ridership. The Muni Fixed Guideway program covers a broad spectrum of capital projects to maintain, replace, and enhance these services. Projects are supported by a combination of local, regional, statewide and federal sources. These projects span everything from rail grinding to station improvements, including: investing in new train control technology; track replacement; maintenance facility upgrades; renovating or replacing trains and cable cars; and maintaining Muni's 25 miles of overhead wires.

Muni Fixed Guideway projects planned for the next five years include investments in new track switching systems at 16 locations throughout the city; track repairs on the L-Line, the Market F-Line, and the M-Line at 19th Ave and Rossmoor; station repairs and enhancements; and overhead wire replacement on the 33 Stanyan route.

Faster, more reliable transit service

Upgraded stations & transit stops

Transit Fixed Guideway Projects

Project	CIP #	Carryforward	CIP Total	Total
Cable Car Lines: Replace all Preempts with Magnetic Switches	FG0101	--	$1,300,000	$1,300,000
Market Street F-Line Track Pavement Repair	FG0102	--	$3,000,000	$3,000,000
Repair of Special Trackwork at Miscellaneous Locations (Surface)	FG0103	--	$3,000,000	$3,000,000
Cable Car Lines: Rebuild Track Switches at 16 Locations	FG0104	--	$1,056,000	$1,056,000
Rail Grinding FY15	FG0105	$10,000	$1,000,000	$1,010,000
Rail Grinding FY16	FG0106	--	$1,000,000	$1,000,000
Rail Grinding FY17	FG0107	--	$1,000,000	$1,000,000
Rail Grinding FY18	FG0108	--	$1,000,000	$1,000,000
Rail Grinding FY19	FG0109	--	$1,000,000	$1,000,000
Upgrade System Feeder Book and Maps Into Digital Format	FG0110	--	$500,000	$500,000
Subway Replacement Wiring	FG0111	--	$6,970,000	$6,970,000
Muni Metro Track Switch Machines	FG0112	--	$4,950,000	$4,950,000
Advanced Train Control System Replacement Parts	FG0113	$2,500,000	$1,500,000	$4,000,000
Special Trackwork Replacement in the Subway	FG0114	--	$14,962,657	$14,962,657
Divide Feeder Circuit Carl 11	FG0115	--	$2,057,650	$2,057,650

Transit Fixed Guideway Projects

Project	CIP #	Carryforward	CIP Total	Total
San Jose Substation Upgrade Phase I	FG0116	--	$2,800,000	$2,800,000
Castro Crossover Circuit Upgrades	FG0117	--	$250,000	$250,000
Replacement of Manual Trolley Switch System	FG0118	--	$2,750,000	$2,750,000
Cable Car Automatic Transfer Switch	FG0119	--	$3,000,000	$3,000,000
Subway Track Fastener Replacement	FG0120	--	$11,020,000	$11,020,000
Pole Replacement on 21 Trolley Lines	FG0121	--	$8,495,500	$8,495,500
L-Line Track Replacement Project	FG0122	--	$3,306,816	$3,306,816
Muni Metro Sunset Tunnel Rail Rehabilitation	FG0123	$25,838,024	$3,491,400	$29,329,424
Muni Metro Twin Peaks Track Replacement	FG0124	$3,005,458	$40,965,300	$43,970,758
Ultrasonic Rail Testing	FG0125	--	$450,000	$450,000
Train Signal Prioritization for L Line (Formerly N Line Also)	FG0126	$385,560	$12,531,780	$12,917,340
33 Stanyan Overhead Replacement Project	FG0127	$2,223,212	$14,415,235	$16,638,447
Replace M-Line Curve Tracks at 19th Ave & Rossmoor	FG0128	--	$4,000,000	$4,000,000
Cable Car Barn-Propulsion Gear Boxes	FG0129	$50,000	$5,205,000	$5,255,000
Build Backup Vehicle Control Center	FG0130	--	$32,217,684	$32,217,684
Market/Haight Street Transit/Pedestrian Improvements	FG0134	$5,766,000	$210,000	$5,976,000
Replacement of LRV Antennea	FG0135	--	$11,000,000	$11,000,000

Transit Fixed Guideway Projects

Project	CIP #	Carryforward	CIP Total	Total
Blue Light Phone Support for Tunnel Portion	FG0136	--	$1,100,000	$1,100,000
ATCS Final Cutover	FG0137	$7,571,562	$4,396,284	$11,967,846
FY 15 Reserve	FG0138	--	$4,388,422	$4,388,422
FY 16 Reserve	FG0139	--	$522,794	$522,794
FY 17 Reserve	FG0140	--	$5,650,750	$5,650,750
FY 18 Reserve	FG0141	--	$948,220	$948,220
FY 19 Reserve	FG0142	--	$7,500,000	$7,500,000
Total		$47,349,816	$224,911,492	$272,261,308

In addition to the projects listed here, the SFMTA is currently implementing 25 TFG carryforward projects with $50M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

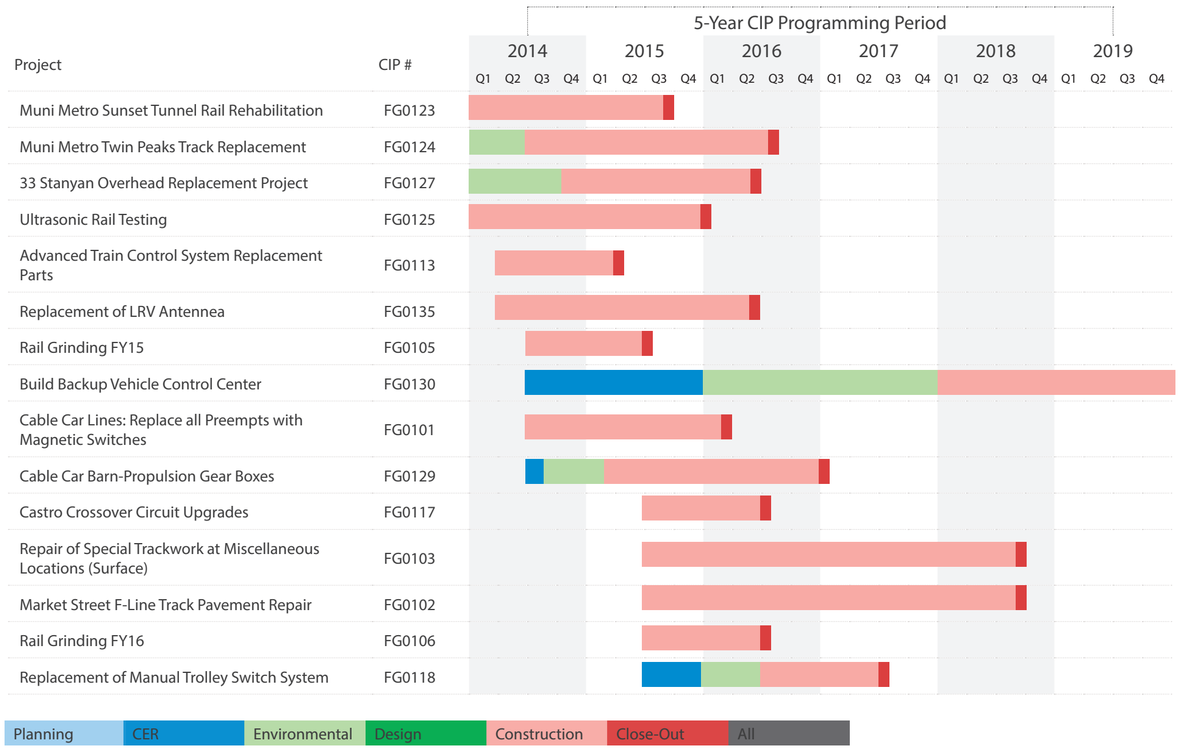
Transit Fixed Guideway Program Funding Sources

Fund	Fund Name	CIP Total
Caltrans-PTMISEA-Interest	Proposition 1B - Transit Interest	$2,200,000
CCSF-IPIC(MO) FY14	Development Impact Fees (Market Octavia)	$210,000
FTA-5307-FY11	FTA 5307 Formula Funds	$4,026,555
FTA-5309FG-FY07	FTA 5309 Fixed Guideway Funds	$2,406,829
FTA-5309FG-FY08	FTA 5309 Fixed Guideway Funds	$4,062,485
FTA-5309FG-FY09	FTA 5309 Fixed Guideway Funds	$10,675,680
FTA-5309FG-FY10	FTA 5309 Fixed Guideway Funds	$15,065,998
FTA-5309FG-FY11	FTA 5309 Fixed Guideway Funds	$610,554
FTA-5309FG-FY12	FTA 5309 Fixed Guideway Funds	$16,581,752
FTA-5337FG-FY13	FTA 5337 Fixed Guideway Funds	$10,257,086
FTA-5337FG-FY14	FTA 5337 Fixed Guideway Funds	$4,092,086
FTA-5337FG-FY15	FTA 5337 Fixed Guideway Funds	$14,864,000
FTA-5337FG-FY16	FTA 5337 Fixed Guideway Funds	$29,592,000
FTA-5337FG-FY17	FTA 5337 Fixed Guideway Funds	$29,592,000
FTA-5337FG-FY18	FTA 5337 Fixed Guideway Funds	$29,592,000
MTC-AB664-Expired(13)	MTC AB664 Bridge Toll Funds (expired and reissued in FY13)	$1,139,139

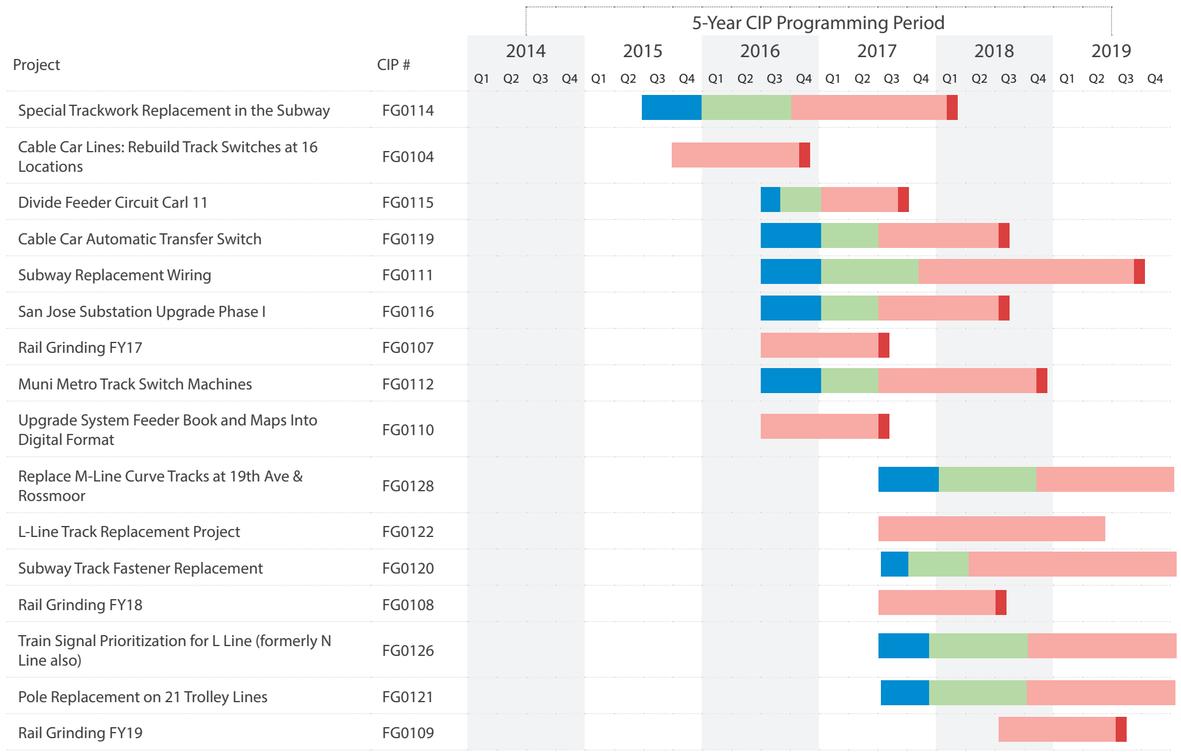
Transit Fixed Guideway Program Funding Sources

Fund	Fund Name	CIP Total
MTC-AB664-FY11	MTC AB664 Bridge Toll Funds	$20,000
MTC-AB664-FY12	MTC AB664 Bridge Toll Funds	$500,635
MTC-AB664-FY13	MTC AB664 Bridge Toll Funds	$2,440,557
MTC-AB664-FY14	MTC AB664 Bridge Toll Funds	$2,964,087
SFCTA-PropK-EP22M	SF Proposition K Sales Taxes	$23,304,048
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$20,714,000
Total		$224,911,492

Transit Fixed Guideway Program Project Delivery



Transit Fixed Guideway Program Project Delivery



Transit Optimization & Expansion

51 projects, $645M investment

Plan, design, engineer and construct capital projects to optimize and expand Muni service for greater connectivity.

SFMTA is currently embarking on an ambitious plan to modernize and expand Muni. These initiatives will make Muni more efficient, reliable, safe and comfortable for its existing 700,000 daily passengers – and will help prepare the system for future growth. Many of our Transit Optimization & Expansion projects are were planned through the Transit Effectiveness Project (TEP). Developed over several years of data collection, intensive planning and public outreach efforts, the TEP provides the implementation framework for the Muni Forward Rapid Network Capital Projects. These projects will restructure transit service on Muni's most intensely used lines to improve efficiency and connectivity. This includes implementing transit priority changes on the most heavily used lines to give buses and trains preferred right-of-way on our City streets. The SFMTA is also implementing a combination of policies, programs, information, services, and tools that help optimize transportation infrastructure and operations, and support the use of sustainable modes for all trips.

Over the next five years, the SFMTA will be overhauling sections of key routes including the 14 Mission, 22 Filmore, 5 Fulton, and J Church to reduce travel times and provide greater efficiency and effectiveness to passengers. Please see the Community Guide to the Transit Effectiveness Project for more information on these initiatives, available on the SFMTA website.

20% faster Muni Rapid service

Time savings for all users

Transit First streets

Transit Optimization & Expansion Projects

Project	CIP #	Carryforward	CIP Total	Total
5 Fulton: Outer Route Fast Track Transit Enhancements	TE0101	--	$2,800,000	$2,800,000
9 San Bruno: 11th St and Bayshore Blvd Transit and Pedestrian Enhancements	TE0102	--	$8,533,000	$8,533,000
14 Mission: Downtown Mission Transit and Streetscape Enhancements	TE0104	--	$19,600,000	$19,600,000
14 Mission: Inner Mission Transit and Streetscape Enhancements	TE0105	--	$1,500,000	$1,500,000
14 Mission: Outer Mission Transit and Streetscape Enhancements	TE0106	--	$3,850,000	$3,850,000
8X Bayshore Express: Geneva Ave Transit Enhancements	TE0108	--	$8,250,000	$8,250,000
30 Stockton: Eastern Segment Transit Enhancements	TE0109	--	$3,400,000	$3,400,000
71 Haight-Noriega: Haight Street Fast Track Transit and Streetscape Enhancements	TE0112	--	$1,500,000	$1,500,000
5 Fulton: Mid-Route Transit Enhancements	TE0113	--	$22,700,000	$22,700,000
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	TE0114	--	$34,745,000	$34,745,000
28 19th Avenue: 19th Ave Transit and Pedestrian Enhancements	TE0115	--	$16,500,000	$16,500,000
J Church: Transit Enhancements	TE0116	--	$10,800,000	$10,800,000

Transit Optimization & Expansion Projects

Project	CIP #	Carryforward	CIP Total	Total
L Taraval: Transit and Streetscape Enhancements	TE0129	--	$10,500,000	$10,500,000
Bicycle and Pedestrian Safety Coordination with Transit Enhancements	TE0133	--	$200,000	$200,000
Hunters Point Transit Center	TE0136	--	$18,000,000	$18,000,000
Waterfront Transportation Assessment Transit and Streetscape Improvements	TE0139	--	$1,500,000	$1,500,000

Transit Optimization & Expansion Projects

Project	CIP #	Carryforward	CIP Total	Total
Harney Way / Geneva Avenue Bus Rapid Transit (Developer Segment)	TE0140	--	$48,000,000	$48,000,000
Van Ness Bus Rapid Transit	TE0141	$19,221,221	$165,118,808	$184,340,029
Balboa Park Station Access and Safety	TE0142	$2,798,096	$278,521	$3,076,617
Geary Bus Rapid Transit	TE0160	$343,500	$21,850,000	$22,193,500
10 Townsend: Sansome Contraflow Signals	TE0161	--	$1,000,000	$1,000,000
Customer First (Vehicle Branding, Colored Lanes, Stop Enhancements) on Rapid Network	TE0163	--	$10,500,000	$10,500,000
Schlage Lock Transit and Pedestrian Enhancements	TE0164	--	$9,400,000	$9,400,000
Transit Expansion Planning and Analysis	TE0165	--	$2,500,000	$2,500,000
M Line / 19th Ave	TE0166	$67,000	$4,020,000	$4,087,000
Market Street	TE0167	$200,000	$123,512,227	$123,712,227
Muni Metro Subway Improvements	TE0169	--	$9,551,757	$9,551,757
Treasure Island Intermodal Station	TE0170	--	$25,000,000	$25,000,000
Traction Power Study	TE0171	--	$500,000	$500,000
Transit Spot Improvements	TE0172	--	$5,163,060	$5,163,060

Transit Optimization & Expansion Projects

Project	CIP #	Carryforward	CIP Total	Total
Transit Optimization and Expansion Reserve (and MTC TPI Match)	TE0173	--	$1,069,063	$1,069,063
22nd Ave & Irving Fast Track Transit Enhancements and Pavement Rehabilitation	TE0176	--	$200,000	$200,000
Columbus Street Fast Track Transit Enhancements	TE0178	--	$700,000	$700,000
Irving Street Fact Track Transit Enhancements	TE0179	--	$2,000,000	$2,000,000
5 Fulton: McAllister Street Fast Track Transit Enhancements	TE0180	--	$800,000	$800,000
N Judah: Transit Enhancements	TE0182	--	$14,600,000	$14,600,000
71 Haight-Noriega: Haight Street Transit and Streetscape Enhancements	TE0183	--	$6,600,000	$6,600,000
Mission and Silver Fast Track Transit Enhancements	TE0184	--	$400,000	$400,000
Transit Enhancements - Group 1 Design	TE0185	--	$7,800,000	$7,800,000
Transit Enhancements - Group 3 Conceptual Engineering	TE0187	--	$3,879,000	$3,879,000
Balboa Park Station Area Improvements: Phase 1	TE0188	$1,746,493	$2,690,000	$4,436,493
Balboa Park Station Area Improvements: Phase 2	TE0189	--	$470,087	$470,087
F Market & Wharves Extension	TE0190	--	$205,611	$205,611

Transit Optimization & Expansion Projects

Project	CIP #	Carryforward	CIP Total	Total
Glen Park Transportation Improvements	TE0193	$3,856,568	$496,000	$4,352,568
8X Bayshore Express: Mid-Route Transit Enhancements	TE0194	--	$3,750,000	$3,750,000
Residential Transportation Demand Management	TE0195	--	$400,000	$400,000
19 Polk: Polk Street Transit Enhancements	TE0196	--	$1,350,000	$1,350,000
24th Street and Castro Fast Track Transit Enhancements	TE0197	--	$350,000	$350,000
Transit Enhancements-Planning and Conceptual Engineering for Groups 1 & 2	TE0198	--	$5,100,000	$5,100,000
FY 16 Reserve	TE0191	--	$500,000	$500,000
FY 17 Reserve	TE0192	--	$500,000	$500,000
Total		$28,232,878	$644,632,134	$672,865,012

In addition to the projects listed here, the SFMTA is currently implementing 22 Transit Optimization carryforward projects with $23M in remaining funds to be invested. See Appendix Schedule 5 of the FY 2015-2019 CIP.

Transit Optimization & Expansion Funding Sources

Fund	Fund Name	CIP Total
Caltrans-Prop1B(PTMISEA)-FY14	Proposition 1B - Transit	$1,500,000
Caltrans-SHOPP-FY17	Cal State Highway Op and Protection	$6,326,897
Caltrans-SHOPP-FY18	Cal State Highway Op and Protection	$977,971
CCSF-Central Freeway Proceeds	Central Freeway Land Sales	$12,654,135
CCSF-CPMC-FY14	Development Impact Fees (CPMC)	$2,100,000
CCSF-CPMC-FY15	Development Impact Fees (CPMC)	$400,000
CCSF-CPMC-FY16	Development Impact Fees (CPMC)	$1,250,000
CCSF-CPMC-FY17	Development Impact Fees (CPMC)	$1,250,000
CCSF-GF-FY16	Proposed T2030 General Fund	$4,000,000
CCSF-GF-FY17	Proposed T2030 General Fund	$4,000,000
CCSF-GF-FY18	Proposed T2030 General Fund	$4,000,000
CCSF-GF-FY19	Proposed T2030 General Fund	$4,000,000
CCSF-GOBOND-FY15	Proposed SF GO Bond Revenue	$23,883,333
CCSF-GOBOND-FY16	Proposed SF GO Bond Revenue	$50,612,500
CCSF-GOBOND-FY17	Proposed SF GO Bond Revenue	$64,662,500

Transit Optimization & Expansion Funding Sources

Fund	Fund Name	CIP Total
CCSF-GOBOND-FY18	Proposed SF GO Bond Revenue	$33,066,667
CCSF-GOBOND-FY19	Proposed SF GO Bond Revenue	$74,150,000
CCSF-IPIC(EN) FY14	Development Impact Fees (Eastern Neighborhoods)	$845,000
CCSF-IPIC(EN) FY15	Development Impact Fees (Eastern Neighborhoods)	$300,000
CCSF-IPIC(EN) FY17	Development Impact Fees (Eastern Neighborhoods)	$3,000,000
FTA-5309BLiv-FY11	FTA Bus Livability Grant	$2,050,000
FTA-5309SS-FY11	FTA 5309 Small Starts Program	$6,371,063
FTA-5309SS-FY14	FTA 5309 Small Starts Program	$30,000,000
FTA-5309SS-FY16	FTA 5309 Small Starts Program	$30,000,000
FTA-5337FG-FY15	FTA 5337 Fixed Guideway Funds	$14,728,000
FTA-TIGER	FTA Transportation Investment Generating Economic Recovery Program	$6,000,000
MTC-PDA-FY14	MTC Priority Development Area Planning	$492,000
MTC-RM2SR2T-FY14	RM2 Safe Routes to Transit	$278,521
MTC-TPI(MC)-FY15	MTC Transit Performance Initiative Funds	$9,133,000
OTHER-DEVELOPER-VARIOUS	Other Developer Contributions	$97,047,000
OTHER-DPW-PropB	SF Proposition B Streets Bond	$2,568,000

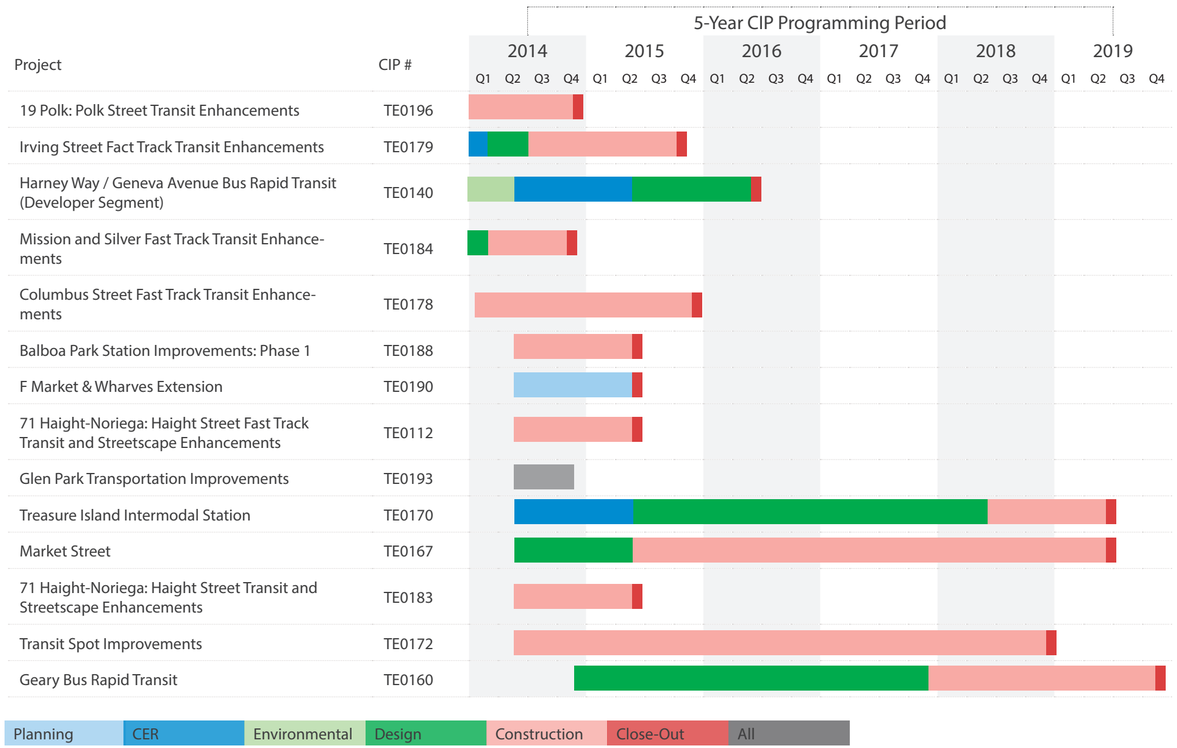
Transit Optimization & Expansion Funding Sources

Fund	Fund Name	CIP Total
OTHER-OPERATING-SPP	SFMTA Operating Funds	$75,000
OTHER-SFCTA-PropK	SF Proposition K Sales Taxes	$2,000,000
SFCTA-OBAG-FY17	SFCTA One Bay Area Grant Program	$30,392,808
SFCTA-PropAA-FY15	SF Prop AA Vehicle License Fees	$287,000
SFCTA-PropAA-FY16	SF Prop AA Vehicle License Fees	$965,000
SFCTA-PropAA-FY17	SF Prop AA Vehicle License Fees	$1,099,919
SFCTA-PropAA-FY18	SF Prop AA Vehicle License Fees	$1,099,919
SFCTA-PropAA-FY19	SF Prop AA Vehicle License Fees	$1,099,919
SFCTA-PropK-EP1	SF Proposition K Sales Taxes	$65,298,683
SFCTA-PropK-EP10	SF Proposition K Sales Taxes	$4,069,063
SFCTA-PropK-EP11	SF Proposition K Sales Taxes	$205,611
SFCTA-PropK-EP13	SF Proposition K Sales Taxes	$2,192,087
SFCTA-PropK-EP16	SF Proposition K Sales Taxes	$7,259,060
SFCTA-PropK-EP22M	SF Proposition K Sales Taxes	$3,682,000
SFCTA-PropK-EP44	SF Proposition K Sales Taxes	$306,000
SFCTA-TFCA(PM)-FY15	Transportation Fund for Clean Air	$400,000
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$3,000,000

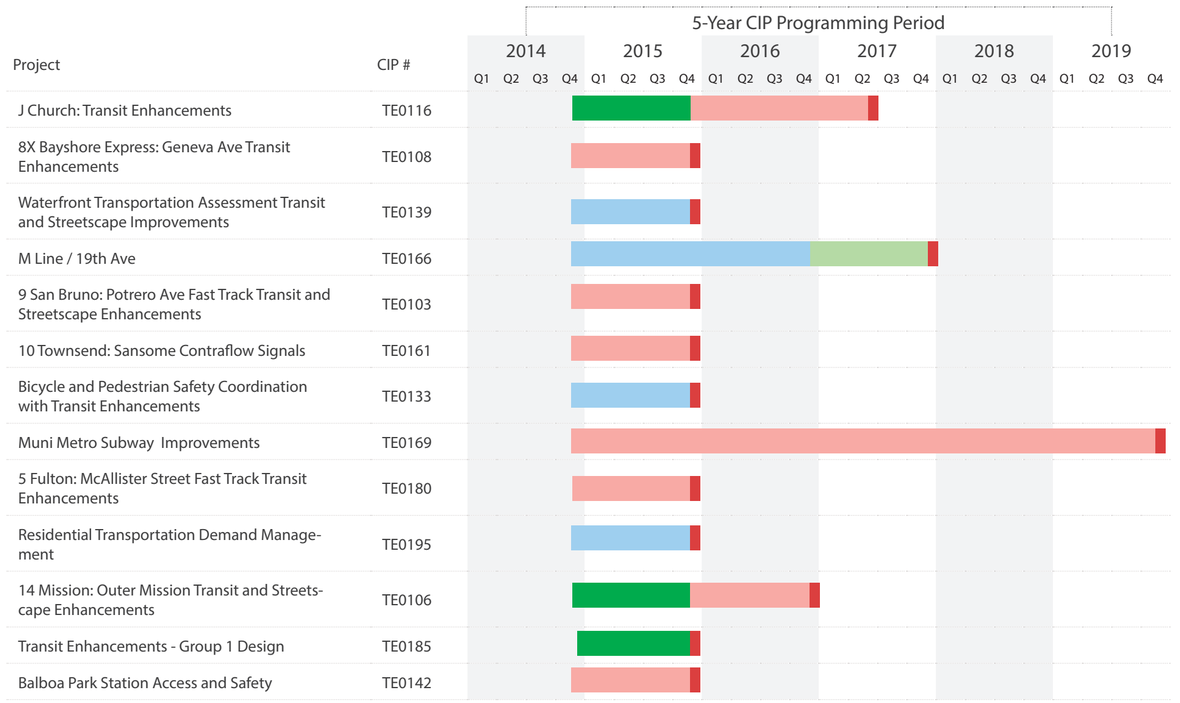
Transit Optimization & Expansion Funding Sources

Fund	Fund Name	CIP Total
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$2,000,000
SFMTA-Bond-FY17	SFMTA Revenue Bond FY17	$26,053,479
SFMTA-Operating-FY16	SFMTA Operating Funds	$1,000,000
SFMTA-Operating-FY17	SFMTA Operating Funds	$500,000
Subtotal		$672,632,134

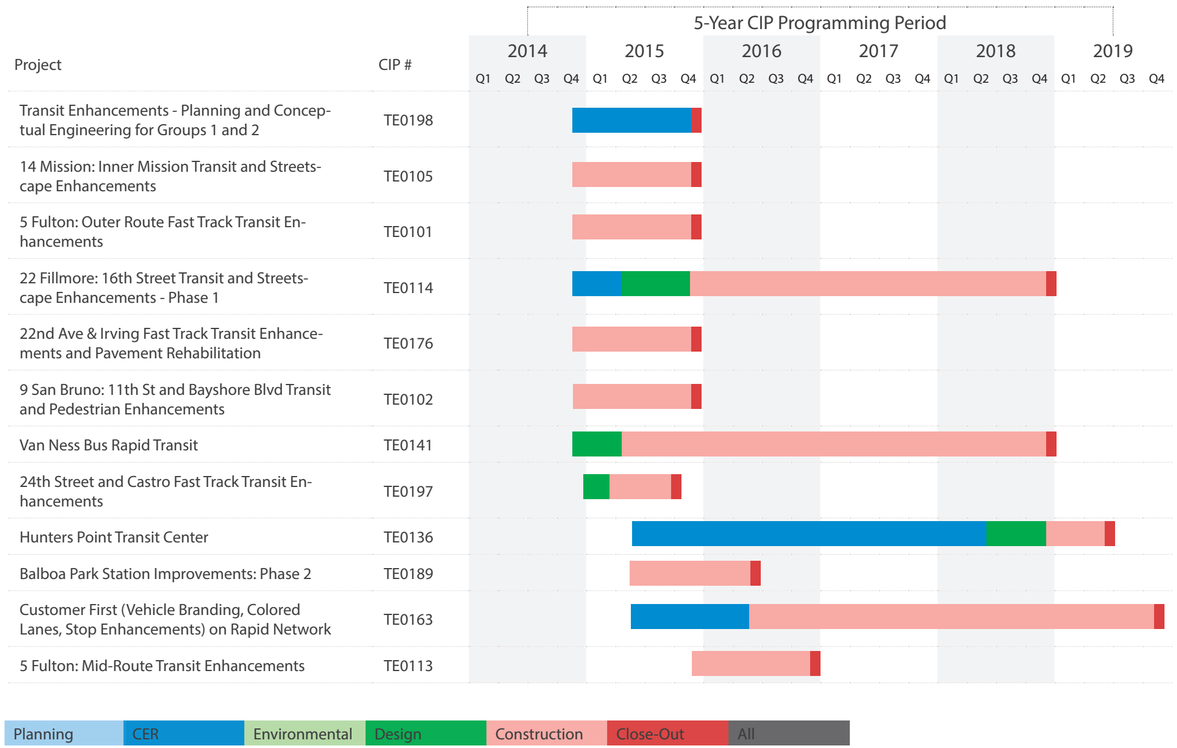
Transit Optimization & Expansion Project Delivery



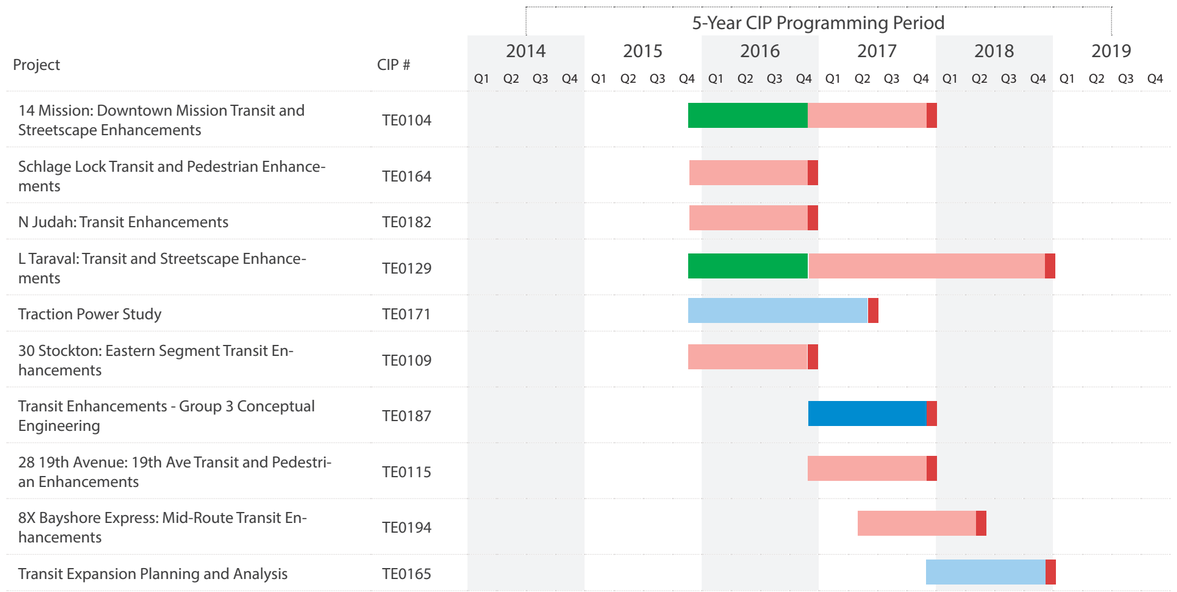
Transit Optimization & Expansion Project Delivery



Transit Optimization & Expansion Project Delivery



Transit Optimization & Expansion Project Delivery



Project Descriptions

CIP PROJECT DESCRIPTIONS

The following is a summary of all projects listed by Capital program planned for the FY-2015 to FY-2019 Capital Improvement Program period.

Program	Project	CIP #	Project Description
Accessibility	Church Station Elevator Rehabilitation	AC101	Modernize the street and platform elevators at Church Street Station, including installation of new cabs, doors with glass panels, door operators, hydraulics, controllers, and cameras for the three elevators serving the station. The modernization effort will improve elevator reliability and ensure consistent access to the station for people with disabilities.
Accessibility	New Castro Station Elevator CER	AC102	Provide a Conceptual Engineering Report (CER) on constructing and installing a new elevator at Castro Station. The elevator will be located in the Harvey Milk Plaza and will serve the Street and Mezzanine levels at the station. The new ADA compliant elevator will provide redundancy in case the existing street elevator is out of service. This CER will provide the proposed design sketch, scope of the project, cost estimate, and items to be addressed during Detail Design.
Accessibility	New Accessible Metro Stop	AC103	Plan, design and construct one new accessible stop location identified in the SFMTA Wayside Platform Feasibility Study. Possible locations include Taraval at 17th, Taraval at 42nd, Taraval at 31st, or other locations on the N and J lines. The new platform will fill a gap between the widely-spaced existing accessible platforms and improve access to the light rail system for people with disabilities This project will likely be constructed in conjunction with an upcoming rail replacement or streetscape improvement project.
Accessibility	Ramp Taxi Subsidy Program	AC104	Provide a subsidy for vehicles for use as ramp taxis, or for taxis that are wheelchair accessible. The subsidy is for the incremental cost of the ramp taxi vehicle over a standard taxi. The per unit subsidy is $10,500. There are currently 100 ramp medallions in San Francisco, so the full amount of this program is estimated at $1,050,000.
Accessibility	Castro Station Elevator Rehabilitation	AC105	Modernize the street and platform elevators at Castro Station. The modernization effort will include installing new cabs, doors with glass panels, door operators, hydraulics, controllers and cameras for the three elevators serving the station. The modernization effort will improve the reliability of the elevators and ensure consistent access for people with disabilities.

Program	Project	CIP #	Project Description
Accessibility	Develop Transit Wayfinding Toolkit	AC106	Develop and implement a Transit Facility Wayfinding Toolkit to facilitate access to transit for people with visual impairments. The toolkit will be developed with input from orientation and mobility specialists during the Design phase of the Van Ness Bus Rapid Transit (BRT) project, with wayfinding elements implemented on the corridor as a pilot project. The toolkit will include a broad array of elements that may be used to facilitate wayfinding for passengers using different transit modes, including future BRT corridors and Rapid Network bus and light rail routes. Wayfinding elements could include textured pavement, tactile pathways, audible beacons, programmable accessible pedestrian signals, maps and signage.
Accessibility	Accessibility Spot Improvement Program	AC107	Implement light rail and bus stop improvements to improve accessibility for persons with disabilities. Improvements may include: Repair/replacement of damaged railings, signage and attenuators at accessible metro stops; installation of NextMuni/Push-to-Talk at transit shelters; crosswalk improvements; and installation or upgrades of curb ramps adjacent to transit stops.
Accessibility	Accessible Service Alerts	AC108	Develop a system to provide audible service alerts and future service change notifications to blind transit users. This project may entail adding functionality to the current text message alert system (GovDelivery) to provide voice message alerts by subscription, or purchase of a stand-alone system.
Accessibility	Milan Car (F-Line) Wheelchair Position Stop Request	AC109	Install stop request devices underneath the flip seat in the wheelchair position on the eleven Milan streetcars (F line). The existing stop request devices are not accessible for wheelchair users in the wheelchair stationing area.
Accessibility	New Elevator at Church Station CER	AC110	Produce a Conceptual Engineering Report (CER) to construct and install a new street elevator at Church Street Station (located on Market Street in the vicinity of the station entrance on the southwest corner of the intersection of Market Street and Church Street) to improve access to the station for people with disabilities and provide redundancy in case the existing elevator is out of service. The new ADA compliant, state-of-the-art elevator will be larger than the existing Metro station elevators and will include features such as security cameras and glass panel doors. This CER will provide the proposed design sketch, scope of the project, cost estimate, and items to be addressed during Detailed Design.
Bicycle	2nd Street Bike Lanes	BI101	Conduct a California Environmental Quality Act (CEQA) review of the Second Street Improvement Project. The proposed project will include sidewalk widening, curbside bikeways with parking and bus boarding islands, vehicle lane reduction and traffic signal modifications.
Bicycle	5th Street Bicycle Lanes	BI102	Install bicycle lanes in both directions on 5th Street between Mission and Townsend Streets. This is Near-Term Project 2-2 from the SFMTA's 2009 Bicycle Plan.

Program	Project	CIP #	Project Description
Bicycle	7th Street Streetscape	BI103	Implement bicycle and pedestrian improvements along 7th Street between Harrison and Market Streets aligned with the Eastern Neighborhood Transportation Implementation Study (ENTRIPS) streetscape plan. The scope will include new striping, a buffered bike lane, traffic lane reduction, safe hit posts and possibly a limited amount of paving.
Bicycle	Bicycle Barometer Installation (3 locations)	BI104	This project supports installation of bicycle barometers at three locations. Bicycle Barometers are digital displays that show the number of people on bicycles that pass a fixed point daily and annually, giving visibility to the growth in bicycling.
Bicycle	Bicycle Wayfinding-Citywide	BI105	Plan, design, and install citywide wayfinding signs for people on bicycles. The signs will direct people on bicycles onto and within the bicycle network to common destinations, including transit connections. Existing signs will be replaced with updated directional signs that emphasize transit hubs rather than the previous transit route numbers. The project budget includes conceptual planning, design engineering to lay out sign content and placement, construction and installation.
Bicycle	12 Residential Bike Hangars	BI106	Install communal residential bicycle lockers positioned in the parking lane or where space allows on sidewalks. These lockers are designed for long-term bicycle storage, and will serve residents living in near the lockers. Survey results from the SFMTA's Long Term Bicycle Parking Strategy indicate that increasing the supply of attractive, secure and flexible bicycle parking near high density residential properties will result in higher rates of bicycling. SFMTA staff will develop an application process for high-demand areas to determine specific locations for implementation.
Bicycle	Electronic Bicycle Locker	BI107	Install secure bicycle parking near BART Stations and high-use Muni rail stops for the purposes of increasing the number of transit riders bicycling to and from stations. There is long-term bicycle parking demand in these locations, but space to provide larger long-term bicycle parking facilities is limited. Electronic bicycle lockers will provide long-term bicycle parking options for BART users and residents in these area by combining high security with modern technology to increase service; five to seven more people can be served with e-lockers versus traditional lock-and-key lockers. Survey results from the SFMTA's Long Term Bicycle Parking Strategy indicate that increasing the supply of attractive, secure and flexible bicycle parking like e-lockers in San Francisco will result in higher rates of bicycling.

Program	Project	CIP #	Project Description
Bicycle	Bicycle-Transit Integration Pilot	BI108	Conduct a pilot program to study Bicycle-Transit Integration (BTI) Wayfinding initiatives. The seed funding for this pilot was provided by a $180,000 grant from the Safe Routes to Transit Grant Program. The initial planning phase was conducted in July 2012 and a draft planning document was completed in Dec 2013. The recommendations of the BTI study include station-area specific wayfinding, such as signage and pavement markings; long-term bicycle parking; and an on-vehicle LRV pilot consisting of Muni policy change and public messaging.
Bicycle	Bike and Pedestrian Project Evaluation: Speed Surveys	BI109	This project will support expanding the scope of an existing contract service order with the Department of Public Works (DPW) for speed and volume studies. Speed surveys are conducted prior to and following construction of bicycle and pedestrian improvement projects in order to demonstrate traffic changes resulting from these projects. This scope will increase the number of traffic surveys as well as include bicycle screenlines, or manual counts measuring peak hour volumes, wrong-way and sidewalk riding, helmet use and bicyclist gender.
Bicycle	Bike Facility Maintenance - Safe Hits and Green Pavement	BI110	Upgrade and maintain Safe Hit Posts and green pavement on bikeways in San Francisco on an annual basis. The SFMTA will determine a list of priority locations for facility maintenance by soliciting locations from key stakeholders (Bicycle Advisory Committee, SF Bicycle Coalition) and the public at-large through social media. The final combination of safe-hit post and green pavement replacement will depend on need and community input.
Bicycle	Bike Marketing Campaign	BI112	Provide yearly bicycle encouragement campaigns targeting the general public in San Francisco, with a focus primarily on individuals who currently travel by private car or on crush-load transit lines. The project aims to encourage San Francisco's residents, workers, businesses and visitors to ride a bike by promoting bicycling as a fun, easy, safe and healthy way of getting around San Francisco. Media and communications strategies include: television, online, radio and print advertisements, high-visibility signage on streets, advertising on buses and bus shelters, banners, and on streetlights, social media, direct outreach at strategic locations and events, proactive media relations and Internet-based videos.
Bicycle	Bike Outreach Materials	BI113	Conduct bicycle outreach efforts to encourage the public to use bicycle as an everyday transportation option. Efforts will be focused on providing the public the tools it needs to ride a bicycle safely and courteously, and to develop and distribute materials that promote safety and understanding of how to ride a bicycle, such as: bike maps and guides, bells, lights, spoke cards and helmets. Materials will be distributed at events such as Sunday Streets, farmer's markets and Light Up the Night. This project aims to shift public perception and dialogue about bicycling in San Francisco and to improve the image of those who bicycle in San Francisco.

Program	Project	CIP #	Project Description
Bicycle	Bike Share Expansion Phase I	BI114	Implement Phase 1 of the Bike Share Expansion project, which will cover a portion of labor costs (SFMTA staff and consultants) to support the expansion and ongoing operations of bicycle sharing by 2,500 bikes and 250 stations from the full 2014 pilot buildout level of 500 bikes to approximately 3,000 bikes and 300 stations. Expansion is envisioned to occur in two phases of approximately 1,250 bikes each, with planning and procurement to occur in FY 14-15 and Phases I and II of expansion in FY 15-16. The expanded service area would cover much of the northeast quadrant of San Francisco, with smaller satellite service areas in islands of bike share suitability linked to transit nodes, key trip generators/attractors and planned developments located in outer areas. Funding for initial expansion capital, launch, and operations and maintenance is contingent upon private sponsorship.
Bicycle	Bike to Work Month/Bike to Work Day 2015-18	BI116	An ongoing four-year project to establish two events: 1) Bike to Work Month to occur annually in May, and 2) Bike to Work Day (BTWD) to occur annually on the second Thursday of May (or similar date) with the sponsorship of public and private advocacy groups. Bike to Work Month and Bike to Work Day are opportunities for SFMTA to promote bicycle facilities and bicycling-supportive programs, to provide incentives to new bicycle commuters, and to celebrate those who bicycle regularly for their commute trips. The SFMTA's role shall be to promote the regional Team Bike Challenge, sponsor or conduct safety education, and to oversee efforts with a BTWD contractor and regional organizers to implement BTWD events. SFMTA also develops and provides bicycle commuting materials such as bike guides, bike maps, lights, bells.
Bicycle	California Pacific Medical Center-- Bicycle Encouragement Recommendations	BI117	Identify preferred existing routes between California Pacific Medical Center (CPMC) campuses, and make recommendations for improvements that can be made by CPMC to increase interest and ease of bicycle riding for CPMC employees and visitors, such as increased bicycle parking, wayfinding signs and maps, etc.
Bicycle	California Pacific Medical Center--26th and Cesar Chavez Corridor Evaluation	BI118	Plan improvements along 26th Street between Valencia Street and Potrero Avenue to reduce automobile speeds and discourage spillover traffic from Cesar Chavez Street to create a calm and comfortable alternative to Cesar Chavez Street for people riding bicycles. Improvements may include: speed humps, bulbouts, traffic diverters, traffic circles, bikeway improvements, landscaping, and public realm improvements.

Program	Project	CIP #	Project Description
Bicycle	Downtown Bike Station	BI119	Plan, design and construct a bicycle station in downtown San Francisco for the purpose of providing a secure, covered indoor bicycle parking facility with an attendant present to supervise parked bicycles and assist users with valet services. The station will also provide amenities such as a cafe and/or bicycle repair.
Bicycle	Embarcadero Enhancement Project	BI120	Develop a conceptual design and cost estimate for a protected bikeway along the Embarcadero from Third Street to Powell/Jefferson Streets. Once the conceptual engineering phase is complete SFMTA will seek to legislate, codify and institutionalize the results of the strategy, consistent with local, state and federal environmental regulations. The detailed design effort will result in a set of complete engineering drawings from which construction can begin.
Bicycle	Folsom and Essex Streets Pilot	BI121	Modify lane configurations and traffic signals at the Folsom Street and Essex Street intersection to improve safety and continuity for eastbound cyclists; extend Folsom Street striping from First to Third Streets; and construct buffered bicycle lanes, "cross bike" markings through the intersection, bicycle signal heads, two-stage left-turn boxes, and new traffic signals.
Bicycle	Green Bike Lane Conversion (four blocks annually)	BI122	An ongoing five-year project to convert roughly four blocks (2000 linear ft.) of standard bike lanes per year to green bike lanes. Project estimate assumes 6' wide bike lanes in both directions, green Streetsbond for the majority of the block length, green thermoplastic tiles approaching intersections, and no pavement grinding.
Bicycle	Howard Streetscape Project	BI123	Explore the feasibility of lane removal/restriping at Howard Street between 4th and 11th Streets. This project would examine the feasibility and benefits of restriping Howard Street so that there are 3 car lanes for the length of the project area (as opposed to 4), which would allow for the existing bike lane on the north side of the street to be buffered. This study includes before and after data collection dovetailed with pilot work occurring on Folsom Street between 4th and 11th Streets.
Bicycle	Innovative Bike Treatments	BI124	Plan, design, construct, and evaluate innovative measures to improve the safety and comfort of bicycling in San Francisco. Each year, emerging best practices will be reviewed and staff will select one measure to be implemented at several pilot locations. Locations will be chosen based on their impact to the bike network as well as their feasibility of implementation. Measures that will be considered as part of this project include two-stage left turns, active intersection warning, advisory bike lanes, sharrows approaching intersections, and bicycle traffic calming.

Program	Project	CIP #	Project Description
Bicycle	Polk Street Improvement Project	BI127	Implement aesthetic and safety improvements for all users of Polk Street between McAllister and Union Streets, a 20 block segment. In accordance with the City's Transit First policy, improvements will primarily be focused on people who walk, use transit and ride a bicycle. The improvements include: a raised cycletrack, bike lanes, bicycle signals, continental crosswalk striping, red zones at intersections to improve visibility, and bulb-out extensions. Relocating, adding, or removing loading zones will also be part of the slate of improvements, along with streetscape elements such as pedestrian-scale lighting, street furniture, green planting, parklets, and alley enhancements. Opportunities to improve sub-standard bus zones will be identified.
Bicycle	Polk Street Improvement Project Evaluation	BI128	Evaluate bicycle, pedestrian, and streetscape improvement impacts on Polk Street. Crash patterns, sales tax receipts, bicycle counts, and Muni travel time will be considered for pre- and post-construction evaluation. Evaluation of before and after conditions will be conducted to inform decision making for similar projects in the future.
Bicycle	2nd Street Improvements Education and Enforcement	BI129	Targeted enforcement and education campaign to promote safe and proper use of Second Street after construction of the Second Street Improvements Project. Activities include production of outreach materials, Parking Control Officer special assignments, targeted traffic company enforcement, and SFMTA staff surveying and flyering.
Bicycle	SFMTA Garage Unattended Long-Term Bike Parking	BI130	Provide unattended bicycle parking within a secure, covered, and limited-access bicycle storage facility. The placement of an unattended long-term bicycle parking facility at an SFMTA parking garage where there is existing demand will provide an important link for people riding a bicycle to work and for shopping trips. The specific location will be determined by evaluating existing demand at garages, including at electronic bicycle lockers (an additional project in the CIP). An unattended bicycle parking facility was recommended in the SFMTA's Strategy for Long-Term Bicycle Parking.
Bicycle	Sharrows - Bike Plan	BI131	Install 16 miles of sharrow markings to connect the remaining portions of the Bicycle Network in the City that currently lack "share the lane" visuals and infrastructure connectivity for bicyclists. This project entails design, environmental clearance (i.e., verification that proposed sharrows are consistent with the Bicycle Plan EIR), and construction of sharrows.
Bicycle	Sharrows - Year 3	BI132	Update sharrow placement per standard on those street segments throughout the City that currently have sharrows, and repave as part of the GO Bond project. Create official striping drawings for those street segments that currently do not have them.

Program	Project	CIP #	Project Description
Bicycle	Short Term Bike Parking-Citywide	BI133	Plan, design and install approximately 5000 bicycle racks on San Francisco sidewalks, in parking lanes and other publicly accessible areas as needed and as requested. The first 3000 racks will be installed from existing inventory, so only 2000 racks will need to be purchased. These facility improvements serve the entire system by providing for the needs of people using bicycles, making bicycle transportation a safer, more secure, more viable, and attractive mode in San Francisco. This project will be completed by the SFMTA Livable Streets Subdivision, with bicycle racks installed by SFMTA shops. Each bicycle rack accommodates two bicycles.
Bicycle	Wayfinding Pavement Markings	BI134	Implement wayfinding signage within the vicinity of transit stations for the benefit of customers using the bicycle and transit networks. Wayfinding pavement markings will also inform bicyclists of upcoming junctures in the bicycle network, in addition to guiding users to and along existing routes.
Bicycle	West Portal Unattended Long-Term Bike Parking	BI135	Design and construct a secure, covered, and limited access bicycle storage facility at the West Portal Muni station. The West Portal Muni station is a major destination for people accessing transit, and the topography between the station and downtown San Francisco is considered a barrier to bicycling. Placement of an unattended long-term bicycle parking facility here will provide an important link for people riding a bicycle to the transit station.
Bicycle	Western Addition - Downtown Bikeway Connector	BI136	Implement a new east-west bicycle corridor from Western Addition to Downtown. Existing corridors are experiencing significant growth in mode share but have records of severe bicycle crashes. The proposed facility may include an alternative route to the existing McAllister bikeway with a green bike lane and contra-flow bike lane on a parallel one-way street. The project will improve bicyclist safety on the network, providing an attractive facility for users aged 8 to 80.
Bicycle	Wiggle Neighborhood Green Corridor	BI137	Plan, design and construct bicycle, pedestrian, traffic calming, and streetscape improvements along the Wiggle, a bicycle route that runs from Market Street to Golden Gate Park. Potential improvements include speed humps, raised crosswalks, roadway markings and bulbouts. These improvements will be constructed in coordination with the San Francisco Public Utilities Commission (SFPUC) plan to add rain gardens and permeable paving along the corridor.
Bicycle	Market Octavia Bicycle Spot Improvements and Network Upgrades	BI138	Implement new bicycle infrastructure and bicycle safety upgrades at key locations in the Market and Octavia area. These spot improvements would be funded by development impact fees that are earmarked for use within the Market and Octavia (MO) area. Specific locations within the MO area would be identified through crash analyses, the SFMTA Bicycle Strategy, and requests from stakeholders. Improvements may include striping and signage changes, signal hardware or timing modifications, addition/modification of raised elements such as safe hit posts and concrete islands, addition of colored markings, bike boxes, wayfinding, bike turn lanes, etc.

Program	Project	CIP #	Project Description
Bicycle	Visitation Valley Bicycle Spot Improvements and Network Upgrades	BI139	Implement new bicycle infrastructure and bicycle safety upgrades at key locations in the Visitation Valley area. These spot improvements would be funded by development impact fees that are earmarked for use within the Visitation Valley (VV) area. Specific locations within the VV area would be identified through crash analysis, the SFMTA Bicycle Strategy, and requests from stakeholders. Improvements may include striping and signage changes, signal hardware or timing modifications, addition/modification of raised elements such as safe hit posts and concrete islands, addition of colored markings, bike boxes, wayfinding, bike turn lanes, etc.
Bicycle	Central Freeway Area Bicycle Spot Improvements	BI140	Implement new bicycle infrastructure and bicycle safety upgrades at key locations in the vicinity of the former Central Freeway, primarily along Octavia Boulevard. These spot improvements would be designed and constructed with funds that are earmarked for use within the Central Freeway area (specifically proceeds from the sale or lease of parcels along the former Central Freeway). Specific locations within the area would be identified through crash analyses, the SFMTA Bicycle Strategy, and requests from stakeholders. Improvements may include striping and signage changes, signal hardware or timing modifications, addition/modification of raised elements such as safe hit posts and concrete islands, addition of colored markings, bike boxes, wayfinding , bike turn lanes, etc.
Bicycle	Bike Safety and Connectivity Spot Treatments	BI143	Conduct a bicycle crash analysis and create a Bicycle Collision Report with a focus on long-term trends and types of collisions. This project would also plan, design and construct spot improvements for bicycle safety at specific locations determined by the crash analyses, the SFMTA Bike Strategy, and requests from stakeholders. Improvements may include: striping and signing changes, signal hardware or timing modifications, addition/modification of raised elements such as safe hit posts and concrete islands, addition of colored markings, bike boxes, wayfinding, bike turn lanes, etc. An estimated 2-3 intersections would be designed and implemented annually.
Bicycle	7th Street Bikeway Trial Improvements	BI144	Remove one travel lane and install a painted buffer for the bicycle lane on 7th Street between Harrison and Market Streets. The lane reduction will help inform the environmental review for the preferred design of the 7th Street Streetscape Project. The design would also include treatments to reduce the number of motorists driving along the bikeway and help separate turning vehicles from bicyclists by using green paint and striping changes. SFMTA will study the operation of the new lane configuration for 18 months.
Bicycle	8th Street Streetscape	BI145	Implement pedestrian and buffered bikeway improvements along 8th Street between Harrison and Market Streets. The scope includes new striping, a buffered bike lane, safe hit posts, and possibly a limited amount of paving. 8th Street was identified as a key safety corridor in the Eastern Neighborhoods Transportation Implementation Study (ENTRIPS).

Program	Project	CIP #	Project Description
Bicycle	Annual Multi-Modal Data Collection and Count Report	BI146	Measure evening peak period travel patterns across multiple modes for the purpose of informing planning efforts. Since 2006 SFMTA has been conducting annual bicycle counts to help grow bicycle ridership and improve the accuracy of data collection; will be the first effort to expand the bicycle counts to include pedestrian and transit data collection during the evening 4:30-6:30PM peak period. Bicycles and pedestrians will be counted via video data collection at a total of approximately 100 locations. Project will organize, deploy, and evaluate citywide intersection bicycle, pedestrian, and transit passenger counts; coordinate with outside consultant for video data collection; analyze results to compare trends from previous count periods; and summarize results in a report.
Bicycle	Bicycle Counters (50 locations)	BI147	Install automatic bicycle counters at 50 locations throughout the city. Counters are battery-powered and have an integrated modem that sends data each day to an online database. Counters can also identify which direction cyclists are traveling and differentiate between bicycles and other vehicles.
Bicycle	Bicycle Safety Education Class	BI148	Provide training and safety education courses to adult and youth cyclists as well as transit operators. The League of American Bicyclists Bicycle Education curriculum will form a basis for the classes, which will be tailored to address the needs of cyclists with a variety of skill and experience levels. The training sessions include classroom lectures as well as field-based training in a controlled environment and on public streets. Classes will be provided in each supervisorial district and on weekends as well as weekday evenings. The courses will be offered free of charge to the public. In the past, demand for these classes has exceeded the funding available to offer them. This project will be completed by the SFMTA and an outside contractor. The contract will be awarded in 2015 with deliverables through 2019.
Bicycle	Bicycle Strategy Network Expansion (8.5 miles)	BI149	Plan, design and build 8.5 miles of new bike lanes in San Francisco. SFMTA's 2013 Bicycle Strategy found that the existing bicycle network is fragmented and not legible to all current and potential users. Network gaps, areas with drops in rider comfort, and crash-prone intersections all prevent riders from safely traversing the city. Network Expansion would provide new bicycle lanes along key corridors to create a larger, more connected bicycle network.
Bicycle	Bicycle Strategy Route Upgrades (13.5 miles)	BI150	Plan, design and construct bicycle facilities along 13.5 miles of existing sub-standard or unsafe bicycle lanes in San Francisco. SFMTA's 2013 Bicycle Strategy found that much of the existing bicycle network is fragmented and not legible to all current and potential users, with crash-prone intersections and stressful riding conditions. Route upgrades will target key intersections and street segments to increase safety and comfort for bicyclists. Upgrades may include but are not be limited to: striping and signing changes, signal hardware or timing modifications, addition/modification of raised elements such as safe hit posts and concrete islands, addition of colored markings, bike boxes, wayfinding, bike turn lanes, etc.

Program	Project	CIP #	Project Description
Bicycle	Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	BI151	Conduct a multi-year educational campaign to be implemented citywide, including awareness-building and a multimedia behavioral change program. This program is designed to bolster the effectiveness of WalkFirst infrastructure improvements. Program components include establishment of a citation diversion program, Light Detection and Ranging (LIDAR) speed enforcement, and the installation of automated speed enforcement at 10 locations per year, including the purchase and installation of speed cameras (pending state legislation). Enforcing safe behavior from all road users will help to address the city's goal of reducing severe and fatal pedestrian injuries by 50 percent by 2021.
Bicycle	California Pacific Medical Center--Lower Pacific Heights Bikeway Planning	BI152	Conduct an in depth conditions and needs analysis of existing and potential bicycle routes in the areas around the Pacific and Cathedral Hill California Pacific Medical Center (CPMC) campuses, focusing in particular on Post, Sutter, and California Streets as recommended by the SFMTA Bicycle Strategy. The SFMTA will make recommendations for smaller short-term improvements and will identify the need for future larger-scale planning efforts. Proposed improvements may include: buffered bike lanes, green pavement markings, bicycle traffic signals, bicycle wayfinding, speed humps, bulbouts, and traffic diverters.
Bicycle	Euclid Avenue Bicycle Improvements	BI153	Implement a portion of the Laurel Heights/Jordan Park Traffic Calming Areawide Plan. Construction on Euclid Avenue will include two-way left turn lanes, pedestrian refuge islands, and bicycle lanes in both directions between Masonic Avenue and Arguello Blvd. The completed project will narrow the roadway, slow vehicle speeds, and improve bicycle and pedestrian safety.
Bicycle	Folsom Street Streetscape	BI154	Develop detail design plans, conduct environmental review and initiate construction on streetscape improvements on Folsom Street between Fifth Street and 11th Street. Streetscape improvements include an improved, separated bi-directional cycle track with a buffer using either parking or raised traffic islands; new corner bulbs and bus bulbs at intersections reducing pedestrian crossing distances and improving Muni service; new signals at midblock locations or alleyways; and construction of raised crosswalks at alleyways. Additional details are outlined in the Eastern Neighborhoods Transportation Planning Study. This project will initiate after the SFMTA has completed the pre-development phase through local public meetings with key stakeholders.
Bicycle	Masonic Avenue Streetscape	BI155	Redesign Masonic Avenue to calm traffic, provide dedicated space for people on bicycles and construct pedestrian enhancements such as median refuge islands, bus boarding islands, and sidewalk landscaping. Masonic Ave is a major north-south arterial in San Francisco and serves as the main bike and transit route through the area. The street has also had a high rate of pedestrian and bicycle collisions. The goal of this project is to increase safety and accessibility for all modes of travel on Masonic Avenue, from Fell Street to Geary Boulevard.

Program	Project	CIP #	Project Description
Central Subway	Central Subway	CS101	Plan, design, engineer and construct a 1.7 mile extension of the existing Fourth Street light rail transit line (T-Line). This project will extend the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, at Market Street serving Union Square, and at Clay Street in Chinatown. The project will improve mobility in downtown San Francisco and provide quicker, more reliable, and more direct rail service between Bayview Hunters Point and Chinatown. It will also improve transit capacity in a highly congested growth corridor, reducing surface vehicle traffic, transit travel times and providing travel alternatives in the corridor.
Comm. & IT Infrastructure	Agency Migration to VoIP Telephony	IT101	Migrate the agency phone system from the legacy public branch exchange (PBX) systems currently used across the various facilities to a unified, Lync-based voice over IP (VoIP) solution. This will reduce the operating cost for telephony while adding features to the phone system that will integrate with Lync and Exchange.
Comm. & IT Infrastructure	Replace Clipper Reader on Vehicles	IT102	Replace approximately 3500 existing Clipper readers with new units. Replacing the existing readers with units that integrate with radio technology, support NFC (open payment), QR/Barcodes that are field proven will address future compatibility issues and current equipment performance issues.
Comm. & IT Infrastructure	Agency Wide Wi-Fi Infrastructure	IT103	Implement Wi-Fi across all of agency facilities and offices and expand Wi-Fi connectivity to all sites to allow the agency to leverage mobile/portable computing and supports agency initiatives like the forthcoming Enterprise Asset Management System and Vendor Managed Inventory projects. Currently Wi-Fi is only readily available in a managed manner at 1 South Van Ness and is not distributed across the other offices or facilities.
Comm. & IT Infrastructure	Enterprise Asset Management System (EAMS) Phase I	TI108	Implement a new integrated Enterprise Asset Management System (EAMS) for the entire agency including migration of existing systems and asset data to the new system, as well as integration with the Office of the Controller's FAMIS and ADPICS systems. This project includes: implementation of asset management business practices relating to managing agency assets and inventory; improved EAMS system help and training resources and services; hiring of qualified EAMS personnel within the SFMTA; and a 25-year strategic plan for carrying the new EAMS system and business practices forward. Phase I pertains to the Capital Programs and Construction Division.

Program	Project	CIP #	Project Description
Comm. & IT Infrastructure	Enterprise Asset Management System (EAMS) Phase II	TI109	Implement a new integrated Asset Management System for the entire SFMTA, including migration of existing systems and asset data to the new system, as well as integration with the Office of the Controller's FAMIS and ADPICS systems. This project includes: implementation of asset management business practices relating to managing agency assets and inventory; improved EAMS system Help and Training resources and services; hiring of qualified EAMS personnel within the SFMTA; and a 25-year strategic plan for carrying the new EAMS system and business practices forward. Phase 2 pertains to the Sustainable Streets Division.
Comm. & IT Infrastructure	Blue Light Phone Emergency	TI110	Replace the blue light phone system in the Muni Metro Sunset and Twin Peaks Tunnels with updated phone switchers, call stations with phone set and bluelight indication, emergency backup electrical power supply wiring infrastructure, and telecommunication wiring instructions. New blue light emergency phones will allow operators to reach central control, traction power and other stations or the local fire department in emergency situations. The current phone system was installed in the early 1980's with a stated useful life of 20-25 years, and is therefore overdue for replacement. Due to the age of the system significant resources are currently required to keep the system operational.
Comm. & IT Infrastructure	Communications Systems Replacement	TI111	Replace antiquated radio communications system for both revenue and non-revenue fleets with a modern radio and data communications system. The existing Motorola Metrocom system is 30 years old and at the end of its useful life, as well as being incompatible with "smart" vehicle applications such as Automatic Passenger Counters. This replacement project will add additional technology to the radio system, such as an Automatic Vehicle Location/Global Positioning System, to accommodate tracking schedule adherence, expediting response to emergencies and road call requests, and collection of passenger data.
Comm. & IT Infrastructure	Reserve for Enterprise Asset Mgmt. System Phase III	TI112	Funding reserve to be used on an as-needed basis to support the development of SFMTA's new Asset Management System. Installing the new Asset Management System involves migration of existing systems and asset data to the new system; integration with the Office of the Controller's FAMIS and ADPICS systems; implementation of asset management business practices relating to managing agency assets and inventory; improved EAMS system help and training resources and services; hiring of qualified EAMS personnel within the SFMTA; and a 25-year strategic plan for carrying the new EAMS system and business practices forward.
Facility	Islais Creek Additional Budget Need	FA136	Construct a 65,000 square foot motor coach maintenance and operations building, including: light and heavy maintenance bays, warehouse space, operations and maintenance offices, showers, galley room, locker rooms and training space. The new facility will meet current building codes and city LEED building requirements.

Program	Project	CIP #	Project Description
Facility	Operator Convenience Facilities Phase 2	FA111	Provides access to clean and safe restroom facilities at 146 transit terminals in various parts of the city, 42 of which have gaps with no restroom facilities. These are critical for operator comfort and reliability of the transit system by reducing disruptions in service. Pre-fabricated restrooms will be installed during all phases. Phase I included an extensive process of design, approvals, manufacturing and installation of 7 prefab units in 6 locations. Phase 2-3 will conduct Site Specific Designs, obtain approvals for, manufacture and install up to 10-12 more pre-fabricated restroom structures at up to 12 transit terminal sites and to complete identification and supply of facilities at additional locations through use permits, leases, MOUS, and licenses. This project will be coordinated with the implementation of the Transit Effectiveness Project (TEP).
Facility	Operator Convenience Facilities Phase 3	FA112	Provides access to clean and safe restroom facilities at 146 transit terminals in various parts of the city, 42 of which have gaps with no restroom facilities. These are critical for operator comfort and reliability of the transit system by reducing disruptions in service. Pre-fabricated restrooms will be installed during all phases. Phase I included an extensive process of design, approvals, manufacturing and installation of 7 prefab units in 6 locations. Phase 2-3 will conduct Site Specific Designs, obtain approvals for, manufacture and install up to 10-12 more pre-fabricated restroom structures at up to 12 transit terminal sites and to complete identification and supply of facilities at additional locations through use permits, leases, MOUS, and licenses. This project will be coordinated with the implementation of the Transit Effectiveness Project (TEP).
Facility	Various Facility Plans (Burke, Woods, Fall Protection, etc.)	FA133	Building on the SFMTA Real Estate and Facilities Vision for the 21st Century, this project covers predevelopment, design and implementation of Facilities Capital Improvement Program projects, including indoor air quality improvements, mechanical improvements, fall protection, and office space improvements. Facility upgrades are critical to ensure worker safety as well as the reliability of the transportation system.
Facility	Upgrade life and fire safety systems	FA105	Replace/upgrade the existing life and fire safety systems at the Flynn, Kirkland, Scott, Green and Potrero facilities. Existing systems are reaching the end of their useful lives and have become more difficult to maintain. System replacement is critical for the sites to remain code compliant and to ensure the safety of SFMTA employees during a disaster.
Facility	Paint Booth Upgrade (Woods & Potrero)	FA101	Replace outdated paint booth facilities at Woods, 1095 Indiana St, Potrero, and 17th/Bryant St. locations with prep stations conforming to the latest Bay Area Air Quality Management District standards. The current booths are outdated, lack heating systems, and emit fumes. The new paint booth facilities will enable the SFMTA to paint more vehicles in less time, result in higher-quality products, provide better working conditions, and will have a lower environmental impact.

Program	Project	CIP #	Project Description
Facility	Woods Renovation (3) Hoists & (40) Bays	FA118	Construct 3 new hoists for articulated buses at the Woods Division in three existing bays, and conduct structural improvements to widen the existing bus wash facility at Woods to accommodate 60' articulated buses. Woods is currently designed to serve 40' and smaller coaches. Capacity to maintain 60' articulated coaches is needed because of the projected expansion of SFMTA fleet to include more 60' articulated buses. Reconfigured hoists and bays would allow for 60' coaches to be maintained at Woods, which addresses a major maintenance issue associated with fleet expansion.
Facility	MME Paint & Body Shop	FA121	Construct a new (min. 75,000 sf) auxiliary building to house Paint and Body Shop and Maintenance of Way functions for the SFMTA. The building will be located in the four acre undeveloped area east of the existing Muni Metro East (MME) Light Rail Facility site at Illinois/Cesar Chavez Streets. Construction will include both yard work (mitigating contaminated soil, trackwork, overhead catenary system, traction power, signals, paving, fencing and gates, perimeter security, stripping, signage, etc.) and building work (pile or caisson foundation work, utilities, trackwork, roofing, fire protection, plumbing, AC, electrical, lighting, communication & LED Message Sign systems, and finish work). The project includes procurement, installation, and testing/commissioning of equipment to be housed within the building.
Facility	Woods Wash Racks	FA116	Replace wash racks to accommodate new 60’ articulated buses along with a new structural configuration. The wash racks in operation break down frequently due to age and are inadequate to service the growing fleet. This project will result in cleaner buses and improve the working environment by providing more effective and modernized equipment that reduces water resource consumption and efficiently utilizes necessary cleaning chemicals.
Facility	Facility Purchase for Enforcement Unit	FA102	Purchase a new facility to consolidate the entire Enforcement Unit into one location. Currently, Enforcement staff are spread across three facilities, all of which lack sufficient space. The new space will include locker rooms, meeting and training rooms, storage and employee break rooms.
Facility	SFMTA Training Relocation to 2650 Bayshore Blvd	FA103	Relocate and improve Operator Training as part of a broader effort to improve the safety and efficiency of SFMTA facilities. Relocation will require tenant improvements to provide professional offices, conference rooms, classrooms, divisible classrooms, and break room areas.
Facility	Potrero Shed and Hoists	FA104	Procure and install canopies and drive-on hoists to allow the Potrero Shop to lift buses. Currently the Potrero building is not tall enough for any kind of indoor hoist due to low ceiling height. The two sheds would be 130 ' in length and would be equipped with drive-on hoists, allowing mechanics to lift buses and perform necessary maintenance work.

Program	Project	CIP #	Project Description
Facility	Replace Bancroft - Air Exhaust	FA106	Replace air exhaust filtering for welding, grinding and wood work areas at the 1508 Bancroft maintenance facility. Currently the air exhaust equipment and facilities at Bancroft are outdated and unsafe for workers. Completion of this project will increase the functionality of the repair shop space and reduce costs of sending repair work out on contract.
Facility	Bancroft - Elevators + Heating & Cooling	FA113	Install new elevators and upgrade the heating and cooling system at the 1508 Bancroft maintenance facility. Existing elevators stall frequently and do not meet the capacity required for equipment used in the upstairs shop space. In addition, there is currently no insulation for this corrugated metal building, which leads to highly fluctuating temperatures for staff working inside. The project includes installation of two new freight elevators with five times the existing capacity, ventilation of a second-floor workspace area, and new heating and cooling for workspaces in the building.
Facility	Bancroft - Lighting & Electrical	FA114	Install safety and equipment modifications, including lighting and electrical work, at the 1508 Bancroft maintenance facility. Lighting levels are not sufficient for work being completed at the site, and the interior lighting that does exist uses high energy fixtures. Project will include new lighting and electrical circuits in selected work areas. Lighting replacement and upgrades will improve employee comfort as well as reduce costs and energy consumption.
Facility	Bancroft - Roof Replacement & Insulation	FA115	Conduct roof repair at the 1508 Bancroft maintenance facility. The roof currently lacks insulation, and there are several leaks in shop areas and workspaces. Leaks must be repaired for employee safety and comfort as well as protection of the costly shop infrastructure located within this facility. The replacement would include installation of new Prismatic Skylights (31 skylights - with an energy savings benefit) and the installation of insulation. A solar panel system may also be installed on the roof (photovoltaic system).
Facility	MME Additional Equipment	FA120	Purchase and install equipment at the Muni Metro East facility, including equipment for Unit Repair/ Electric, Machine, Sheet Metal, Truck, Welding, Parts Cleaning, HVAC/Pantograph Repair, Signals and Communications, Stationary Engineer, Electrician, Electronics, Pneumatic, Maintenance of Way, and Paint Booth/Body Shops.
Facility	Electric Diagnostic Station	FA122	Purchase six sophisticated Electric Diagnostic testers. These testers measure power cycles, amps, volts and draw when an electrical item is hooked up to the unit, and can diagnose component failures and wear. These testers will allow SFMTA employees to self-test existing parts for defects, and to test new parts before they are installed. Maintenance staff can isolate individual parts and replace them as-needed instead of replacing the entire assembly. The following yards will get a tester: Flynn, Kirkland, Islais Creek, Woods, Potrero and Presidio.

Program	Project	CIP #	Project Description
Facility	Alternator Tester	FA123	Purchase an Alternator Tester for each SFMTA motor coach yard (Woods, Flynn, Kirkland and Islais Creek). With more hybrid buses going into service, the alternator becomes an integral component to our system as it controls the voltage input and output to the battery packs. The SFMTA has also added many other systems over and above the baseline bus (Clipper, Video, NextBus and APCs), all of which add a drain on the batteries. Testing the alternators when problems arise is necessary to determine if the alternator is the cause of the problem. These testers enable us to diagnose mechanical issues and will save labor time and costs.
Facility	Transit Reproduction Relocation to 1 SVN	FA125	Relocate the Transit Division Reproduction unit from 949 Presidio to 1 South Van Ness (1 SVN). The 1 SVN Basement Storage Room #2 has been identified as a suitable space for this use. In order to accommodate this change, HVAC calibrations, new electrical power, adequate emergency lighting, new workstations and storage racks, and compliance with building codes including ADA and Title 24 will be needed.
Facility	Purchase Parts Cleaner	FA126	Purchase environmentally friendly parts cleaners for the maintenance of the transit fleet. Fleet yards use combinations of stainless, aluminum, iron, steel and other materials, and currently lack the ability to do a thorough job of cleaning each type of metal. The ability to thoroughly clean parts is essential to overhauling vehicles, as it allows maintenance staff to inspect for wear, cracks and imperfections. All six division yards will get one to two units of cleaner based on each shop's needs.
Facility	Purchase Floor Scrubbers	FA127	Purchase floor scrubbers for SFMTA maintenance shops. Each shop currently uses hand labor to clean the floors, work stalls and aprons. The vehicles drip fluids that create a safety concern as a slip and fall hazard. Floor scrubbers will provide cleaner work areas in a more time efficient manner. Each of the six yards will get at least one scrubber based on the size of the yard.
Facility	Pressure Washer	FA128	Purchase pressure washers to utilize a combination of a premix detergent, hot water and steam to clean transit vehicles. Buses carry a myriad of fluids and pick up a considerable amount of road grime. Cleaning buses of grease, oils and fluids allows maintenance staff to more thoroughly inspect components and change them. California Highway Patrol inspections also look at propulsion compartments for potential fire hazards from oils and grease, so it is imperative that the undersides and engines of buses are clean. Each of the six bus maintenance yards will get a pressure washer.

Program	Project	CIP #	Project Description
Facility	Fluid Dispensing Reels, Hoses, and Plumbing	FA129	Purchase fluid dispensing reels, hoses, and plumbing to allow maintenance work to be done faster, insure the proper amount of fluids are dispensed, and ensure better control over which fluids are placed into certain vehicles. Buses use a myriad of fluids: automatic transmission fluid (ATF), engine oil, hydraulic fluid, power steering fluid, coolant and diesel exhaust fluid (DEF). The existing reels and fluid delivery systems at division yards are obsolete and cannot accommodate multiple sized vehicles or the number of vehicles in service. Each of the six shops and yards will get new reels for the fuel islands and shop stalls.
Facility	Purchase Floor Sweepers	FA130	Purchase floor sweepers for cleaning maintenance yards. SFMTA staff currently hand-sweeps the yards, which is a huge drain on labor time and detracts from time spent servicing the transit vehicles. Each of the six transit yards will get one to two sweepers.
Facility	Reconfigured Space for Proof of Payment Unit	FA131	Please see description for "Transit Reproduction Relocation to 1 SVN" (FA125)
Fleet	Cable Car Renovation	FL109	Fund the phased rehabilitation of Muni`s cable car fleet. The project will enhance cable car vehicle and system reliability and productivity. It is estimated that the life of a cable car is approximately 60-70 years; a major rehab will extend the life of a cable car by about 30-35 years.
Fleet	Expand Light Rail Fleet by 24 Vehicles	FL131	Expand SFMTA's light rail fleet by 24 vehicles needed to operate the Central Subway, meet Mission Bay increased service demand, and near term growth in overall system-wide rail capacity needs. These vehicles will bring the LRV fleet from 151 vehicles to 175 vehicles.
Fleet	Expand Motor Coach 60' by 19	FL129	Purchase 19 new 60' articulated buses. Articulated 60' buses are a cost-effective and efficient method of meeting ridership demands as they have 1.5 times the capacity of standard 40' buses while still only needing one driver and one vehicle. The up-front investment in new 60' motor buses also carries a long-term benefit of making SFMTA eligible for a greater allotment of federal funding to replace buses in the future.
Fleet	Expand Motor Coach 60' by 21	FL128	Purchase 21 new 60' articulated buses. Articulated 60' buses are a cost-effective and efficient method of meeting ridership demands as they have 1.5 times the capacity of standard 40' buses while still only needing one driver and one vehicle. The up-front investment in new 60' motor buses also carries a long-term benefit of making SFMTA eligible for a greater allotment of federal funding to replace buses in the future.

Program	Project	CIP #	Project Description
Fleet	Expand Motor Coach 60' by 22	FL127	Purchase 22 new 60’ articulated buses. Articulated 60’ buses are a cost-effective and efficient method of meeting ridership demands as they have 1.5 times the capacity of standard 40' buses while still only needing one driver and one vehicle. The up-front investment in new 60’ motor buses also carries a long-term benefit of making SFMTA eligible for a greater allotment of federal funding to replace buses in the future.
Fleet	Farebox Replacement Project	FL132	Refurbish or purchase existing fareboxes and necessary support equipment to improve reliability, functionality, and the overall customer experience. The new fareboxes are intended to serve the cash-paying customer with better technology capabilities for transfers and integration for current and future projects related to on-vehicle equipment. The project includes refurbishing 1,250 existing fareboxes, procuring new probing equipment, refurbishing existing vault equipment, procuring 120 new fareboxes to serve as a float when in-use fareboxes are being refurbished, and purchase of a data collection system. The project also entails procurement of a new central computer for reporting and data storage, along with a new Driver Control Unit with an option to install hardware/software to accommodate a "smart card" validator.
Fleet	Light Rail Vehicle Component Rehab	FL102	The LRV Propulsion System Campaign will target critical components to improve the reliability of the propulsion system which is responsible for 28 percent of rail line delays. Propulsion systems have exceeded the manufacturer’s recommendation for replacement and are past their useful lives. The campaign will replace five subsystems of the propulsion system, repair welding, and execute equipment quality assurance inspections.
Fleet	Light Rail Vehicle Truck Rebuild	FL135	Perform scheduled replacement and overhauls of truck components in accordance with manufacturer recommendations. The SFMTA operates a fleet of 149 light rail vehicles (LRVs), each of which is equipped with three trucks--two motor trucks and one trailer truck--that serve as suspension systems that support vehicle loads and provide a comfortable ride for passengers. Maintenance data show that rehabilitation of the light rail vehicle trucks will significantly improve vehicle reliability, help to eliminate breakdowns, and prevent service interruptions and costly repairs.
Fleet	Purchase 12 Trolley Coaches (2018)	FL137	Purchase 12 trolley coaches as part of a multi-year joint procurement contract with King County Metro to replace 93 60’ trolley coaches and 175 40’ trolley coaches. These coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for replacement. The contract will also allow for purchase of 12 expansion 60' coaches, which will be offset by decreasing the number of 40' coaches.

Program	Project	CIP #	Project Description
Fleet	Rehabilitate Historic Streetcars (16 PCCs)	FL133	The historic streetcar fleet is a collection of electric rail vehicles from the U.S. and around. The Presidential Commission Cars (PCC)s are still celebrated today and are the most-used vehicles on the F-line. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet. This project will rehabilitate 16 Presidential Commission Cars (PCC)s to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements.
Fleet	Rehabilitate Historic Streetcars (Milan and Vintage)	FL134	The historic streetcar fleet is a collection of electric rail vehicles from the U.S. and around. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet. This project will rehabilitate the Milan and Vintage fleet to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements.
Fleet	Replace 25 ETI 40' Trolley Coaches (2018)	FL120	Replace 25 trolley coaches as part of a multi-year joint procurement contract with King County Metro to replace 93 60’ trolley coaches and 175 40’ trolley coaches. These coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for replacement. The contract will also allow for purchase of 12 expansion 60' coaches, which will be offset by decreasing the number of 40' coaches.
Fleet	Replace 26 Neoplan 60' Buses (2015)	FL107	Replace 26 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60’ motor coaches, 211 40’ motor coaches, and 30 30’ motor coaches. SFMTA’s current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.
Fleet	Replace 27 Paratransit Type 2 Vans	FL124	Replace 27 22' or Class B paratransit vans that will have reached the end of their useful life. A Class B vehicle is a cutaway van that holds a minimum of 12 passengers and 2 wheelchair positions. These vehicles provide critical service for customers with limited mobility.
Fleet	Replace 30 Neoplan 40' Motor Coaches (2017)	FL112	Replace 30 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60’ motor coaches, 211 40’ motor coaches, and 30 30’ motor coaches. SFMTA’s current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.

Program	Project	CIP #	Project Description
Fleet	Replace 30 Orion 30' Motor Coaches (2019)	FL122	Replace 30 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.
Fleet	Replace 33 ETI 60' Trolley Coaches (2018)	FL121	Replace 33 trolley coaches as part of a multi-year joint procurement contract with King County Metro to replace 93 60' trolley coaches and 175 40' trolley coaches. These coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for replacement. The contract will also allow for purchase of 12 expansion 60' coaches, which will be offset by decreasing the number of 40' coaches.
Fleet	Replace 34 Neoplan 40' Motor Coaches (2015)	FL110	Replace 34 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.
Fleet	Replace 35 22' Paratransit Vans	FL105	Replace 35 22' or Class B paratransit vans that will have reached the end of their useful life. A Class B vehicle is a cutaway van that holds a minimum of 12 passengers and 2 wheelchair positions. These vehicles provide critical service for customers with limited mobility.
Fleet	Replace 41 Neoplan 40' Motor Coaches (2016)	FL111	Replace 41 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.
Fleet	Replace 48 Neoplan 60'Motor Coaches (2016)	FL116	Replace 48 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.

Program	Project	CIP #	Project Description
Fleet	Replace 5 Paratransit Mini Vans	FL123	Replace 5 Class D mini paratransit vans that will have reached the end of their useful life. A Class D vehicle is a low-floor minivan that holds a minimum 2 passengers and 2 wheelchair positions. These vehicles provide critical service for customers with limited mobility.
Fleet	Replace 50 ETI 40' Trolley Coaches (2015)	FL117	Replace 50 trolley coaches as part of a multi-year joint procurement contract with King County Metro to replace 93 60' trolley coaches and 175 40' trolley coaches. These coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for replacement. The contract will also allow for purchase of 12 expansion 60' coaches, which will be offset by decreasing the number of 40' coaches.
Fleet	Replace 50 ETI 40' Trolley Coaches (2016)	FL118	Replace 50 trolley coaches as part of a multi-year joint procurement contract with King County Metro to replace 93 60' trolley coaches and 175 40' trolley coaches. These coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for replacement. The contract will also allow for purchase of 12 expansion 60' coaches, which will be offset by decreasing the number of 40' coaches.
Fleet	Replace 50 ETI 40' Trolley Coaches (2017)	FL119	Replace 50 trolley coaches as part of a multi-year joint procurement contract with King County Metro to replace 93 60' trolley coaches and 175 40' trolley coaches. These coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for replacement. The contract will also allow for purchase of 12 expansion 60' coaches, which will be offset by decreasing the number of 40' coaches.
Fleet	Replace 50 Neoplan 40' Motor Coaches (2018)	FL113	Replace 50 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.
Fleet	Replace 50 Neoplan 60'Motor Coaches (2015)	FL115	Replace 50 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.

Program	Project	CIP #	Project Description
Fleet	Replace 56 Orion 40' Motor Coaches (2019)	FL114	Replace 56 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.
Fleet	Replace 60 New Flyer 60' Trolley Coaches (2015)	FL106	Replace 60 trolley coaches as part of a multi-year joint procurement contract with King County Metro to replace 93 60' trolley coaches and 175 40' trolley coaches. These coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for replacement. The contract will also allow for purchase of 12 expansion 60' coaches, which will be offset by decreasing the number of 40' coaches.
Fleet	Replace 8 Neoplan 40' Buses (2015)	FL125	Replace 8 buses as part of a multi-year contract to phase out SFMTA's fleet of diesel motor coaches that will have reached retirement age. The SFMTA will use a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. SFMTA's current fleet of motor coaches will have reached the end of their Federal Transit Administration (FTA) lifespans and will be eligible for retirement over the next five years.
Fleet	Vehicle Overhauls	FL103	Conduct mid-life overhauls on SFMTA's transit vehicles as vital part of keeping the transit fleet in a state of good repair. Traditionally SFMTA has not had funds for mid-life overhauls, resulting in frequent breakdowns, costly vehicle repairs and disruption of transit service. This funding reserve for midlife overhauls will help SFMTA to improve service reliability.
Parking	Ventilation: Golden Gateway	PA110	Design and implement ventilation and safety improvements at the Golden Gateway garage including: repair or installation of carbon monoxide (CO) sensors, integration of CO sensors into the ventilation systems of closed garages for energy efficiency, upgrade or installation of sprinklers and fire systems, and ventilation system upgrades. Many parking garages currently have inefficient and ineffective heating systems, boilers, ventilation, air conditioning, and chillers, all of which require significant upgrades or replacement. When completed, these improvement projects will extend the useful life of major revenue-generating assets, generate energy savings, reduce repair costs and enhance safety of public facilities.

Program	Project	CIP #	Project Description
Parking	Ventilation: Japan Center	PA111	Design and implement ventilation and safety improvements at the Japan Center garage including: repair or installation of carbon monoxide (CO) sensors, integration of CO sensors into the ventilation systems of closed garages for energy efficiency, upgrade or installation of sprinklers and fire systems, and ventilation system upgrades. Many parking garages currently have inefficient and ineffective heating systems, boilers, ventilation, air conditioning, and chillers, all of which require significant upgrades or replacement. When completed, these improvement projects will extend the useful life of major revenue-generating assets, generate energy savings, reduce repair costs and enhance safety of public facilities.
Parking	Ventilation: Sutter-Stockton	PA112	Design and implement ventilation and safety improvements at the Sutter-Stockton garage including: repair or installation of carbon monoxide (CO) sensors, integration of CO sensors into the ventilation systems of closed garages for energy efficiency, upgrade or installation of sprinklers and fire systems, and ventilation system upgrades. Many parking garages currently have inefficient and ineffective heating systems, boilers, ventilation, air conditioning, and chillers, all of which require significant upgrades or replacement. When completed, these improvement projects will extend the useful life of major revenue-generating assets, generate energy savings, reduce repair costs and enhance safety of public facilities.
Parking	Seismic Retrofit - Multiple Garages	PA101	Plan, design and implement seismic retrofit projects that are based on the findings of the ASCE/SEI 31-03 Seismic Evaluation of Existing Buildings. Projects will address specific deficiencies in a building's lateral-force-resisting system that may lead to significant failure and/or collapse. Upgrades include: strengthening and/or construction of longitudinal, slender, and shear walls, installation of shear-force transfer mechanisms, strengthening of the elevator penthouse walls, installation of diaphragm chords and ties, and strengthening of selected columns using concrete or steel jackets. When completed, these upgrades will extend the useful life of major revenue-generating assets and enhance safety of public facilities. Construction will continue through the end of calendar year 2017. Garages included are Sutter-Stockton, 5th and Mission, and Ellis and O'Farrell.
Parking	ADA Compliance - Multiple Garages	PA104	Plan, design and construct ADA improvement projects that focus on bringing parking facilities into compliance with the Americans with Disabilities Act (ADA). These projects may address such accessibility issues as route and stall gradient (running slope and cross slope of a route or stall), parking layout, detectable warning surfaces, accessible paths of travel, barrier removal, signage, equipment heights, and other accessibility issues. When completed, these upgrades will enhance the accessibility of public facilities, and minimize claims and litigation resulting from non-compliance.

Program	Project	CIP #	Project Description
Parking	Structural Improvements - Multiple Garages	PA104	Plan, design, engineer and construct structural improvements including: repairing cracked concrete slabs and ceilings, upgrading or replacement of vehicle barriers and bollards, repairing concrete walls, repairing or replacement of damaged walkways, repairing cracked concrete beams and girders, bracing non-structural elements, and removal and repair of spalling and delaminated concrete sections. The age of SFMTA parking facilities range between 10 years to 70 years and have received minimal or no proactive/preventive maintenance. When completed, this project will extend the useful life of major revenue-generating assets, eliminate potential liability issues, and enhance safety of public facilities.
Parking	Parking Access and Revenue Control System (PARCS)	PA103	Procure and install a new, state-of-the-art Parking Access and Revenue Control System (PARCS). The current PARCS equipment is antiquated and requires frequent maintenance. Upgraded system components will include software, hardware, ticket dispensers, gate arms, registers, ticket acceptors, ticket readers, pay stations, parking guidance signs, CCTVs and more.
Pedestrian	6th Street Improvements Project	PE102	Plan, design, engineer and construct pedestrian safety improvements on 6th Street from Market to Howard Streets. Project includes sidewalk widening on both sides of 6th Street, vehicle travel lane reduction, "flex" zone and textured median with raised refuges, pedestrian scale lighting, new street furnishings and tree grates, as well as signal retiming.
Pedestrian	Columbus Ave Ped Improvements	PE109	Plan, design, engineer and construct streetscape improvements in coordination with the Department of Public Works (DPW) repaving of Columbus Avenue between Washington and Filbert streets. Streetscape improvements include pedestrian bulbouts, currently proposed for the following intersections: Columbus/Green/Stockton, Columbus/Vallejo, Columbus/Grant, Broadway/Columbus. Columbus/Kearny/Pacific, Columbus/Jackson, and Columbus/Washington. Pedestrian bulbouts will shorten crossing distances, increase pedestrian visibility, and reduce corner crowding. Columbus Avenue is on the City's High Injury Pedestrian Network.
Pedestrian	Vicente-West Portal Bulbouts	PE115	Install a pedestrian bulbout at the intersection of Vicente St and West Portal Ave in coordination with the Department of Public Works (DPW) repaving of West Portal Avenue. West Portal Avenue is a vibrant commercial corridor with high pedestrian volumes; it is also served by Muni Metro and several Muni bus routes. This intersection has had several pedestrian collisions in the past five years, one of which resulted in a fatality. Bulbouts will reduce pedestrian crossing distances, increase pedestrian visibility, and reduce corner crowding.

Program	Project	CIP #	Project Description
Pedestrian	Turk at Webster Pedestrian Improvements	PE117	Installation of three corner bulbs to reduce the crossing distance for pedestrians at the Turk Street and Webster Street intersection. Bulbs will be installed at northeast corner (two way bulb), the southeast corner (into Webster) and the southwest corner (into Turk). Catch basin work and ramp work will also be required as part of construction.
Pedestrian	Dolores and Liberty Uncontrolled Crosswalk Improvements	PE118	Plan, design and construct yield lines and yield signs for the uncontrolled crosswalk at Dolores and Liberty covering the entire intersection and each street to the side. The crosswalk itself will be restriped as a continental crosswalk in coordination with the repaving project. These improvements will improve pedestrian safety and visibility.
Pedestrian	Pedestrian Improvements-Franklin & Gough Intersections Placeholder	PE120	Plan, design and construct pedestrian streetscape improvements in coordination with repaving efforts at the intersections of Fell and Gough and Fell and Franklin. Improvements will likely include curb ramps, corner bulbs to reduce crossing distances, pedestrian signals, accessible pedestrian signals (APS), larger vehicle heads, new painted crosswalks and signal reprogramming to provide a leading pedestrian interval.
Pedestrian	Pedestrian Safety Spot Improvements (must be within a block radius of Octavia)	PE122	Plan, design and construct pedestrian improvement projects within a block radius of Octavia Boulevard. Specific treatments and locations will be determined once planning work is completed. These spot improvements may include pedestrian signals, bulb outs, red zones, continental crosswalks, advanced limit lines, and retiming signals to accommodate slower walking speeds.
Pedestrian	Pedestrian Enhancement Projects	PE123	Plan, design and construct pedestrian enhancement projects using developer impact fee funds. Projects must be approved by area-specific Interagency Plan Implementation Committees, which are responsible for administering and allocating funding from developer fees.
Pedestrian	WalkFirst Phase 1: Priority 0-6 (140 intersections)	PE124	Implement Phase 1, Priority 0-6 of the WalkFirst improvements, including design and construction of the following treatments at 140 intersections: advanced stop or yield lines, temporary chokers, continental crosswalks, temporary bulbs, leading pedestrian intervals, red zones, temporary islands, pedestrian scrambles, protected left turns, reduced lane width, signal timing changes, speed humps, and turn prohibitions. These improvements will be installed at locations on the high injury network, identified through the WalkFirst analysis. For more information visit http://walkfirst.sfplanning.org

Program	Project	CIP #	Project Description
Pedestrian	WalkFirst Phase 1: Priority 1 (33 intersections)	PE125	Implement Phase 1, Priority 0-6 of the WalkFirst improvements, including design and construction of the following treatments at 33 intersections: advanced stop or yield lines, temporary chokers, continental crosswalks, temporary bulbs, leading pedestrian intervals, red zones, temporary islands, pedestrian scrambles, protected left turns, reduced lane width, signal timing changes, speed humps, and turn prohibitions. These improvements will be installed at locations on the high injury network, identified through the WalkFirst analysis. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 2 Priority 5 (Permanent)	PE126	Implement Phase 2, Priority 5 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 2 Priority 4 (Permanent)	PE127	Implement Phase 2, Priority 5 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 2 Priority 3 (39 intersections -permanent)	PE128	Implement Phase 2, Priority 3 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org

Program	Project	CIP #	Project Description
Pedestrian	WalkFirst Phase 2 Priority 2 (Permanent)	PE129	Implement Phase 2, Priority 2 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org
Pedestrian	WalkFirst Phase 2 Priority 1, 2, 4, 5, and 6 (Permanent)	PE130	Implement Phase 2, Priority 1-6 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org
Pedestrian	Crossing Guard Intersection Assessments	PE131	Conduct ongoing assessments of intersections near schools to help warrant assignment of school crossing guards. Crossing guard assessments include survey of pedestrian and vehicle volumes, collision history, and assessment of street conditions at intersections in school zones.
Pedestrian	Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	PE132	Conduct a multi-year educational campaign to be implemented citywide, including awareness-building and a multimedia behavioral change program. This program is designed to bolster the effectiveness of WalkFirst infrastructure improvements. Program components include establishment of a citation diversion program, LIDAR speed enforcement, and the installation of automated speed enforcement at 10 locations per year, including the purchase and installation of speed cameras (pending state legislation). Enforcing safe behavior from all road users will help to address the city's goal of reducing severe and fatal pedestrian injuries by 50 percent by 2021.

Program	Project	CIP #	Project Description
Pedestrian	WalkFirst Phase 1: Priority 3 (28 intersections)	PE133	Implement Phase 1, Priority 3 of the WalkFirst improvements, including: advanced stop or yield lines, temporary chokers, continental crosswalks, temporary bulbs, leading pedestrian intervals, red zones, temporary islands, pedestrian scrambles, protected left turns, reduced lane width, signal timing changes, speed humps, and turn prohibitions. These improvements will be installed at locations on the high injury network, identified through the WalkFirst analysis. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 1: Priority 2 (48 intersections)	PE134	Implement Phase 1, Priority 2 of the WalkFirst improvements, including design and construction of the following treatments: advanced stop or yield lines, temporary chokers, continental crosswalks, temporary bulbs, leading pedestrian intervals, red zones, temporary islands, pedestrian scrambles, protected left turns, reduced lane width, signal timing changes, speed humps, and turn prohibitions. These improvements will be installed at locations on the high injury network, identified through the WalkFirst analysis. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 1: Priority 1 (9 intersections)	PE135	Implement Phase 1, Priority 1 of the WalkFirst improvements, including: advanced stop or yield lines, temporary chokers, continental crosswalks, temporary bulbs, leading pedestrian intervals, red zones, temporary islands, pedestrian scrambles, protected left turns, reduced lane width, signal timing changes, speed humps, and turn prohibitions. These improvements will be installed at locations on the high injury network, identified through the WalkFirst analysis. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 1: Priority 0 (9 intersections)	PE136	Implement Phase 1, Priority 0 of the WalkFirst improvements, including design and construction of the following treatments: advanced stop or yield lines, temporary chokers, continental crosswalks, temporary bulbs, leading pedestrian intervals, red zones, temporary islands, pedestrian scrambles, protected left turns, reduced lane width, signal timing changes, speed humps, and turn prohibitions. These improvements will be installed at locations on the high injury network, identified through the WalkFirst analysis. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst: Locations near Cathedral Hill	PE137	Plan, design and construct WalkFirst Phase 1 or Phase 2 improvements around the Cathedral Hill campus of the California Pacific Medical Center. Specific improvements and locations will be determined as part of the project's planning phase.
Pedestrian	WalkFirst: Rectangular Rapid Flashing Beacons (3 intersections)	PE138	Install 15 flashing beacons at locations around the city at a rate of three locations per year. These locations were identified through the WalkFirst Pedestrian Safety analysis, and collision profiles at these intersections show that Rectangular Rapid Flashing Beacons (RRFBs) have the potential to reduce pedestrian injury-collisions.

Program	Project	CIP #	Project Description
Pedestrian	WalkFirst: Daylighting (25 intersections)	PE139	Prohibit parking in advance of crosswalks (i.e. 'daylighting') at 25 intersections per year for 5 years. These locations were identified through the WalkFirst Pedestrian Safety analysis, and exhibited collision profiles where daylighting had the potential to reduce injury-collisions. Daylighting crosswalks supports the City's goal of reducing severe and fatal pedestrian collisions by 50% by 2020.
Pedestrian	WalkFirst Data Analysis Update	PE140	Support data collection and analysis as part of WalkFirst and Livable Streets initiatives. The initial round of WalkFirst Data analysis culminated in January of 2014 with a list of capital projects aimed at reducing severe or fatal pedestrian injuries by 50% by 2020. This analysis was performed using the most recent collision data available. Livable Streets will conduct a fresh analysis at the end of 2015 using the latest collision data in order to reevaluate the list of capital projects and either remove or add projects as the data indicate.
Pedestrian	WalkFirst Radar Speed Display Signs (29 signs)	PE141	Purchase and install 29 radar speed displays to improve pedestrian safety by reducing speeds on streets where few other options are feasible. Radar speed display signs help to enforce speed limits by informing drivers of their own vehicle speed and the speed limit. This project is part of the WalkFirst initiative.
Pedestrian	WalkFirst Radar Speed Display Signs (4 signs)	PE142	Purchase and install 4 radar speed displays to improve pedestrian safety by reducing speeds on streets where few other options are feasible. Radar speed display signs help to enforce speed limits by informing drivers of their own vehicle speed and the speed limit. This project is part of the WalkFirst initiative.
Pedestrian	WalkFirst: Speed Radar Display (15 Signs)	PE143	Purchase and install 15 radar speed displays to improve pedestrian safety by reducing speeds on streets where few other options are feasible. Radar speed display signs help to enforce speed limits by informing drivers of their own vehicle speed and the speed limit. This project is part of the WalkFirst initiative.
Pedestrian	WalkFirst: Signal Retiming Program (20 intersections/ yr.)	PE144	Re-program traffic signals to allow for a crossing time of 3.5 feet per second, as opposed to the current 4 feet per second, to provide pedestrians with more time to cross the street and to help avoid pedestrian conflicts with motor vehicles. Traffic signals will be re-programmed at a rate of 20 intersections per year (more than the number suggested by the WalkFirst analysis). The planning and pre-development funding for this project will allow for SFMTA to implement these signal timing changes in a manner that is efficient and responsive to public concerns.

Program	Project	CIP #	Project Description
Pedestrian	WalkFirst: Pedestrian Detection Pilot Study (6 locations)	PE145	Install pedestrian detection at six intersections and observe changes in pedestrian and motorist behavior as compared with control sites. Evaluation of this project will inform the discussion about implementing pedestrian detection on a larger scale. National research shows that pedestrian detection to extend clearance time at signalized intersections can reduce conflicts between pedestrians and motor vehicles, though thus far experience in San Francisco has been inconclusive. The WalkFirst collision data analysis indicated that pedestrian detection could be effective at many locations on the high-injury network.
Pedestrian	WalkFirst: Safety Enforcement Program	PE146	Support the WalkFirst Safety Enforcement Program, which encourages safe behavior from all road users to address the city's goal of eliminating severe and fatal pedestrian injuries. The Safety Enforcement Program includes: establishment of a citation diversion program, implementation of LIDAR speed enforcement, and (pending state legislation) the installation of automated speed enforcement at 10 locations per year throughout the city. The Safety Enforcement Program encourages safe behavior from all road users to address the city's goal of eliminating severe and fatal pedestrian injuries.
Pedestrian	WalkFirst Phase 2: Priority 6 (Permanent)	PE147	Implement Phase 2, Priority 6 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 2: Priority 6	PE148	Implement Phase 2, Priority 6 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org/

Program	Project	CIP #	Project Description
Pedestrian	WalkFirst Phase 2 Priority 5	PE149	Implement Phase 2, Priority 5 of the WalkFirst improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 2: Priority 4	PE150	Implement Phase 2, Priority 4 of the WalkFirst improvements, including: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	WalkFirst Phase 2: Priority 4 (Permanent)	PE151	Implement Phase 2, Priority 4 of the WalkFirst improvements, including: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst analysis. Phase 2 improvements are more permanent in nature. For more information visit http://walkfirst.sfplanning.org/
Pedestrian	North of Market Signal Update (300 intersections)	PE153	Design and implement signal re-timing for approximately 300 traffic signals in the North of Market area to improve street safety for all users (especially pedestrians) and to reduce the number of collisions with cars. Re-timing would potentially reducing the design speed for signal progressions, increasing street crossing times for pedestrians, update yellow and red interval lengths, and explore various signal options such as long cycle lengths, pedestrian scrambles, and/or dividing the overall system into smaller parts.

Program	Project	CIP #	Project Description
Pedestrian	SOMA Signal Update (50 intersections)	PE154	Design and implement signal re-timing for approximately 50 traffic signals in the North of Market area to improve street safety for all users (especially pedestrians) and to reduce the number of collisions with cars. Re-timing would potentially reducing the design speed for signal progressions, increasing street crossing times for pedestrians, updating yellow and red interval lengths, and exploring various signal options such as long cycle lengths, pedestrian scrambles, and/or dividing the overall system into smaller parts.
Pedestrian	Open New Crosswalk at San Jose at Dolores	PE155	Design and construct a new crosswalk across San Jose Avenue at Dolores Street to allow for greater pedestrian access. This location was selected due to the distance between crossing opportunities at the north leg of 30th Street and Randall Street. A single timing card controls the intersections of Randall Street and Dolores Street.
Pedestrian	Pedestrian Improvements Upper Market	PE156	Design and construct pedestrian safety improvements along the Upper Market Street corridor, from 16th/Market/Noe to Market/Guerrero/Laguna. The Market and Octavia Citizens Advisory Committee (MO CAC) has identified specific measures for this corridor including: installation of curb bulbs, expansion of existing bulbs, thumbnails at the Muni boarding islands, construction of green-backed sharrows in the safety zones, construction of staggered continental crosswalks, buffers to bike lanes, and a signal timing study.
Pedestrian	Market & Octavia Intersection Improvement Project	PE157	Complete detailed design, environmental review, and outreach/legislation for improvements at the intersection of Market Street and Octavia Boulevard. Preliminary conceptual designs and rough cost estimates were prepared in August 2013. Building upon that prior effort, this project will include traffic analysis, detailed design, environmental review, outreach, and legislation for the proposed improvements, which may include: raised medians, sidewalk bulbouts, landscaping, traffic lane removal, signal timing changes, and enhanced bicycle facilities.
Pedestrian	Oak & Octavia Intersection Improvement Project	PE158	Plan, design and construct pedestrian improvements at the intersection of Oak and of Octavia Boulevard. Specific treatments and locations will be determined once planning work is completed.
School	Alamo Elementary SRTS	SC101	Implement a comprehensive Safe Routes to Schools project serving Alamo Elementary, including: bus bulbouts at the intersection on California Street at 21st Avenue, pedestrian refuge islands on California Street at 21st and 24th Avenues, speed humps on 22nd and 23rd Avenues between California and Clement Streets, pedestrian countdown signals on 25th Avenue at Lake and California Streets, and bicycle racks at Alamo Elementary School. These needs were identified by the SFMTA Traffic Calming Program.

Program	Project	CIP #	Project Description
School	Bessie Carmichael School Improvements	SC105	Plan, design and construct street improvements to enhance the walking and bicycling environment around Bessie Carmichael School. This project aims to encourage active modes of transportation and eliminate injuries and deaths from walking or bicycling within the school zone. Specific measures will be determined by a Walking Audit. Infrastructure improvements will be supplemented by school-based education and encouragement programs.
School	Cesar Chavez SR2S Project	SC110	Implement a comprehensive Safe Routes to Schools project serving Cesar Chavez school, including: intersection improvements at Shotwell and 22nd Street and 23rd Street, up to 6 sidewalk corner bulbouts, 2 raised crosswalks, 5 speed humps, and additional measures to reduce motor vehicle speeds to 15 mph when children are present.
School	James Denman Middle School	SC102	Plan, design and construct street improvements to enhance the walking and bicycling environment around James Denman Middle School including: sidewalk widening, bulbouts, ADA-compliant curb ramps, traffic signal upgrades (new poles and heads, accessible pedestrian signals, pedestrian countdown signals), and sewer work.
School	Jean Parker SR2S Project (Broadway at Powell)	SC111	Plan, design and construct 3 sidewalk extensions at the intersection of Broadway and Powell to improve pedestrian safety and access. This project will also more clearly channelize traffic on Broadway in front of the school. Traffic calming and pedestrian safety measures to be implemented include 3 sidewalk corner bulbouts and 8 curb ramps.
School	John Yehall Chin School Improvements	SC106	Plan, design and construct street improvements to enhance the walking and bicycling environment around John Yehall Chin Elementary School. This project aims to encourage active modes of transportation and to eliminate all injuries and deaths from walking or bicycling within the school zone. Specific measures will be determined by a Walking Audit. Infrastructure improvements will be supplemented by school-based education and encouragement programs.
School	Longfellow Elementary School	SC103	Construct pedestrian bulbouts in the vicinity of Longfellow Elementary School at the intersections of Mission Street at Whittier Street, Whipple Avenue, and Lowell Street. The need for bulbouts was identified in a Safe Routes to Schools Walking Audit. This project will receive OBAG funding and is being led by the Department of Public Works (DPW).

Program	Project	CIP #	Project Description
School	Redding School Pedestrian Safety	SC104	Plan, design and construct pedestrian safety improvements in the vicinity of Redding Elementary School, which was ranked in the top tier of the SFMTA's prioritized schools needing safety enhancements due to high rates of children walking to school. SFMTA staff will conduct outreach to the school and neighborhood communities to discuss the possible benefits of installing sidewalk bulbouts at the intersections of Pine and Larkin, and Pine and Polk Streets, as well as additional design improvements. SFMTA will be applying for funds for the Environmental, Design, and Construction phases.
School	Tenderloin Safe Routes to School	SC109	Implement a comprehensive Safe Routes to Schools project serving Tenderloin Community Elementary School in District 6 along Turk Street from Hyde to Franklin Streets. This project includes bus bulbs and curb bulbs with curb ramps, continental crosswalks, and advanced stop bars. This is a federal Safe Routes to School (SRTS) project, and SRTS will completely fund the construction phase.
School	Walking Audits	SC107	Develop recommendations for walking and bicycling improvements at school sites through the completion of Walking Audits. This project only includes planning phases; construction will occur as additional budget items in subsequent years. SFMTA staff will perform two walking audits per year for five years.
Security	Enforcement and Traffic Safety Measures Pacific and California Campuses for PCOs	SE125	Using funds from developer agreements with the California Pacific Medical Center, this project may include additional traffic enforcement and safety measures including signage, lighting, crosswalks, and pedestrian enhancements. Project elements are still under development.
Security	Mobile Emergency Response Vehicles (MERV)		Fund procurement of Motorized Emergency Response Vehicles (MERVs), battery-operated, motorized carts that run along rail tracks. Constructed of lightweight aluminum, MERVs are used by first responders and transportation safety specialists to respond to the scene of an emergency in the rail system quickly and efficiently. When the power is out on the rail, staff will still be able to drive the MERV on the tracks and respond quickly to the scene because it runs on battery power.
Security	OPACK-TLO Counter-Terrorism Operations	SE101	Support the SFMTA's counter-terrorism capabilities by having uniformed officers to immediately respond to suspicious packages, activities and behaviors that may be a threat to critical infrastructure and assets. The 10 OPack- Terrorism Liaison Officer (TLO) positions would complement the existing Muni Response Team (MRT) for covert and overt counter-terrorism activities. The MRT consists of 1 sergeant, eight patrol officers and 1 Sergeant K-9, and four K-9 patrol Officers. With SFMTA's daily ridership at over 700,000 passenger trips per weekday, the OPack team will provide much needed additional police officers to sustain the counter-terrorism efforts for the SFMTA's critical infrastructure.

Program	Project	CIP #	Project Description
Security	SaFE-D Enforcement Deployment	SE127	Procure software that provides a system to optimize the schedule and frequency of enforcement patrols. This type of software is currently being used for security purposes by other transit agencies nationwide.
Security	Subway Tunnel Catacombs Security Enhancement	SE105	Enhance security measures to prevent below-surface/track intrusion in the BART-SFMTA joint station catacombs. Includes site preparation, contractual services (for removing existing hazardous conditions), and site hardening measures (card key access, lighting, cameras, etc.), especially for the Powell and Montgomery stations.
Security	Threats and Vulnerabilities Mitigation	SE103	Develop and implement a Threats and Vulnerabilities Mitigation Plan to reduce the risks identified in the 2013 TSA Threat and Vulnerability Analysis. This effort is required by the CPUC Triennial Audit and has impacts on SFMTA's TSA BASE ratings. The Plan will encompass five types of SFMTA critical infrastructure and key assets: tunnel; tracks and subway; stations; vehicles; and yards and maintenance facilities. It will also address elements used in the TSA Study, such as hazardous materials, physical security, alarm and notification systems, security and safety countermeasures, utilities, mechanical system, public awareness, security (video) cameras, motion detectors, lighting, communications, and natural disaster elements. A capital reserve should be established for implementing the Plan recommendations.
Security	Threats and Vulnerabilities Mitigation Project RFP for Planning Consultant	SE109	Pre-planning costs for Project SE103 (Develop and implement a Threats and Vulnerabilities Mitigation Plan).
Taxi	TEP Outreach to Taxi Companies and Drivers	TX110	Conduct outreach efforts and workshops with taxi companies and drivers as an extension of the Transit Effectiveness Project (TEP). Outreach efforts are aimed at getting useful feedback from taxi drivers on proposed projects, as well as gaining the taxi industry's support for the TEP and related projects. This will fund 6 workshops of staff time to be conducted with taxi industry drivers and representatives.
Taxi	Electric Vehicle Charging Network	TX111	Evaluate site locations and feasibility for installation of electric vehicle chargers. Incentivizing the use of electric vehicles for taxis will further the SFMTA's efforts to be a leader in the area of greenhouse gas emission reduction.
Taxi	Alternative Fuel Taxi Vehicle Incentive Program	TX112	Use grant funds to incentivize purchase of a clean fuel vehicle by providing a rebate of the differential cost of purchase in an effort to create a 100% green/clean taxi fleet. The SFMTA will aim to provide the highest possible incentive amount, contingent upon funding.

Program	Project	CIP #	Project Description
Taxi	Taxi Stand Expansion	TX113	Establish taxi stands around major hail hubs to better manage and direct taxi flow and use in an effort to increase service to the outer neighborhoods. New taxi stands will also allow for greater visibility and access to city taxis, as well as help to meet agency Capital Plan goals of establishing 15 new taxi stands in San Francisco.
Taxi	Taxi Drivers Rest Stop Pre-Development	TX114	Explore the feasibility of creating rest stops and break spaces for taxi drivers. Improving driver rest locations will enhance worker safety and comfort.
Traffic Calming	Application Based Local Streets Traffic Calming Track (25 treatments/year)	TC131	Implement 25 local traffic calming projects as part of an annual Application Based Local Streets Traffic Calming Track. Tasks associated with this initiative include: accept applications; collect relevant data on project locations, such as collision history, pedestrian and bike counts, and adjacent land use information; rank the applications that meet the minimum threshold for traffic calming acceptance; select locations to receive traffic calming; conduct balloting and community outreach as necessary to affirm community support; complete detailed design; construct up to 25 traffic calming projects; conduct post-project speed surveys (up to 25 bi-directional speed surveys) to measure effectiveness.
Traffic Calming	Application Based Local Streets Traffic Calming Track (30-60 applications/year)	TC129	Accept and evaluate 30-60 applications for local traffic calming projects as part of an annual Application Based Local Streets Traffic Calming Track. Tasks associated with this initiative include: accept applications; collect relevant data on project locations, such as collision history, pedestrian and bike counts, and adjacent land use information; rank the applications that meet the minimum threshold for traffic calming acceptance; select locations to receive traffic calming; conduct balloting and community outreach as necessary to affirm community support; complete detailed design; construct up to 25 traffic calming projects; and conduct post-project speed surveys (up to 25 bi-directional speed surveys) to measure effectiveness.
Traffic Calming	Arterial and Commercial Corridor Traffic Calming (WalkFirst Phase 2 Priority 4 & 3 improvements)	TC102	Implement measures to reduce speeds on arterial and commercial corridors either in coordination with other projects or as independent projects. Potential treatments include speed humps, lane narrowing, road diets, and traffic signal changes. Half of all severe and fatal traffic collisions occur on just 7% of San Francisco's street miles; these high-injury corridors are primarily arterials or busy commercial streets where there are high volumes of vehicles and pedestrians. Corridors will be chosen for treatment based on collision data and need.

Program	Project	CIP #	Project Description
Traffic Calming	Bay Street (2 New Speed Humps)	TC103	Construct speed humps on Bay Street in coordination with the Bay Street Road Diet and Cycletrack projects, which will follow the repaving of Bay Street. The speed humps will help calm traffic on Bay Street, which currently has car traffic traveling at 8-9 MPH over the 25 MPH speed limit. The speed humps will be constructed by Department of Public Works (DPW) crews after the road is repaved.
Traffic Calming	Buena Vista Phase 3: bulbouts (2) and Island (1)	TC104	Install two bulbouts and one pedestrian island in the Buena Vista neighborhood to reduce speeding and better protect pedestrians. Bulbouts will be located at 15th St/Roosevelt Way and Buena Vista Terrace/ Buena Vista East. The pedestrian island will be located at 17th St/Roosevelt Way. The island will help provide a pedestrian refuge for pedestrians crossing 17th Street and slow left turning vehicles from Roosevelt Way.
Traffic Calming	Central Richmond Phase 3: pedestrian islands (8), speed humps (19), and gateway treatments (12)	TC105	Implement the later phases of the Central Richmond Traffic Calming Project to improve access and safety for pedestrians, transit users, and motorists in the Central Richmond area. Specific treatments include pedestrian islands, speed humps, and gateway treatments, primarily on Funston Avenue, 14th Avenue, California Street, and Fulton Street. Phases 1, 2 and 3 of the Central Richmond Traffic Calming Project have been substantially completed; for information on previous phases, visit http://www.sfmta.com/projects-planning/projects/central-richmond-traffic-calming-project
Traffic Calming	Clayton Phase 1 and Phase 2: Speed Humps (1), Speed Cushions (3), and bulbouts (3)	TC106	Implement phases 1 and 2 of the Clayton Area Wide Traffic Calming Plan to improve pedestrian safety and calm traffic. The Area Wide Plan was approved in 2012 after an 18 month community outreach and planning process. The scope of this project will include conceptual design, detail design, construction, and construction management of several traffic calming measures, including: one speed hump on Clayton Street between Ashbury Street and Parnassus Street, three speed cushions on Ashbury Street from Clayton Street to Frederick Street, and bulbouts at the intersection of Clayton and Ashbury Streets.
Traffic Calming	Clipper Street Area Traffic Calming: traffic circle (1), bulb out (1), landscaped median (1), and lane reconfiguration	TC134	Design and implement a neighborhood traffic calming plan for Clipper Street from Douglass to Grandview with a goal of reducing vehicle speeds and increasing pedestrian safety and access. Specific measures include a traffic circle and bulbout at the Grandview intersection, lane reconfiguration, and a 6' x 1,200' landscaped median from Douglass to Grandview.

Program	Project	CIP #	Project Description
Traffic Calming	Dewey Boulevard: speed humps (12); speed cushions (6); traffic circles (2); raised crosswalks (5); sidewalk corner bulbouts (2); and 4 median islands (4)	TC107	Design and implement a neighborhood traffic calming plan for the Forest Hill and Upper Golden Gate Heights neighborhoods. Goals include reducing vehicle speeds to the posted speed limits on local streets, reducing vehicle volumes from cut-through traffic, and increasing pedestrian safety and access. Specific measures include: 18 speed humps; 2 traffic circles; 5 raised crosswalks; 2 sidewalk corner bulbouts; and 2 median islands or extensions of existing medians.
Traffic Calming	Green Connections - 22nd St	TC110	Implement traffic calming and street improvements on 22nd Street as part of the Green Connections program. Green Connections will increase access to parks, open space and the waterfront by re-envisioning City streets and paths as 'green connectors' that are comfortable walking and bicycling routes for people of all ages and abilities. Specific enhancements include speed humps, traffic islands, bulbouts, chicanes, road diets, bicycle markings, and traffic diversions.
Traffic Calming	Green Connections - Eastern Neighborhoods TBD	TC111	Implement traffic calming and street improvements in the Eastern Neighborhoods as part of the Green Connections program. Green Connections will increase access to parks, open space and the waterfront by re-envisioning City streets and paths as 'green connectors' that are comfortable walking and bicycling routes for people of all ages and abilities. Specific enhancements include speed humps, traffic islands, bulbouts, chicanes, road diets, bicycle markings, and traffic diversions.
Traffic Calming	Green Connections - Page St	TC109	Implement traffic calming and street improvements on Page Street as part of the Green Connections program. Green Connections will increase access to parks, open space and the waterfront by re-envisioning City streets and paths as 'green connectors' that are comfortable walking and bicycling routes for people of all ages and abilities. Specific enhancements include speed humps, traffic islands, bulbouts, chicanes, road diets, bicycle markings, and traffic diversions.
Traffic Calming	Green Connections - Sunnydale	TC108	Implement traffic calming and street improvements in the Sunnydale area as part of the Green Connections program. Green Connections will increase access to parks, open space and the waterfront by re-envisioning City streets and paths as 'green connectors' that are comfortable walking and bicycling routes for people of all ages and abilities. Specific enhancements include speed humps, traffic islands, bulbouts, chicanes, road diets, bicycle markings, and traffic diversions.

Program	Project	CIP #	Project Description
Traffic Calming	Holloway Garfield Traffic Calming: speed humps (7) and traffic islands (2)	TC109	Design and construction of neighborhood traffic calming plan for the Holloway Garfield Traffic Calming Plan. The goal of the project is to reduce vehicle speeds to the posted speed limits on local streets, reduce the vehicle volumes resultant from cut-through traffic, and increase pedestrian safety and access. Measures planned for implementation include 7 speed humps and 2 traffic islands.
Traffic Calming	Inner Sunset Phase 3: bulbouts (6)	TC108	Implement the final phase of the Inner Sunset Traffic Calming Project by constructing bulbouts at the intersections of 6th and Kirkham, 6th and Judah, and 7th and Judah. The bulbouts will shorten the crossing distance for pedestrians and slow turns. At 6th and Judah, access to the #6 and #43 Muni lines will be enhanced.
Traffic Calming	Laurel Heights / Jordan Park: speed humps (14), traffic islands (9), traffic circles (2), bicycle lanes (1.2 mi), and restriping	TC114	Implement a Traffic Calming Plan for the area bounded by Geary Boulevard, California Street, Masonic Avenue, and Arguello Boulevard. Goals include reducing vehicle speeds on residential streets and improving pedestrian safety and access. Specific measures include 14 speed humps, 8 traffic islands and 2 traffic circles and one bike lane on Euclid Avenue.
Traffic Calming	Mansell Corridor Improvement	TC115	Design and implement a streetscape improvement plan for Mansell Corridor to address pedestrian and bicycle safety and access issues. The plan will reduce the number of vehicular lanes from four to two (one lane each way), and will construct a multiuse path on the north side of the median, new sidewalks along the south side of Mansell, and bicycle facilities between Brazil and Dublin. Safety improvements include raised crosswalks and flashing beacons at all unimproved intersections and a corner bulb-out at the intersection of Mansell Street and Sunnydale Avenue. Street-level lighting, trees, landscape, and site furnishings are also included to make this a complete streets project.
Traffic Calming	Minna Natoma Home Zone	TC117	Design and construction of the Minna Natoma Home Zone, an innovative approach to neighborhood traffic calming. Using a variety of traffic calming measures, SFMTA aims to reduce speeding and cut-through traffic around Marshall Elementary School. Phase 1 measures have already been implemented including corner bulbouts and edgeline striping, with evaluation to follow in late 2014. This project includes design and construction of five raised crosswalks as well as evaluation of the effectiveness of these additional measures.

Program	Project	CIP #	Project Description
Traffic Calming	North Bernal Heights: bulbouts (3) at Tiffany and 29th Street	TC115	Construct pedestrian islands at the intersection of Bernal Heights Blvd and Esmeralda Ave and a bulbout at the intersection of Tiffany Avenue and 29th Street. These projects are part of the North Bernal Heights Areawide Traffic Calming Plan, which aims to reduce auto speeds and improve pedestrian safety in the area.
Traffic Calming	Paving Coordination	TC117	Coordinate with paving, curb ramp and streetscape projects to design and construct traffic calming improvements. Potential improvements include speed humps, corner bulbouts and flashing beacons.
Traffic Calming	Potrero Hill: a road diet with extended landscaped median Island and traffic islands (4)	TC136	Design and construction of a neighborhood traffic calming plan for the Potrero Hill neighborhood with the goal of reducing vehicle speeds to the posted speed limits on local streets, reducing vehicle volumes resulting from cut-through traffic, and increasing pedestrian safety and access. Measures planned for implementation include a road diet with extended landscaped median island (equivalent of 8 traffic Islands) on Vermont Street, as well as four traffic islands.
Traffic Calming	Proactive Local Traffic Calming Track	TC119	Implement traffic calming measures in residential locations as part of an annual application-based Proactive LocalTraffic CalmingTrack. Projects will be chosen based on geographic equity, potential to increase walking and bicycling, and conjunction with other areawide projects. The SFMTA will coordinate the proactive traffic calming program with other projects such as Green Connections which are aimed at increasing walking and cycling.
Traffic Calming	Remaining Measures from the Site Specific Application Based: Speed Humps (40), Traffic Islands (3)	TC132	Plan, design and construct traffic calming projects that were selected through the application-based Site Specific Traffic Calming Program. The goal of the program is to reduce vehicle speeds to the posted speed limits on local streets, reduce the vehicle volumes resultant from cut-through traffic, and increase pedestrian safety and access. Measures planned for implementation include 37 speed humps and 3 traffic islands.
Traffic Calming	Silver Terrace: bulbouts (3), and a gateway treatment	TC138	Design and implement a neighborhood traffic calming plan for the Silver Terrace neighborhood. The goal of the plan is to reduce vehicle speeds on local streets, reduce frequency of cut-through and over-weight truck traffic, and increase pedestrian safety and access. Planned measures include a transit bulb-out at Phelps/ Vesta (SW corner), a sidewalk corner bulb-out at the SE corner of Topeka Avenue and Bridgeview Street, a sidewalk corner bulb-out at the NW corner of Bridgeview and Newhall, and a gateway treatment (bulb, or raised crosswalk) on Topeka at Silver Avenue.

Program	Project	CIP #	Project Description
Traffic Calming	SoMa/Tenderloin Policy and Project Coordination	TC121	Provide staff time for the coordination of all pedestrian, bicycle, and traffic calming policies and projects in the SoMa/Tenderloin Districts for the next two years. Work would include outreach to community groups, coordination between agencies, and leveraging any pilot projects.
Traffic Calming	St. Francis Wood: traffic island, choker, and bulb out at Santa Clara Ave.	TC125	Completes the Saint Francis Wood Areawide Traffic Calming Plan. Includes a traffic island, choker, and bulb out on Santa Clara Avenue north of Monterey. Project aims to reduce speeding at this location by narrowing the street using the choker and bulb out.
Traffic Calming	Sunnyside: traffic circle (1) at Acadia Street	TC121	Implement the final phases of the Sunnyside Areawide Traffic Calming Plan by constructing a traffic circle on Acadia Street and expanding the pedestrian median. This project aims to reduce auto speeds by narrowing the street and increasing pedestrian safety and access.
Traffic Calming	Teresita: traffic islands (10)	TC122	Construct a pedestrian island at the intersection of Teresita and Fowler to tighten turns, create a pedestrian refuge, and still allow access to driveways. This project will improve the safety of the pedestrian network.
Traffic Calming	Traffic Calming Corridor Speed Reduction (3 corridors)	TC137	Design, construct and evaluate a focused traffic calming corridor speed reduction program. This program would be implemented at three corridors (Turk St, 16th Street, and Guerrero St) and would intend to reduce vehicle speeds and improve safety for all road users along high-priority corridors with a history of pedestrian safety concerns.
Traffic Calming	Traffic Calming Education and Awareness Outreach Campaign	TC123	Conduct outreach efforts to promote safer and more livable streets in San Francisco, to educate the public on traffic calming, and to inform the public on the SFMTA's traffic calming program. These outreach efforts will help build awareness of safe auto speeds as an important way to promote neighborhood vitality and protect pedestrians and bicyclists. Outreach will rely on both printed and digital media, and coordination with key advocacy groups such as SFBC and WalkSF will expand the impact of the program and ensure consistent messaging on traffic calming initiatives. The SFMTA will coordinate and administer the project by developing campaign content and strategy.
Traffic Calming	WalkFirst: Automated Speed Enforcement Legislation	TC133	Research and analyze the possibility of passing legislative change to permit automated speed enforcement in California. Automated speed enforcement has been proven to reduce severe and fatal pedestrian injuries and is therefore a possible tool for the WalkFirst Implementation Strategy. At the same time, it would require statewide legislative approval to implement in California.

Program	Project	CIP #	Project Description
Traffic Calming	WalkFirst: Safety Perception Study	TC128	Conduct a study to evaluate perceptions of safety in the context of bicycle, pedestrian, and traffic calming projects for the purpose of informing future projects. Study tasks will include: 1) Research on what increases people's perception of safety; 2) Identification of specific projects presently underway (e.g., buffered bike lanes, crossing guards) that meet this definition; 3) A literature review to discover additional methods to increase people's perception of safety; 4) Recommendations of specific projects.
Traffic Calming	West Portal: traffic circle at 14th Ave./ Vicente, 3 treatments at 16th & 18th Ave. and edgelines on 14th Avenue from Vicente to Ulloa	TC127	Implement the final stages of the West Portal Areawide Traffic Calming Plan to reduce auto speeds and promote pedestrian and bicycle safety and access in the West Portal area. Specific initiatives include implementing a traffic circle at 14th Avenue and Vicente, and constructing three traffic island treatments at 16th Avenue, 18th Avenue and along edgelines from 14th Avenue to Vicente and Ulloa.
Traffic/Signals	19th Avenue Signals Phase 3 (9)	TS141	Implement Phase III of the Hwy 1 Signal Upgrade Project. There are 9 remaining intersections that were not upgraded as part of the two previous phases of the project: Park Presidio/Lake, Crossover/Park Presidio, Crossover/MLK, 19th/Moraga, 19th/Wawona, 19th Sloat, 19th/Stonestown, 19th/Winston, 19th/Crespi. SFMTA will split the project costs with Caltrans on a 50/50 basis per a specified Maintenance Agreement.
Traffic/Signals	7th/Lincoln Signal Modification Supplementary Funds	TS130	Provide supplementary funding for a signal upgrade project that will install a new bicycle signal on 7th Avenue, a pedestrian signal on the north (Park) crosswalk crossing 7th Avenue, and an eastbound mast-arm signal for improved visibility. The project will also relocate the controller cabinet to a more secure location.
Traffic/Signals	8th / Natoma New Signal	TS102	Carry out the design phase of installing a new traffic signal at 8th Street and Natoma. This signal was identified as a priority in the Western SOMA Neighborhood Transportation Plan. The signal project will include installing new pedestrian countdown signals (PCS), controllers, conduits, wiring, poles, curb ramps, and mast arm mounted signals as needed. Improvements will be made in conjunction with new sidewalk bulbs that will be built on both sides of 8th Street to narrow the crossing. This project will need to address the paving moratorium on 8th Street, which was paved in 2012.

Program	Project	CIP #	Project Description
Traffic/Signals	As Needed Traffic Signal Conduit Installation/Repair - FY14	TS102	Repair failed or failing signal conduits. The SFMTA Signal Shop staff does not currently have the resources to repair conduits; if conduits are damaged to the point where the signals will fail or turn off, the only current mechanism for shop staff to address the problem is to file a change order to an existing contract. This project will provide much needed signal conduit repair and could also provide the capability for installation of additional features such as left turn phasing or pedestrian head-starts. This is a joint project between the Department of Public Works and the MTA.
Traffic/Signals	As Needed Traffic Signal Conduit Installation/Repair - FY15	TS103	Repair failed or failing signal conduits. Signal Shop staff does not currently have the resources to repair conduits; if conduit are damaged to the point where the signals will fail or turn off, the only current mechanism for shop staff to address the problem is to file a change order to an existing contract. This project will provide much needed signal conduit repair and could potentially also provide features such as left turn phasing or pedestrian head-starts. This is a joint project between the Department of Public Works and the MTA.
Traffic/Signals	As Needed Traffic Signal Conduit Installation/Repair - FY16	TS136	Repair failed or failing signal conduits. Signal Shop staff does not currently have the resources to repair conduits; if conduit are damaged to the point where the signals will fail or turn off, the only current mechanism for shop staff to address the problem is to file a change order to an existing contract. This project will provide much needed signal conduit repair and could potentially also provide features such as left turn phasing or pedestrian head-starts. This is a joint project between the Department of Public Works and the MTA.
Traffic/Signals	As Needed Traffic Signal Conduit Installation/Repair - FY17	TS144	Repair failed or failing signal conduits. Signal Shop staff does not currently have the resources to repair conduits; if conduit are damaged to the point where the signals will fail or turn off, the only current mechanism for shop staff to address the problem is to file a change order to an existing contract. This project will provide much needed signal conduit repair and could potentially also provide features such as left turn phasing or pedestrian head-starts. This is a joint project between the Department of Public Works and the MTA.
Traffic/Signals	As Needed Traffic Signal Conduit Installation/Repair - FY18	TS162	Repair failed or failing signal conduits. Signal Shop staff does not currently have the resources to repair conduits; if conduit are damaged to the point where the signals will fail or turn off, the only current mechanism for shop staff to address the problem is to file a change order to an existing contract. This project will provide much needed signal conduit repair and could potentially also provide features such as left turn phasing or pedestrian head-starts. This is a joint project between the Department of Public Works and the MTA.

Program	Project	CIP #	Project Description
Traffic/Signals	Contract 34 - Signal Modification Contract (12)	TS126	Implement signal improvements at 12 intersections citywide as identified by the Sustainable Streets Division to address safety or operational problems. These are typically locations where a mast-arm is needed because visibility is limited by grades or horizontal alignment or where left turn signals and phasing are deemed warranted after a collision analysis.
Traffic/Signals	Contract 35 - Signal Modification Contract (12)	TS155	Implement signal improvements at 12 intersections citywide as identified by the Sustainable Streets Division to address safety or operational problems. These are typically locations where a mast-arm is needed because visibility is limited by grades or horizontal alignment or where left turn signals and phasing are deemed warranted after a collision analysis.
Traffic/Signals	Contract 62 - New Traffic Signals Design (5)	TS101	Conduct the design phase of New Signal Contract 62 for the installation of signals, signal infrastructure and flashing beacons. Signals will be installed at the intersections of: 34th and Lincoln, 22nd and Geary, 26th and Geary, Sunset and Yorba, and O'Farrell and Webster. Flashing Beacons will be installed on Francisco street between Powell and Stockton. Additional traffic signals work will include: pedestrian countdown signals (PCS), controllers, conduit, wiring, poles, curb ramps, and mast arm mounted signals as needed. Flashing beacon locations will have beacons installed facing both directions at the midblock crosswalk.
Traffic/Signals	Contract 63 - New Traffic Signals (5)	TS140	Implement New Signal Contract 63 for the installation of signals, signal infrastructure and flashing beacons. Signals will be installed at 5 locations, which will be chosen after a bi-annual review with regards to account collision history, collision volume, pedestrian generators and transit impacts. New traffic signal work will include: pedestrian countdown signals (PCS), controllers, conduit, wiring, poles, curb ramps, and mast arm mounted signals as needed. Flashing beacon locations will have beacons installed facing both directions at the midblock crosswalk.
Traffic/Signals	Contract 64 - New Traffic Signals Design	TS165	Conduct the design phase of New Signal Contract 64 for the installation of signals, signal infrastructure and flashing beacons. Signals will be installed at 5 locations, which will be chosen after a bi-annual review with regards to account collision history, collision volume, pedestrian generators and transit impacts. New traffic signal work will include: pedestrian countdown signals (PCS), controllers, conduit, wiring, poles, curb ramps, and mast arm mounted signals as needed. Flashing beacon locations will have beacons installed facing both directions at the midblock crosswalk.

Program	Project	CIP #	Project Description
Traffic/Signals	Eddy/Ellis Signal Upgrade (3)	TS108	Upgrade traffic signals at the intersections of Ellis and Taylor Streets and Eddy and Taylor Streets. Upgrades include: new pedestrian countdown signals (PCS), corner bulbouts at Eddy and Leavenworth Streets and Ellis and Taylor Streets, and installation of signal hardware modifications at three intersections to convert both Ellis and Eddy Streets to two-way streets (from Jones Street to Mason Street and from Leavenworth Street to Mason Street, respectively).
Traffic/Signals	Franklin/Divisadero Corridor Signal Upgrade (31)	TS106	Implement the design phase of full signal upgrades and pedestrian countdown signal (PCS) installation on the Franklin Street and Divisadero Street corridors. A total of 31 intersections will be upgraded. The signal upgrade will include new pedestrian countdown signals (PCS) at 22 intersections along Franklin Street and Divisadero Street. The 19 locations on Franklin Street include Bay, Broadway, Chestnut, Clay, Eddy, Filbert, Fulton, Green, Greenwich, Grove, Jackson, McAllister, Pacific, Post, Sacramento, Sutter, Turk, Vallejo and Washington Streets. The 3 locations along Divisadero are at Post, Sutter, and Sacramento Streets. Nine other intersections that already have PCS will also be upgraded to add larger more visible vehicular signal indications and overhead mast-arms: Bush, California, Ellis, Fell, Golden Gate, Hayes, Oak, O'Farrell and Pine.
Traffic/Signals	Gough Corridor Signal Upgrade (14)	TS122	Construct full signal upgrades at 14 locations along the Gough Street corridor including mast-arms and new poles. Conduit is to be installed at 11 of the locations as part of the Gough Street pavement project in 2014 so that no on-street excavation is required in this project. 11 of the 14 locations will have pedestrian countdown signals (PCS) added: Broadway, California, Eddy, Fulton, Geary, Grove, Jackson, Pacific, Page, Post, and Washington Streets.
Traffic/Signals	Great Highway Traffic Signal Upgrade	TS159	Upgrade 8 signals along the Great Highway between Lincoln and Vicente. These signals are very prone to corrosion and failure due to wind, water and sun exposure. This project will replace all signal infrastructure including pedestrian countdown signals (PCS), signal heads, mast-arms, conduits, poles, controllers, and accessible pedestrian signals (APS) pushbuttons.
Traffic/Signals	HSIP New Signals (3) FY15	TS131	Signalize 3 intersections citywide. While locations are yet to be determined, candidate locations are those where serious injuries or fatalities have occurred, including: 6th/Stevenson, 6th/Jessie, and Geneva/Stoneridge. SFMTA staff routinely review collision patterns throughout the year in preparation for choosing signal project locations. Improvements will include new signals, pedestrian countdown signals (PCS), sidewalk bulbs, street lighting, etc.

Program	Project	CIP #	Project Description
Traffic/Signals	Joint Opportunities - Signal Upgrade FY 15	TS116	Coordinate with paving, curb ramp and streetscape projects to upgrade signal infrastructure such as new conduit, pullbox or pole relocations. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to improve signal infrastructure in a timely and cost-efficient manner.
Traffic/Signals	Joint Opportunities - Signal Upgrade FY16	TS132	Coordinate with paving, curb ramp and streetscape projects to upgrade signal infrastructure such as new conduit, pullbox or pole relocations. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to improve signal infrastructure in a timely and cost-efficient manner.
Traffic/Signals	Joint Opportunities - Signal Upgrade FY17	TS148	Coordinate with paving, curb ramp and streetscape projects to upgrade signal infrastructure such as new conduit, pullbox or pole relocations. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to improve signal infrastructure in a timely and cost-efficient manner.
Traffic/Signals	Joint Opportunities - Signal Upgrade FY18	TS158	Coordinate with paving, curb ramp and streetscape projects to upgrade signal infrastructure such as new conduit, pullbox or pole relocations. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to improve signal infrastructure in a timely and cost-efficient manner.
Traffic/Signals	Joint Opportunity Funds - New Signals FY15	TS114	Install new signals in coordination with paving, curb ramp, and streetscape projects. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to install new signals in a timely and cost-efficient manner.
Traffic/Signals	Joint Opportunity Funds - New Signals FY17	TS143	Install new signals in coordination with paving, curb ramp, and streetscape projects. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to install new signals in a timely and cost-efficient manner.
Traffic/Signals	Joint Opportunity Funds - New Signals FY19	TS167	Install new signals in coordination with paving, curb ramp, and streetscape projects. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to install new signals in a timely and cost-efficient manner.

Program	Project	CIP #	Project Description
Traffic/Signals	Masonic Corridor Signal Upgrade (5)	TS107	Improve signal visibility at 5 intersections along Masonic Avenue at Turk St, Golden Gate Avenue, Fulton Street, Grove Street and Hayes Street. The project includes the following elements: new pedestrian signals at Masonic Ave and Turk St, where none are currently present; changing the signal at Masonic/Anza to include a protected left turn phase; upgrading post mounted signals from 8" to 12" to improve visibility; installing a mast arm-mounted signal indication; new conduit and controllers; new poles; and new curb ramps.
Traffic/Signals	Muni System Transit signal priority projects-Phase 3 Vehicle Equipment	TS179	Implement Phase 3 of the SFMTA's Transit Signal Priority (TSP) project. This project includes installing advanced traffic signal controller technology at 300 intersections throughout the city. Improving transit travel time is the main object of TSP and a key element to implement the City's "Transit First" policy. SFgo and the Transit Effectiveness Project (TEP) will identify and prioritize signalized intersections that are located along MTA's Rapid Network. Phase 3 will install controllers on additional corridors in addition to technology on Muni vehicles that will allow the bus to communicate with the signal network.
Traffic/Signals	New Pavement Markers FY17	TS175	Procure and install new reflective pavement markers (RPMs) for over 100 city blocks to improve safety and reduce potential for sideswipe and head-on collisions. These markers improve traffic lane visibility especially at night and during wet or foggy conditions, which make painted markings difficult to see. Streets with higher traffic volumes, Muni routes, lower levels of street lighting and areas prone to low visibility conditions will be prioritized.
Traffic/Signals	New Pavement Markers FY19	TS176	Procure and install new reflective pavement markers (RPMs) for over 100 city blocks to improve safety and reduce potential for sideswipe and head-on collisions. These markers improve traffic lane visibility especially at night and during wet or foggy conditions, which make painted markings difficult to see. Streets with higher traffic volumes, Muni routes, lower levels of street lighting and areas prone to low visibility conditions will be prioritized.
Traffic/Signals	New Signals (3) FY16	TS131	Install new signals in coordination with paving, curb ramp, and streetscape projects. This funding reserve will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works or Complete Street projects, as an opportunity to install new signals in a timely and cost-efficient manner.

Program	Project	CIP #	Project Description
Traffic/Signals	New Traffic Signs FY17	TS173	Upgrade traffic signs to improve their visibility and reflectivity, using new requirements in the Manual of Uniform Traffic Control Devices (MUTCD). The MUTCD requires periodic changes in street signage in order to improve safety. Previous projects have included the addition of 15 MPH signs near schools, which were a relatively new feature in the MUTCD. This project will also install signs with graffiti-resistant sheeting to ensure longer life cycle for signs and minimize the need for continued replacement or cleaning. Project includes both procurement and sign shop labor costs.
Traffic/Signals	New Traffic Signs FY19	TS164	Upgrade traffic signs to improve their visibility and reflectivity, using new requirements in the Manual of Uniform Traffic Control Devices (MUTCD). The MUTCD requires periodic changes in street signage in order to improve safety. Previous projects have included the addition of 15 MPH signs near schools, which were a relatively new feature in the MUTCD. This project will also install signs with graffiti-resistant sheeting to ensure longer life cycle for signs and minimize the need for continued replacement or cleaning. Project includes both procurement and sign shop labor costs.
Traffic/Signals	Pedestrian Countdown Signal 3 Signals (18)	TS104	Install pedestrian countdown signals (PCS) or accessible pedestrian signal (APS) pushbuttons at intersections citywide. Locations will be prioritized using factors such as collision history, proximity to pedestrian generators, commercial use, and transit use.
Traffic/Signals	Pedestrian Countdown Signal In-House Installation (8) - FY15	TS104	Design and install pedestrian countdown signals (PCS) at 11 intersections and accessible pedestrian signals (APS) at an additional 8 intersections. Of the 11 intersections where PCS will be added, 3 of those will also have APS added. PCS locations are prioritized using factors such as collision history, inclusion in a Walk First corridor, proximity to schools and commercial districts and requests from the public. Most of these intersections will involve a full signal upgrade with new conduits, pullboxes, poles, larger signal heads, controllers, etc. A small number of locations have conduits that are in satisfactory condition such that pedestrian signals can be added using existing signal infrastructure.
Traffic/Signals	Pedestrian Countdown Signal In-House Installation (8) - FY16	TS120	Design and install pedestrian countdown signals (PCS) at 11 intersections and accessible pedestrian signals (APS) at an additional 8 intersections. Of the 11 intersections where PCS will be added, 3 of those will also have APS added. PCS locations are prioritized using factors such as collision history, inclusion in a Walk First corridor, proximity to schools and commercial districts and requests from the public. Most of these intersections will involve a full signal upgrade with new conduits, pullboxes, poles, larger signal heads, controllers, etc. A small number of locations have conduits that are in satisfactory condition such that pedestrian signals can be added using existing signal infrastructure.

Program	Project	CIP #	Project Description
Traffic/Signals	Pedestrian Countdown Signal In-House Installation (8) - FY17	TS137	Design and install pedestrian countdown signals (PCS) at 11 intersections and accessible pedestrian signals (APS) at an additional 8 intersections. Of the 11 intersections where PCS will be added, 3 of those will also have APS added. PCS locations are prioritized using factors such as collision history, inclusion in a Walk First corridor, proximity to schools and commercial districts and requests from the public. Most of these intersections will involve a full signal upgrade with new conduits, pullboxes, poles, larger signal heads, controllers, etc. A small number of locations have conduits that are in satisfactory condition such that pedestrian signals can be added using existing signal infrastructure.
Traffic/Signals	Pedestrian Countdown Signal In-House Installation (8) - FY18	TS154	Design and install pedestrian countdown signals (PCS) at 11 intersections and accessible pedestrian signals (APS) at an additional 8 intersections. Of the 11 intersections where PCS will be added, 3 of those will also have APS added. PCS locations are prioritized using factors such as collision history, inclusion in a Walk First corridor, proximity to schools and commercial districts and requests from the public. Most of these intersections will involve a full signal upgrade with new conduits, pullboxes, poles, larger signal heads, controllers, etc. A small number of locations have conduits that are in satisfactory condition such that pedestrian signals can be added using existing signal infrastructure.
Traffic/Signals	Polk Corridor Signal Upgrade (14)	TS123	This project will design and construct replacement of all traffic signal hardware at 9 intersections on Polk Street, above and below ground, with new equipment. Project includes new controller, foundation, vehicle and pedestrian countdown signals, poles, conduits, wiring, detection, signal interconnect and mast-arm signals as needed. Signal operations would also be evaluated for improved safety and visibility. Currently there are 9 intersections that are missing pedestrian signals or do not have them at all, which include Union, Broadway, Pacific, Jackson, Washington, Clay, Sacramento, California, and Post. There are 5 other intersections (Sutter, Geary, Eddy, Ellis and Turk) that already have pedestrian countdown signals but need to be upgraded along with the other 9.
Traffic/Signals	Replace Video Detection on 3rd Street (12) - Phase 1	TS127	Implement Phase I of 4 to systematically replace the video detection technology at 67 intersections along the 3rd Street light rail corridor. Video detection is not as reliable as wireless (Sensys) detection technology and the SFMTA has had problems maintaining the video cameras. It is not uncommon for the cameras to gather dirt and debris causing false detections to the controllers, which negatively affects the T-line and general traffic. This first phase will replace detection at 12 intersections.
Traffic/Signals	Replace Video Detection on 3rd Street (12) - Phase 2	TS147	Implement Phase 2 of 4 to systematically replace the video detection technology at 67 intersections along the 3rd Street light rail corridor. Video detection is not as reliable as wireless (Sensys) detection technology and the SFMTA has had problems maintaining the video cameras. It is not uncommon for the cameras to gather dirt and debris causing false detections to the controllers, which negatively affects the T-line and general traffic. This second phase will replace detection at 12 intersections.

Program	Project	CIP #	Project Description
Traffic/Signals	Replace Video Detection on 3rd Street (20) - Phase 3 CON	TS157	Implement Phase 3 of 4 to systematically replace the video detection technology at 67 intersections along the 3rd Street light rail corridor. Video detection is not as reliable as wireless (Sensys) detection technology and the SFMTA has had problems maintaining the video cameras. It is not uncommon for the cameras to gather dirt and debris causing false detections to the controllers, which negatively affects the T-line and general traffic. This third phase will replace detection at 12 intersections.
Traffic/Signals	Replace Video Detection on 3rd Street (20) - Phase 4 CON	TS170	Implement Phase 4 of 4 to systematically replace the video detection technology at 67 intersections along the 3rd Street light rail corridor. Video detection is not as reliable as wireless (Sensys) detection technology and the SFMTA has had problems maintaining the video cameras. It is not uncommon for the cameras to gather dirt and debris causing false detections to the controllers, which negatively affects the T-line and general traffic. This fourth phase will replace detection at 20 intersections.
Traffic/Signals	SFGo - Signal Priority	TS8-	In collaboration with the TEP, SFgo will identify signalized intersections that are located along Muni's Rapid Network, Local Network, Community Connectors and Specialized Services routes. These locations will receive Type 2070 controllers and the accompanying cabinets first whenever possible. Type 2070 controllers are key components of SFgo's Intelligent Transportation System (ITS) infrastructure, and are necessary for accommodating transit priority, fiber network communications and future ITS enhancements. While SFMTA is still developing the exact locations and number of controllers and cabinets, intersections with transit will be a high priority.
Traffic/Signals	Signal Actuation on Major Streets-FY 16	TS133	Install side-street or left-turn lane actuation to improve transit and traffic flow. A number of our signals operate as fixed time signals without the capability of serving vehicle demand only when needed. Actuating the side streets will give more green time to the major street and make transit and traffic flow more efficient.
Traffic/Signals	Signal Actuation on Major Streets FY18	TS177	Install side-street or left-turn lane actuation to improve transit and traffic flow. A number of our signals operate as fixed time signals without the capability of serving vehicle demand only when needed. Actuating the side streets will give more green time to the major street and make transit and traffic flow more efficient.
Traffic/Signals	South Van Ness Ave Conduit Installation (4)	TS150	Add signal conduits as part of the South Van Ness Paving Project between 14th and 17th. The paving project will also install curb ramps so that the future signal upgrade avoids having to excavate the street and disturbing curb ramps. This project would pay for installation of conduits and pullboxes and a future Highway Safety Improvement Program (HSIP) signal upgrade will follow with the above-ground hardware including pedestrian countdown signals (PCS).

Program	Project	CIP #	Project Description
Traffic/Signals	South Van Ness Signal Upgrade (12)	TS150	Replace traffic signal hardware at 12 intersections on South Van Ness Ave, above and below ground, with new equipment. Project includes new controller, foundation, vehicle and pedestrian countdown signals, poles, conduits, wiring, detection, signal interconnect and mast-arm signals as needed. Signal operations would also be evaluated for improved safety and visibility. Currently there are 11 intersections on South Van Ness Ave that are missing pedestrian signals or do not have them at all, which include 14th-20th Streets, 22nd-23rd Streets, and 25th-26th Streets. 24th and South Van Ness Avenue has pedestrian countdown signals (PCS) but the signal infrastructure is very old and would also be upgraded as part of this project.
Traffic/Signals	Traffic Signal Controller Upgrade	TS161	Upgrade 25 non-transit intersections to modern 2070 controllers and cabinets. The current outdated controllers do not have the capability to add pedestrian safety features like pedestrian head starts and exclusive pedestrian phases. They are also prone to suffering from 'timing drift' (i.e. losing coordination with the other signals in the network), which causes delays and may end up having spillback effects on transit routes. New controllers will improve transit reliability and lessen the burden of controller maintenance on signal shop staff.
Traffic/Signals	Traffic Signal Visibility Upgrades - FY 16	TS125	Upgrade 8-inch signal heads to 12-inch heads along selected corridors, as 12-inch signal heads are now the standard according to the Manual for Uniform Traffic Control Devices (MUTCD). This project will prioritize multi-lane, 30 MPH or higher arterials where visibility could be improved using existing signal poles. Corridors include Alemany Blvd, Outer Mission Street, 25th Avenue, Brotherhood Way, and Sunset Blvd.
Traffic/Signals	Traffic Signal Visibility Upgrades In-House (12) - FY15	TS115	Upgrade 8-inch signal heads to 12-inch heads along selected corridors, as 12-inch signal heads are now the standard according to the Manual for Uniform Traffic Control Devices (MUTCD). This project will prioritize multi-lane, 30 MPH or higher arterials where visibility could be improved using existing signal poles. Corridors include Alemany Blvd, Outer Mission Street, 25th Avenue, Brotherhood Way, and Sunset Blvd.
Traffic/Signals	Traffic Signal Visibility Upgrades In-House (12) - FY17	TS146	Upgrade 8-inch signal heads to 12-inch heads along selected corridors, as 12-inch signal heads are now the standard according to the Manual for Uniform Traffic Control Devices (MUTCD). This project will prioritize multi-lane, 30 MPH or higher arterials where visibility could be improved using existing signal poles. Corridors include Alemany Blvd, Outer Mission Street, 25th Avenue, Brotherhood Way, and Sunset Blvd.
Traffic/Signals	Traffic Signal Visibility Upgrades In-House (12) FY18	TS156	Upgrade 8-inch signal heads to 12-inch heads along selected corridors, as 12-inch signal heads are now the standard according to the Manual for Uniform Traffic Control Devices (MUTCD). This project will prioritize multi-lane, 30 MPH or higher arterials where visibility could be improved using existing signal poles. Corridors include Alemany Blvd, Outer Mission Street, 25th Avenue, Brotherhood Way, and Sunset Blvd.

Program	Project	CIP #	Project Description
Traffic/Signals	Transportation network monitoring	TS178	Rapidly expand SFgo's network of cameras with a primary focus on the SFMTA's rapid network. Using new resources at the Central Control Center (C3), new SFgo CCTV cameras will supplement existing resources to provide vital real time information to operators as they respond to both the daily ebb and flow of traffic conditions as well as city emergencies. New cameras will help take advantage of recently installed fiber optical cable and wireless communications network.
Transit Fixed Guideway	Muni Metro Track Switch Machines	FG112	Replace 13 critical switch machines and purchase 3 spare track switch machines to improve the reliability of the rail network. Of the replacements, 7 will be located in the Muni Metro Turnback, 4 at the Embarcadero and 2 at Duboce Junction. The current machines are approximately 40 years old and are increasingly hard to replace, requiring special fabrication costs as the original manufacturers no longer support certain components. New machines will require less preventative maintenance because of their solid state technology.
Transit Fixed Guideway	33 Stanyan Overhead Replacement Project	FG127	Replace existing traffic signals, streetlights, trolley poles and Overhead Contact System (OCS) along 18th Street between Castro and Mission Streets, and along Potrero Avenue between 16th and 25th Streets including the terminus loop on 24th/Hampshire/25th Streets. This project will also upgrade several curb ramps along 18th Street. Upgrades will be integrated with the Transit Effectiveness Project (TEP) improvements occurring on Valencia, which includes construction of new OCS on Valencia between 17th and 18th Streets with modification to the existing OCS at the intersection of Valencia and 16th and 17th Streets. This will allow the 33 Stanyan trolley bus to be rerouted from Mission Street onto Valencia Street between 16th and 18th Streets.
Transit Fixed Guideway	Advanced Train Control System Replacement Parts	FG113	Purchase approximately $2,000,000 in Advanced Train Control System equipment including axle counters, cable, and electronic boards. Signal Maintenance requires sufficient stock of ATCS components, which are long lead items that are extremely expensive. The SFMTA currently replaces parts on a failure basis, however it would be better to replace these components on a schedule basis approximately five to ten years to avoid maintenance delays. These components currently have upwards of 15 years of service and are due to be replaced.

Program	Project	CIP #	Project Description
Transit Fixed Guideway	Blue Light Phone Support for Tunnel Portion	FG136	Replace the blue light phone in the Muni Metro Sunset and Twin Peaks Tunnels with updated phone switchers, call stations with phone set and bluelight indication, emergency backup electrical power supply wiring infrastructure, and telecommunication wiring instructions. New blue light emergency phones will allow operators to reach central control, traction power and other stations or the local fire department in emergency situations. The current phone system was installed in the early 1980's with a stated useful life of 20-25 years, and is therefore overdue for replacement. Due to the age of the system significant resources are currently required to keep the system operational. This is a sub-project within Blue Light Phone CIP # TI110.
Transit Fixed Guideway	Build Backup Vehicle Control Center	FG130	Construction of a second backup vehicle train control center at the new Traffic Management Center. A backup Vehicle Control Center located at the new Traffic Management Center will provide redundancy in case of a system failure at the primary train control center at West Portal.
Transit Fixed Guideway	Cable Car Automatic Transfer Switch	FG119	Replace and update 15kV switchgear in the Cable Car AC Room. Current configuration is one manually operated HV load break disconnect switch and one manually operated HV transfer switch with mechanical interlocks. This project will install two new 15kV vacuum type circuit breakers and interlocking system, as well as a Remote Terminal Unit and communication system to the existing Traction Power SCADA network to provide remote indication and control. Project benefits range from remote operability, quicker response to outages (currently takes up to 1 hour to restore power), and improved safety and compatibility with modern technology and equipment.
Transit Fixed Guideway	Cable Car Barn-Propulsion Gear Boxes	FG129	Remove and rebuild all Cable Car Barn-Propulsion Gear Boxes. This involves extensive shutdowns to remove the existing gear boxes and install replacements. Existing gearboxes will be shipped for rebuilds and returned. Project includes: rebuilding the high speed shafts and seals on the four propulsion gearboxes, installing new bearings on the high speed shafts, perform complete gearbox inspections, and installing new shaft seals.
Transit Fixed Guideway	Cable Car Lines: Rebuild Track Switches at 16 Locations	FG104	Rebuild cable car track switches at 16 locations. This project will enhance the state of good repair of the cable car system.

Program	Project	CIP #	Project Description
Transit Fixed Guideway	Cable Car Lines: Replace all Preempts with Magnetic Switches	FG101	Replace all preempts with magnetic switches. This project will enhance the state of good repair of the cable car system.
Transit Fixed Guideway	Castro Crossover Circuit Upgrades	FG117	Provide cable upgrade to Circuit Church 22.1 and Laguna Honda 23.1. Currently, the circuit relies on one able to provide the circuit with sufficient capacity to power the trains. The project would involve pulling additional cable from the Eureka Gap Station to the crossover to east of the Castro Station platform. Preliminary investigation has determined that the existing conduit system can support the two additional cables.
Transit Fixed Guideway	Divide Feeder Circuit Carl 11	FG115	Sectionalize traction power circuit Carl 11 into two circuits to reduce the chances of having a single point of failure, which would shut down both the J and N lines simultaneously. Currently, Carl 11 extends from the western side of the Sunset Tunnel to the Duboce Portal.
Transit Fixed Guideway	Final Cutover Payback	FG137	Placeholder for funding swap.
Transit Fixed Guideway	L-Line Track Replacement Project	FG122	Replace approximately 19,400 track feet of existing tie and ballast paved track along the L-Line from Funston Avenue near West Portal to the Zoo Loop with a new direct fixation track, new rails and fastening systems. Overhead catenary replacement is estimated under a separate contract.
Transit Fixed Guideway	Market Street F-Line Track Pavement Repair	FG102	Repair existing track pavement along Market Street from Stuart Street to Castro at miscellaneous locations, removing broken pavement, tamping the existing trackwork and restoring concrete track pavement and asphalt pavement. This work would make use of MOW track maintenance crews to limit impact to service. Paving operations could be done by DPW or by service contract.
Transit Fixed Guideway	Muni Metro Sunset Tunnel Rail Rehabilitation	FG123	Upgrade Sunset Tunnel to improve safety and efficiency of the rail network. Upgrades include: replacing track, cleaning drain lines, painting portal walls, replacing overhead contact system (OCS), upgrading feeder cables, upgrading curve signals at the western portal, replacing firefighting standpipe components, and seismically upgrading the east and west portal walls.

Program	Project	CIP #	Project Description
Transit Fixed Guideway	Muni Metro Twin Peaks Track Replacement	FG124	Conduct rail upgrades to bring the Twin Peaks tunnel into a state of good repair. Project includes, but is not limited to: 1) Replace track-work with 115RE rail, composite ties, ballast, and new rail plates and fasteners; 2) Replace the single crossover between West Portal and Forest Hill Stations; 3) Replace turnouts; 4) Replace four electrified switch machines and track switch controllers and provide one spare switch machine; 5) Replace tie and ballast tracks with direct fixation embedded track; 6) Clean and repair damaged drain line; 7) Install flood lighting; 8) Add recommendations from the recently developed Seismic Rehabilitation Report.
Transit Fixed Guideway	Pole Replacement on 21 Trolley Lines	FG121	Update vital infrastructure on 21 trolley lines. Currently 24,000 feet of trolley line needs replacement from Stanyan to Van Ness. The wires are reaching the end of their serviceable life and require a heightened degree of preventable maintenance. New trolley wire will connect to existing overhead contact system (OCS) Special Work at Van Ness Avenue and the new Van Ness Bus Rapid Transit changing configurations. Trolley poles within the project limits were recently replaced in 2011 and therefore do not need to be replaced.
Transit Fixed Guideway	Rail Grinding FY15	FG105	Perform rail grinding to reduce both wheel wear on rolling stock and the likelihood of failure with welds, which are vulnerable to wheel impacts from cupping of the weld on the head of the rail. A high percentage of rail in the Muni Metro Tunnel and the Twin Peaks Tunnel is showing uneven wear. The useful life of the rail can be extended by rail grinding which can eliminate cupping at welds and other forms of differential wear.
Transit Fixed Guideway	Rail Grinding FY16	FG106	Perform rail grinding to reduce wheel wear on rolling stock and reduce the likelihood of failure with welds, which are vulnerable to wheel impacts from cupping of the weld on the head of the rail. A high percentage of rail in the Muni Metro Tunnel and the Twin Peaks Tunnel is showing uneven wear. The useful life of the rail can be extended by rail grinding which can eliminate cupping at welds and other forms of differential wear.
Transit Fixed Guideway	Rail Grinding FY17-19	FG107-FG109	Perform rail grinding to reduce wheel wear on rolling stock and reduce the likelihood of failure with welds, which are vulnerable to wheel impacts from cupping of the weld on the head of the rail. A high percentage of rail in the Muni Metro Tunnel and the Twin Peaks Tunnel is showing uneven wear. The useful life of the rail can be extended by rail grinding which can eliminate cupping at welds and other forms of differential wear.

Program	Project	CIP #	Project Description
Transit Fixed Guideway	Repair of Special Trackwork at Miscellaneous Locations (Surface)	TE103	Perform miscellaneous repair of special trackwork on locations along the M-Line and J-line. This includes replacement of trackwork, procurement and installation of two crossovers and tie and ballast replacement along M-Line right of way. Specific projects include: purchase and installation of single crossover at Plymouth/Broad St, installation of single crossover at Niagara/San Jose, replacement of curve at Broad/San Jose, re-tamp and align trackway on Eucalyptus to St. Francis Circle/19th Ave (M-Line ROW), and a major overhaul of trackwork, including replacement and tamping of ties and ballast, and installation of guardrail, between Junipero Serra/Holloway on 19th Ave (M-Line).
Transit Fixed Guideway	Replace M-Line Curve Tracks at 19th Ave & Rossmoor	FG128	Replacement of M-Line Curve Tracks, two overhead contact system (OCS) poles and OCS wires at 19th Ave & Rossmoor (curve tracks within 19th Ave paved street section). This project will enhance the state of good repair of the rail system.
Transit Fixed Guideway	Replacement of LRV Antennae	FG135	Replace the ATCS antennas and supporting components on the entire fleet of 151 LRVs. This will reduce communication failures with ATCS, reduce sudden stops, and will improve safety for our customers. The current ATCS antennas on the light rail vehicles (LRV) are responsible for communication between the ATCS in the subway. The current antennas are 14 years old and causing numerous issues with LRVs failing to communicate with the ATCS, causing disruption in service and schedule delays to the entire system.
Transit Fixed Guideway	Replacement of Manual Trolley Switch System	FG118	Replace manual switches with new trolley switches that have remote operability and load break capability. This entails upgrading the Presidio Yard with new switches that will allow traction power circuit redundancy from yard to mainline and vice versa. The project would replace 32 trolley switches on the streets and add one additional switch for the Presidio Yard between the yard and the main line.
Transit Fixed Guideway	San Jose Substation Upgrade Phase I	FG116	Split the Metro yard into two separate circuits. Circuit A should be supplied by existing SJ14 and circuit B supplied by SJ17 (existing spare). Use a Sectionalizing Switch or Tie Breaker (normally open configuration) as an emergency cross-connect point between A and B sections of the yard. Split the yard overhead logically in order to use at least half in the event of a traction power casualty, sectionalizing switch SS-3.
Transit Fixed Guideway	Special Trackwork Replacement in the Subway	FG114	Replace individual components of the crossovers and turnouts in the subway. Components would include turnout frogs, switch points, and closure and stock rails for 16 turnouts. Provisions for spare parts and components should be included. Other items would include replacement of existing ties embedded in the concrete with new composite ties, which have greater resistance to rot.

Program	Project	CIP #	Project Description
Transit Fixed Guideway	Subway Replacement Wiring	FG111	Replace wiring for the ATCS, Centralized Train Control, switch machines and signal systems. Wiring for ATCS, CTC and signals are routed from relay rooms at various locations throughout the subway system to equipment at the wayside, notably at Muni Metro Turnback and Van Ness Station. These wires provide power, communication and control for cable loops, axle counters, signals, switch machines, track circuits and other equipment that control train movements in the Muni Metro Subway.
Transit Fixed Guideway	Subway Track Fastener Replacement	FG120	Replace 24,000 100# RB rail fasteners in the Muni Metro Tunnel from Embarcadero Station to the Twin Peaks Tunnel, including the Duboce Portal. This project will service approximately 35,000 feet of track. The current rail fasteners are forty years old and are deteriorating, which may affect the track gauge, allow excess lateral movement of track, and ultimately compromise safety. Replacement of fasteners will improve safety and reliability of the subway.
Transit Fixed Guideway	Train Signal Prioritization for L Line (formerly N Line also)	FG126	Replace approximately 19,400 track feet of existing tie and ballast paved track along the L-Line from Funston Avenue near West Portal to the Zoo Loop with a new direct fixation track, new rails and fastening systems. Overhead catenary replacement is estimated under a separate contract.
Transit Fixed Guideway	Ultrasonic Rail Testing	FG125	Conduct Ultrasonic Testing (UT) to inspect rail lines and detect any flaw in the rail, per the Standard Operation Procedure (SOP). UT will be carried out by a consultant contractor to test at the following locations: all track within the Muni Metro Subway and Twin Peaks Tunnel; Sunset Tunnel; 4. K-Line ROW between Saint Francis Circle to Ocean Ave; J-Line ROW between 18th Street to 22nd, excluding street crossings; J-Line ROW between San Jose and Randle to San Jose and Bosworth; and the M-Line ROW from Saint Francis Circle to 19th and Junipero Serra, excluding the embedded street crossings.
Transit Fixed Guideway	Upgrade System Feeder Book and Maps Into Digital Format	FG110	Upgrade Maps and Feeder Books. The transit system has seen modifications for the past 25-30 years but the supporting documents and instructional manuals have thus far have not been updated to reflect changes. The maps and books will be updated using satellite driven location identification and modern GPS coordinates, thus promoting greater accuracy in area site work.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	10 Townsend: Sansome Contraflow Signals	TE161	Extend the existing southbound transit-only lane on Sansome Street three blocks to the north, from Washington Street to Broadway. Under existing conditions, Sansome Street is a one-way northbound street north of Washington Street with a transit contraflow lane south of Washington Street to Market Street. The project would improve transit operating conditions by supporting a right turn from Broadway onto Sansome Street. This entails roadway restriping, signage and modification of three existing traffic signals from Broadway to Washington Street. Existing traffic signals at Sansome/Washington Street, Sansome/Jackson and Pacific/Sansome would be modified to include two traffic signal mast-arm poles and six standard traffic signal poles to control traffic in the southbound direction. Curb ramps would also be installed at each of the four corners at the three intersections noted above.
Transit Optimization/ Expansion	14 Mission: Downtown Mission Transit and Streetscape Enhancements	TE104	Construct traffic engineering changes and related improvements to reduce travel times on Mission Street and for the 14 Mission route. Mission is a Rapid Corridor and carries some of the heaviest loads in the Muni system. It operates at an average travel speed of just 6 mph. Primary causes of delay include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right-turning cars, narrow lanes, and areas of closely spaced transit stops. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new transit lanes and enhancements to existing transit lanes, bus bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets, and optimized transit stop placements. Also included is the relocation of overhead trolley wires to a center-running transit lane.
Transit Optimization/ Expansion	14 Mission: Inner Mission Transit and Streetscape Enhancements	TE105	Construct traffic engineering changes and related improvements to reduce travel times for the 14 Mission in the Inner Mission area along Mission Street between 13th Street and Cesar Chavez Street. Mission is a Rapid Corridor and carries some of the heaviest loads in the Muni system. It also operates at an average travel speed of just 6 mph. Primary causes of delay include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right-turning cars, narrow lanes, and areas of closely spaced transit stops. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new transit lanes and enhancements to existing transit lanes, bus bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets, and optimized transit stop placements. Also included is the relocation of overhead trolley wires to a center-running transit lane.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	14 Mission: Outer Mission Transit and Streetscape Enhancements	TE106	Construct traffic engineering changes and related improvements to reduce travel times for the 14 Mission in the Outer Mission neighborhood between Cesar Chavez Street and Geneva Avenue. Mission is a Rapid Corridor and carries some of the heaviest loads in the Muni system. It also operates at an average travel speed of just 6 mph. Primary causes of delay include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right-turning cars, narrow lanes, and areas of closely spaced transit stops. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new transit lanes and enhancements to existing transit lanes, bus bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets, and optimized transit stop placements. Also included is the relocation of overhead trolley wires to a center-running transit lane.
Transit Optimization/ Expansion	19 Polk: Polk Street Transit Enhancements	TE196	Modify the 19 Polk route to provide more effective service, reduce travel times, and better serve transit hubs. Route changes will be made in the Civic Center area to simplify route structure and reduce travel times in both directions. Additionally, the southern terminus of the route will be changed to San Francisco General Hospital at 23rd Street and Potrero Avenue. This will require passengers to transfer to reach the Civic Center, but will provide a more direct connection to Potrero Avenue, the Mission, 24th Street BART Station, Noe Valley and the Sunset District. A new terminal will also be constructed at the existing 10 Townsend terminal on 24th Street at Potrero Avenue.
Transit Optimization/ Expansion	22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	TE114	This project would implement engineering changes to reduce travel time and improve reliability on the 22 Fillmore corridor, primarily along 16th Street between the intersection of Church Street and Market Street and the Mission Bay neighborhood, which represents a new terminal location for the route. The 22 Fillmore corridor along 16th Street faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. Additionally, the Mission Bay neighborhood, which is currently experiencing a large amount of commercial and residential development, lacks a direct and efficient transit connection to the Mission District and central San Francisco. This project would improve transit connectivity for Mission Bay, and also improve reliability and travel times by implementing various enhancements throughout the corridor, such as transit-only lanes, transit stop placement optimization, bus bulbs, pedestrian improvements, boarding islands, and traffic and turn lane modifications.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	22nd Ave & Irving Fast Track Transit Enhancements and Pavement Rehabilitation	TE176	Provide supplementary Transit Effectiveness Project (TEP) funds to construct transit enhancement projects on Irving Street in coordination with an upcoming repaving project. Enhancement projects will include 4 transit bulbs (14' wide, 150 to 220' long) and 1 intersection bulb. These projects will increase comfort and safety for pedestrians and transit riders.
Transit Optimization/ Expansion	24th Street and Castro Fast Track Transit Enhancements	TE197	Construct a bus bulb on Castro and 24th Street as part of the Department of Public Works' 24th Street Urban Village streetscape project on 24th Street from Castro to Church Streets. DPW's project includes bus bulbs on 24th Street at Castro and at Noe, special paving at crosswalks, benches, planter boxes, and associated utility relocation work. The SFMTA would like to add a bus bulb on Castro Street, eastside, at 24th Street for the 24 Divisadero trolley coach line. The project entails bus bulb construction, traffic signal head upgrades, traffic striping work, meter work, sign work, construction support (DPW and SFMTA), and a design contingency if the bus bulb needs to be re-designed during construction due to unforeseen conditions.
Transit Optimization/ Expansion	28 19th Avenue: 19th Ave Transit and Pedestrian Enhancements	TE115	This project would implement engineering changes to reduce travel time and improve reliability on the 28 19th Avenue corridor between the intersections of California Street and Park Presidio and Junipero Serra Boulevard and 19th Avenue. The 28 19th Avenue corridor along Park Presidio and 19th Avenue faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, such as stop placement optimization, turn pockets, and bus bulbs.
Transit Optimization/ Expansion	30 Stockton: Eastern Segment Transit Enhancements	TE109	Implement engineering changes to reduce travel time and improve reliability on the 30 Stockton corridor between the intersection of Van Ness Avenue and Chestnut Street and Market Street. The 30 Stockton corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including transit stop placement optimization, bus bulbs, pedestrian improvements, and a queue jump lane.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	5 Fulton: McAllister Street Fast Track Transit Enhancements	TE180	This project would implement engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton and McAllister Streets between Arguello Boulevard and Market Street. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. The route's reliability and travel time are hampered in this segment by traffic congestion, closely spaced stops, and frequent stop signs on McAllister. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new traffic signals, bus bulbs, stop consolidation and optimization, removal of all-way STOP-controlled intersections, new turn pockets, traffic lane modifications (road diets), and pedestrian bulbs. The project would also introduce limited stop service by installing bypass overhead wires at certain locations to allow limited buses to pass local buses.
Transit Optimization/ Expansion	5 Fulton: Mid-Route Transit Enhancements	TE113	This project would implement engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton Street between Arguello Boulevard. and 25th Avenue. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. The route's reliability and travel time are hampered in this segment by traffic congestion and closely spaced stops. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new bus bulbs, transit stop optimization, removing all-way stop controls at intersections, adding turn pockets, implementing traffic lane alterations (road diets), and new pedestrian bulbs.
Transit Optimization/ Expansion	5 Fulton: Outer Route Fast Track Transit Enhancements	TE101	Construct traffic engineering changes and other related improvements to reduce travel times on the 5 Fulton between 47th/La Playa and 25th Avenue. The 5 Fulton corridor along Fulton Street faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements, including optimized stop placements, bus bulbs, pedestrian improvements, new traffic signals that replace stop signs, and other changes that help transit vehicles navigate the area with fewer stops.
Transit Optimization/ Expansion	71 Haight-Noriega: Haight Street Fast Track Transit and Streetscape Enhancements	TE112	Provide supplementary Transit Effectiveness Project (TEP) funds to construct transit enhancement projects on Haight Street in coordination with an upcoming repaving project. Enhancement projects will include pedestrian bulbs at Lyon and Buena Vista East ($300K) and transit bulbs at Divisadero and Fillmore ($600K). New conduit for signals will also be provided at the intersections of Baker/Buena Vista, Broderick, Scott, Pierce, Webster, Buchanan and Laguna (7 signals, $175K). These projects will increase comfort and safety for pedestrians and transit riders.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	71 Haight-Noriega: Haight Street Transit and Streetscape Enhancements	TE183	Provide supplementary Transit Effectiveness Project (TEP) funds to construct transit enhancement projects on Haight Street in coordination with an upcoming repaving project. Enhancement projects will include pedestrian bulbs at Lyon and Buena Vista East ($300K) and transit bulbs at Divisadero and Fillmore ($600K). New conduit for signals will also be provided at the intersections of Baker/Buena Vista, Broderick, Scott, Pierce, Webster, Buchanan and Laguna (7 signals, $175K). These projects will increase comfort and safety for pedestrians and transit riders.
Transit Optimization/ Expansion	8X Bayshore Express: Geneva Ave Transit Enhancements	TE108	Construct traffic engineering changes and other related improvements to reduce travel time and improve reliability on the 8X Bayshore Express corridor along Geneva Avenue. The 8X corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including transit stop optimization, bus bulbs, replacement of all-way stops with traffic signals or other measures that eliminate the need for transit vehicles to stop, pedestrian improvements, and a transit only lane between Moscow and Santos Streets and on the I-280 overpass.
Transit Optimization/ Expansion	8X Bayshore Express: Mid-Route Transit Enhancements	TE194	Modify the 8x Express route to reduce transit travel times and improve reliability by implementing a toolkit of measures including: replacing all-way stop-controlled intersections with traffic signals or traffic calming measures at five intersections; optimizing transit stop locations at 8 intersections; implementing one mile of transit-only lanes; increasing bus stop spacing on average from two blocks to 2.5 blocks to reduce travel time; adding turn pockets at up to six intersections; and adding transit bulbs at 11 intersections; extending transit stops at seven intersections to accommodate multiple transit vehicles.
Transit Optimization/ Expansion	9 San Bruno: 11th St and Bayshore Blvd Transit and Pedestrian Enhancements	TE102	Design and construct traffic engineering changes and other related improvements to reduce travel times on the 9 San Bruno between 11th Street and the intersection of Potrero Avenue and Bayshore Boulevard. The 9 San Bruno corridor along Potrero Avenue faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements, such as optimized stop placements, bus bulbs, pedestrian improvements, and other changes that help transit vehicles navigate the area with fewer stops.
Transit Optimization/ Expansion	9 San Bruno: Potrero Ave Fast Track Transit and Streetscape Enhancements	TE102	Construct traffic engineering changes and other related improvements to reduce travel times on the 9 San Bruno between 11th Street and the point at which Potrero Avenue and Bayshore Boulevard meet. The 9 San Bruno corridor along Potrero Avenue faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements, such as optimized stop placements, bus bulbs, pedestrian improvements, and other changes that help transit vehicles navigate the area with fewer stops.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	Balboa Park Station Access and Safety	TE142	Design and construct streetscape at Balboa Park Station to improve pedestrian safety and to enhance transit connectivity at one of San Francisco's most important transit hubs. Key improvements include Geneva Avenue sidewalk widening; street reconfigurations between San Jose Avenue and the I-280 southbound on-ramp; installation of pedestrian-scale lighting along the borders of the Balboa Park Station area; relocation of the poles supporting the Overhead Contact System to improve accessibility of the walkway to Muni stations; and installation of wayfinding signs along the perimeter of the facility to increase awareness of transit options in the area.
Transit Optimization/ Expansion	Balboa Park Station Area Improvements: Phase 1	TE188	Implement Phase I of the Balboa Park Station Safety Improvements Plan to improve pedestrian safety and to enhance transit connectivity at one of San Francisco's most important transit hubs. Key improvements include Geneva Avenue sidewalk widening; street reconfigurations between San Jose Avenue and the I-280 southbound on-ramp; installation of pedestrian-scale lighting along the borders of the Balboa Park Station area; relocation of the poles supporting the Overhead Contact System to improve accessibility of the walkway to Muni stations; and installation of wayfinding signs along the perimeter of the facility to increase awareness of transit options in the area.
Transit Optimization/ Expansion	Balboa Park Station Area Improvements: Phase 2	TE189	Implement Phase II of the Balboa Park Station Safety Improvements Plan to improve pedestrian safety and to enhance transit connectivity at one of San Francisco's most important transit hubs. Key improvements include Geneva Avenue sidewalk widening; street reconfigurations between San Jose Avenue and the I-280 southbound on-ramp; installation of pedestrian-scale lighting along the borders of the Balboa Park Station area; relocation of the poles supporting the Overhead Contact System to improve accessibility of the walkway to Muni stations; and installation of wayfinding signs along the perimeter of the facility to increase awareness of transit options in the area. Phase II will design and construct additional accessibility improvements.
Transit Optimization/ Expansion	Bicycle and Pedestrian Safety Coordination with Transit Enhancements	TE133	Analyze Muni Forward Rapid Network Capital Projects to identify opportunities to include additional bicycle and pedestrian improvements. A suite of potential bicycle and pedestrian improvements were already identified in the Transit Effectiveness Project (TEP) Environmental Impact report; this project would analyze further improvements as specific corridors proceed through planning and design phases.
Transit Optimization/ Expansion	Columbus Street Fast Track Transit Enhancements	TE178	Design and construct two bus bulbs on Columbus from Powell St to Union St. This treatment will improve transit travel time, reliability, and the overall transit customer experience by allowing bus routes (i.e. the 8X and the 30) to stay within the travel lane to safely pick up and drop off passengers.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	Customer First (vehicle branding, colored lanes, stop enhancements) on Rapid Network	TE163	Implement various streetscape enhancements to improve transit travel times, reliability, and the overall transit customer experience. These enhancements include painting a portion of the transit vehicle fleet that will service rapid network routes, painting and better identification of existing transit-only lanes along specific routes in the Muni system, and the installation of information panels, NextBus real-time transit departure displays, and other stop enhancements along specific routes in the Muni system. Such measures increase transit reliability and rider confidence, provides greater access to transit information, enhances the rider experience, and helps retain current patrons and attract new customers.
Transit Optimization/ Expansion	F Market & Wharves Extension	TE190	Analyze the feasibility of an extension of the F Market streetcar line beyond Fisherman's Wharf to a new terminus at Fort Mason. The project will improve access, reduce transit travel time and improve reliability by providing a direct streetcar extension (via a railway tunnel) to Fort Mason. The project will increase transit ridership along the extension and could reduce auto trips.
Transit Optimization/ Expansion	Geary Bus Rapid Transit	TE160	Implement Bus Rapid Transit (BRT) features, such as dedicated bus lanes and high-quality bus shelters, to improve service for existing riders, attract new transit riders, and prevent increased auto congestion caused by existing riders switching to driving due to dissatisfaction with transit. Geary Boulevard is the most heavily used transit corridor in the northern part of San Francisco with over 50,000 daily transit riders, and buses are often unreliable and overcrowded. This proposal includes new bus passing zones, adjustments to local bus stops, addressing restrictions on turn lanes at some intersections, adding new traffic signals and Transit Signal Priority, real-time information, and low-floor buses.
Transit Optimization/ Expansion	Glen Park Transportation Improvements	TE193	Design and construct improvement projects included in the Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study. The implementation will include making improvements to the Bosworth Street and Diamond Street intersection, including: construct pedestrian sidewalk bulbouts; upgrade traffic signals; add traffic signals; repave and restripe. Remaining funds will be used to add traffic signal upgrades to the Bosworth/Arlington intersection.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	Harney Way / Geneva Avenue Bus Rapid Transit (developer segment)	TE140	Develop Bus Rapid Transit (BRT) along the Geneva Corridor. The project includes BRT facility development along Geneva and Harney Way, supporting the Candlestick Point/Hunters Point Shipyard project and linking development to Caltrain, BART, and the T-Third light rail line. Vehicle conflicts along the route will be minimized through traffic control. This project is divided into four segments. The western segment between Santos/City line and Balboa Park BART station has already been studied by the SFMTA. The Geneva Avenue segment between Santos St. and Bayshore Blvd. lies in Daly City. The segment between Bayshore Blvd. and Harney Way lies mainly in Brisbane and would tentatively use a new Geneva Ave. extension being planned as part of the Brisbane Baylands Specific Plan. The eastern segment through Candlestick Point and Hunters Point is already under design and fully committed as part of the Candlestick/ Hunters Pt. Shipyard Phase II development project.
Transit Optimization/ Expansion	Hunters Point Transit Center	TE136	Plan, design and construct a new transit hub to serve the burgeoning new neighborhoods at Hunters Point Shipyard (HPS). The transit centers will include restrooms, real-time transit information, and shelters for transit passengers. This project will improve basic services at a key intermodal facility and point of access, and will help attract new transit passengers.
Transit Optimization/ Expansion	Irving Street Fact Track Transit Enhancements	TE179	Provide supplementary Transit Effectiveness Project (TEP) funds to construct transit enhancement projects on Irving Street in coordination with an upcoming repaving project. Enhancement projects will include 4 transit bulbs (14' wide, 150 to 220' long) and 1 intersection bulb. These projects will increase comfort and safety for pedestrians and transit riders.
Transit Optimization/ Expansion	J Church: Transit Enhancements	TE116	Implement engineering changes to reduce travel time and improve reliability on the J Church corridor between the intersection of Duboce and Church Streets and Balboa Park Station. The J Church corridor faces significant congestion that prevents efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, such as the removal of all-way stop-controlled intersections, new transit only lanes, pedestrian bulbs, transit stop optimization, transit stop removal, transit bulbs, boarding island extensions, and other related work including curb ramps, relocated catch basins, and relocated fire hydrants.
Transit Optimization/ Expansion	L Taraval: Transit and Streetscape Enhancements	TE129	Implement engineering changes to reduce travel time and improve reliability on the L Taraval corridor between West Portal Station and the route's western terminus along Ulloa Street, 15th Avenue, Taraval Street, 46th Avenue, Vicente Street, 47th Avenue, and Wawona Street. The L Taraval corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, such as transit stop placement optimization, bus bulbs, pedestrian improvements, boarding islands, and traffic and turn lane modifications.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	M Line / 19th Ave	TE166	Implement transit and streetscape improvements on the M-Ocean View route from Sloat Boulevard to Randolph Street to reduce traffic and pedestrian conflicts and improve service quality. This includes construction of a grade-separated crossing under 19th Avenue. The M-Ocean View would continue as partial or full subway along San Francisco State University and into Parkmerced, with a grade-separated crossing of J. Serra Boulevard to Randolph Street. Other project elements include streetscape, pedestrian safety and bicycle improvements.
Transit Optimization/ Expansion	Market Street	TE168	This project will deliver improvements on Market Street, with the goal to revitalize Market Street from Octavia Boulevard to The Embarcadero to reestablish the street as the premier cultural, civic and economic center of San Francisco and the Bay Area. The new design will aim to create a comfortable, universally accessible, sustainable, and enjoyable place that attracts more people on foot, bicycle and public transit to visit shops, adjacent neighborhoods and area attractions.
Transit Optimization/ Expansion	Mission and Silver Fast Track Transit Enhancements	TE184	Plan, design and construct two transit bulbs on Mission Street south of Silver Avenue to increase comfort and safety for transit users. Transit bulbs will be constructed in coordination with an upcoming paving project on Silver Avenue to more effectively utilize SFMTA resources.
Transit Optimization/ Expansion	Muni Metro Subway Improvements	TE169	Address vulnerabilities in the Muni Metro system subway and along the Muni Metro Turnback (MMT). The Muni Metro System is challenging because it funnels six branches of surface, mixed traffic lines into a single subway. Project elements will include redesigning subway portals, adding crossovers and pocket tracks, and implementing a tramway signal system for the MMT.
Transit Optimization/ Expansion	N Judah: Transit Enhancements	TE182	Implement engineering changes to reduce travel time and improve reliability on the N Judah corridor between the Duboce and Church Street and the Judah and La Playa intersections. The N Judah corridor faces significant congestion that prevents efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including the removal of all-way stop-controls at intersections, transit stop optimization and removal, new transit bulbs, implementing new and/or extending existing boarding islands, and other related elements such as reconstructed curb ramps, relocated catch basins, and relocated fire hydrants. An expanded version of the project would include the same changes, except that stop signs at six of the intersections along Judah Street would be replaced with traffic calming measures, rather than traffic signals.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	Residential Transportation Demand Management	TE195	Pilot a residential/employee Transportation Demand Management (TDM) program that targets 15,000 housing units (representing 33,000 people) and 15,000 employees (likely representing 290 employers). Transportation Demand Management (TDM) is a set of strategies and policies that improve transportation system efficiency by encouraging a shift from single-occupant vehicle (SOV) trips to use of alternative transportation modes.
Transit Optimization/ Expansion	Schlage Lock Transit and Pedestrian Enhancements	TE164	SFMTA contribution to improvements in the new Schlage Lock Development. The entire Schlage Lock Development Project will result in new roads, utilities, sidewalks, bicycle infrastructure, pedestrian pathways, and off-site intersection improvements. It includes full east-west pedestrian access through the site from Bayshore Blvd. to the Bayshore Caltrain station. SFMTA's contribution is to install pedestrian and transit improvements along Bayshore Blvd, fronting the development site.
Transit Optimization/ Expansion	Traction Power Study	TE171	Evaluate the traction power needs associated with the Transit Effectiveness Project (TEP) route updates and schedule changes. This study would also anticipate future service needs associated with city-wide growth captured in the SFMTA Fleet Plan.
Transit Optimization/ Expansion	Transit Enhancements - Group 1 Design	TE185	Conduct Group I: Design for the Transit Effectiveness Project (TEP). TEP is a comprehensive program aimed at improving the Muni system. In order to immediately implement TEP projects upon policy approval and funding acceptance, SFMTA staff must conduct all necessary engineering and design work during EIR certification and legislation processes. The budget for TEP Design will be used to cover all staff costs of the Capital Programs & Construction, Sustainable Streets, and Department of Public Works groups that are accrued for the purpose of carrying out TEP-related work. This project includes the coverage of staff costs related to detailed design needs for specific TEP capital projects, such as Time Reduction Proposals (TTRPs) for numerous corridors throughout San Francisco, traction power system upgrades and overhead wire extensions. TEP improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	Transit Enhancements - Group 3 CER	TE187	Conduct Group 3: Certified Environmental Review for the Transit Effectiveness Project (TEP). TEP is a comprehensive program aimed at improving the Muni system. In order to immediately implement TEP projects upon policy approval and funding acceptance, SFMTA staff must conduct all necessary engineering and design work during EIR certification and legislation processes. The budget for TEP CER will be used to cover all staff costs of the Capital Programs & Construction, Sustainable Streets, and Department of Public Works groups that are accrued for the purpose of carrying out TEP-related work. This project includes the coverage of staff costs related to detailed design needs for specific TEP capital projects, such as Time Reduction Proposals (TTRPs) for numerous corridors throughout San Francisco, traction power system upgrades and overhead wire extensions. TEP improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness. For more information on specific proposals visit http://www.sfmta.com/projects-planning/projects/tep-transit-effectiveness-project
Transit Optimization/ Expansion	Transit Enhancements - Planning and Conceptual Engineering for Groups 1 and 2	TE133	Conduct planning and conceptual engineering for the Transit Effectiveness Project (TEP). TEP is a comprehensive program aimed at improving the Muni system. In order to immediately implement TEP projects upon policy approval and funding acceptance, SFMTA staff must conduct all necessary engineering and design work during EIR certification and legislation processes. The budget for TEP planning and engineering will be used to cover all staff costs of the Capital Programs & Construction, Sustainable Streets, and Department of Public Works groups that are accrued for the purpose of carrying out TEP-related work. This project includes the coverage of staff costs related to detailed design needs for specific TEP capital projects, such as Time Reduction Proposals (TTRPs) for numerous corridors throughout San Francisco, traction power system upgrades and overhead wire extensions. TEP improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness. For more information on specific proposals visit http://www.sfmta.com/projects-planning/projects/tep-transit-effectiveness-project
Transit Optimization/ Expansion	Transit Expansion Planning and Analysis	TE165	Provide funding to complete conceptual engineering on Muni Forward Rapid Network Capital Projects. These projects, which are planned for rapid corridors throughout the city (i.e. N, L, J, 14, 9, 5, 71 lines) include bus bulbs, traffic signals, boarding islands and other improvements to enhance the overall transit experience.

Program	Project	CIP #	Project Description
Transit Optimization/ Expansion	Transit Optimization and Expansion Reserve (and MTC TPI Match)	TE173	Provide a flexible funding source for Transit Optimization and Expansion projects. These funds are primarily used to meet 'local match' requirements embedded in many federal grant opportunities.
Transit Optimization/ Expansion	Transit Spot Improvements	TE172	Design and implement Crash Analysis and Spot Treatments. This includes signal timing changes to increase timing to a walking speed of 3.5 ft./s, the painting of continental crosswalks at high priority locations, and implementing sight distance red zones, with primary focus in the Tenderloin and other high pedestrian injury areas. All construction is to be done by SFMTA shops. Design will be concurrent with installations as work orders are prepared and sent to the shops through 2014. New interventions will be designed and constructed over the five-year CIP period.
Transit Optimization/ Expansion	Treasure Island Intermodal Station	TE170	Plan, design and construct an Intermodal Transit Hub on Treasure Island to provide a central location for multiple transit services, including ticket sales, bicycle and pedestrian information, and tourist information. The SFMTA 108-Treasure Island line, along with other transportation services such as East Bay service, shuttle service stops, bicycle parking, car-sharing pods, and administration / office accommodation for the Island's Travel Coordinator will be located at the Intermodal Transit Hub.
Transit Optimization/ Expansion	Van Ness Bus Rapid Transit	TE141	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco to include a dedicated lane for BRT buses in each direction. The improvements will occur on Van Ness Avenue between Mission Street, just south of Market Street, and Lombard Street. The street is currently three mixed-flow through traffic lanes in each direction, with protected left turns at certain signalized intersections. The center (#1) lane, adjoining the median that exists along much of the alignment, will be converted to a bus only lane. At nine signalized intersections, there will be BRT stations, with a platform on the right side of the BRT lane for right-side passenger boarding and drop-off.
Transit Optimization/ Expansion	Waterfront Transportation Assessment Transit and Streetscape Improvements	TE139	Asses and identify streetscape improvements to accommodate planned growth in the area between Fort Mason and Islais Creek Channel. Specific improvements will be determined by Phase 2 of the Waterfront Transportation Assessment. Improvements will aim at increasing capacity, passenger safety and convenience, and operational efficiencies, such as a 20th Street Transit Hub, a 58-24th Street transit terminal on Pier 70, Muni Metro Extension (MMX) signal and track improvements, and additional transit vehicles.

Funding Guide

CIP FUNDING GUIDE

The following is a summary of all funding sources listed by fund name for the FY-2015 to FY-2019 Capital Improvement Plan period.

Fund	Fund Name	Administered By	Fund Description
CalEMA-Prop1B (CTSGP)	California Transit Security Grant Program	California Governor's Office of Emergency Services	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 2006 general election, authorizes the issuance of $19.925B in general obligation bonds over a ten year period for transportation capital projects that relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. Funded with $1B of the $19.925B, the California Transit Security Grant Program (CTSGP) is one of a number of programs created by Prop 1B and is administered by the California Governor's Office of Emergency Services (CalOES). Funds under the CTSGP are for capital projects that protect critical transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities (in the SF Bay Area, it is the Metropolitan Transportation Commission) based on population.
Caltrans-ATP(R)	Cal Active Transportation Program	Caltrans	The Active Transportation Program was created in 2013 by California Senate Bill 99 and California Assembly Bill 101 to encourage active modes of transportation such as bicycling and walking. ATP consolidates several existing federal and state transportation programs, including the federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to Schools (SR2S). Eligible uses include capital projects and programs that encourage biking and walking, increase safety and mobility of non-motorized transportation, promote greenhouse gas reduction, enhance public health, and benefit disadvantaged communities. ATP is administered by the Caltrans Division of Local Assistance Office of Active Transportation and Special Programs, and funds are allocated by the California Transportation Commission (CTC). ATP is financed by various federal and state funds appropriated in the California annual State Budget, including: the federal Transportation Alternative Program, $21 million from the Highway Safety Improvement Program (HSIP) or similar federal sources, and the State Highway Account. Half of ATP funds are distributed to Metropolitan Planning Organizations (MPOs) throughout California, and half is available on a competitive statewide basis to MPOs and transit agencies. Most ATP grants require a minimum 11.47% local match.

Fund	Fund Name	Administered By	Fund Description
Caltrans-HSIP	Cal Active Transportation Program	Caltrans	The Highway Safety Improvement Program (HSIP) provides funding for projects that reduce traffic fatalities and serious injuries through the implementation of infrastructure-related highway safety improvements. Eligible uses include capital projects such as curb extensions, road modifications, signage, and traffic signalization systems. The purpose of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. HSIP is a core component of the 2012 federal transportation act Moving Ahead for Progress in the 21st Century (MAP-21). HSIP is financed by federal funds apportioned in MAP-21, and is distributed by Caltrans to local agencies for use towards eligible safety improvement projects. HSIP was phased out with the passage of California Senate Bill 99: Active Transportation Program in 2013 (see Caltrans-ATP, above). However, some active SFMTA projects are funded by previously allocated HSIP funds.
Caltrans-Prop1B (PTMISEA)	Proposition 1B - Transit	Caltrans	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 2006 general election, authorizes the issuance of $19.925B in general obligation bonds over a ten year period for transportation capital projects that relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. Funded by $3.6B of the $19.925B, the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds are for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

> The Active Transportation Program supports projects that encourage biking and walking, promote greenhouse gas reduction, enhance public health, and benefit disadvantaged communities.

Fund	Fund Name	Administered By	Fund Description
Caltrans-PTMISEA-Interest	Proposition 1B - Transit Interest	Caltrans	Interest earned on funds allocated to SFMTA's capital projects under the Prop 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). See Caltrans-Prop1B(PTMISEA), above. Unlike most grant programs where funding is received on a reimbursement basis after expenses are incurred, the State's Prop 1B program directly allocates bond funds. Any interest earnings are allowed to be reinvested into capital projects that meet the program eligibility requirements.
Caltrans-SRTS(F)	Caltrans Safe Routes to School (Fed)	Caltrans	The Federal Safe Routes to School (SRTS) program provides funding for both infrastructure projects and educational initiatives that facilitate walking and biking to school for children in grades K-8. The SRTS program was established in August 2005 as part of Section 1404 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU). SAFETEA-LU provides approximately $23 million per year for safe routes to schools projects in California. Funds are distributed to the California Department of Transportation, which awards them to state, local, and regional agencies and Native American Tribes (non-profit organizations, school districts, and public health departments must partner with city or county agencies to receive funds). SRTS projects must be developed through local community collaboration and must contain elements of the "5 E's": education, encouragement, engineering, enforcement, and evaluation. SRTS under SAFETEA-LU has since been phased out by the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21), which now provides funding for safe routes to schools projects through Section 1122 of MAP-21. However, previously-appropriated funding through the SAFETEA-LU SRTS have not lapsed.

> Safe Routes to Schools provides funding for both infrastructure projects and educational initiatives that facilitate walking and biking to school for children in grades K-8.

Fund	Fund Name	Administered By	Fund Description
Caltrans-STIP	State Transportation Improvement Program	Caltrans	The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission (CTC) to determine allocation of state transportation funds for improvements to state highways, intercity rail networks, and regional transportation systems. CTC is responsible for developing a new STIP every two years, to be presented to the California legislature and Governor.
CAOTS-OTS	California Office of Traffic Safety	California Office of Traffic Safety	Office of Traffic Safety (OTS) grants provide funding for projects and programs that help to enforce traffic laws, educate the public in traffic safety, and provide varied and effective means of reducing fatalities, injuries and economic losses from collisions. OTS grants are financed by federal transportation funds and distributed by the California Office of Traffic Safety (CAOTS) based on a competitive application process. Eligible recipients must be local or state public agencies. OTS grants give priority to projects and programs that fall under ten areas of concentration: Alcohol-Impaired Driving, Distracted Driving, Drug-Impaired Driving, Occupant Protection, Pedestrian and Bicycle Safety, Traffic Records, Emergency Medical Services, Roadway Safety, Police Traffic Services, and Motorcycle Safety.
CCSF-Central Freeway Proceeds	Central Freeway Land Sales	City and County of San Francisco	In 1998 and 1999, San Francisco voters passed ballot initiatives (Propositions E and I) approving that the Central Freeway structure north of Market Street be demolished and replaced by a ground-level boulevard along Octavia Street between Market and Fell Streets. Proposition I required that all funds generated by the sale or lease of parcels made available by the demolition of the Central Freeway go towards the Octavia Boulevard project, and to transportation improvements on or ancillary to Octavia Boulevard. These funds are managed by the San Francisco County Transportation Authority (SFCTA) in partnership with the San Francisco Municipal Transportation Agency and other city agencies. The Market and Octavia Community Advisory Committee (MOCAC) and the City's Interagency Plan Implementation Committee (IPIC) both support and help oversee project proposals funded by the Central Freeway proceeds.

Fund	Fund Name	Administered By	Fund Description
CCSF-CPMC	Development Impact Fees (CPMC)	City and County of San Francisco	In 2012, the SFMTA Board authorized an agreement between the City and County of San Francisco and Sutter West Bay Hospitals with regard to California Pacific Medical Center (CPMC) upgrades and expansion, including a new Cathedral Hill Campus. In order to offset increased transit ridership and hospital-generated traffic congestion, the development agreement specified payments from CPMC to the SFMTA totaling at least $14.5 million. These funds are paid directly to SFMTA for capital projects within the vicinity of the Cathedral Hill Campus. Of the $14.5 million, $40,000 is intended for bicycle improvements, $5 million for Van Ness Avenue Bus Rapid Transit and the Geary Corridor Bus Rapid Transit improvements, and $40,000 for transportation studies within the Cathedral Hill Campus vicinity. CPMC also agreed to provide SFMTA with an additional $75,000 (in addition to the $14.4 million) if transportation studies of Cathedral Hill users show that the aggregate Drive Alone mode-share was more than that predicted by a 2010 Transportation
CCSF-GF	Proposed Transportation General Fund	City and County of San Francisco	The San Francisco General Fund is a source of funding that could be available should the proposed November 2014 Ballot measures for an increase to the Vehicle License Fee and associated Policy Advisory Measure pass by a majority vote of San Francisco voters.

> The Interagency Plan Implementation Committee (IPIC) works with Citizen Advisory Committees to develop and implement Area Plans.

Fund	Fund Name	Administered By	Fund Description
CCSF-GOBOND	Proposed SF GO Bond Revenue	City and County of San Francisco	The general obligation bond (GO Bond) is a $500 million San Francisco bond initiative proposed for the November 2014 ballot. If approved, the GO Bond will provide funding for critical capital investments to upgrade the transit system, improve service through physical changes to transit corridors, improve safety and accessibility of the Muni system, and jump-start the long-term renovation of Muni's maintenance and storage facilities. The GO Bond will be divided between Improved Transit projects and Safer Streets projects. Improved Transit includes: making Muni 20% faster on key bus lines; increasing service by 10% on all lines; improving safety and accessibility at transit stops; and critical upgrades to Muni facilities. Safer Streets includes focused engineering efforts at high-injury locations, installation of modern traffic signals, and "Complete Streets" projects with bicycle and pedestrian facilities.
CCSF-IPIC	Interagency Plan Implementation Committee	City and County of San Francisco	The Interagency Plan Implementation Committee (IPIC) is chaired by the Planning Department and comprised of representatives from various city agencies including SFMTA, Department of Public Works (DPW), Recreation and Parks Department (RPD), the Human Services Agency (HAS), and the Capital Planning Committee (CPC). IPIC is responsible for collecting and administering Development Impact Fees (DIFs), which are fees paid to the city by private developers/private development projects. IPIC uses DIFs to fund public infrastructure projects throughout the city, specifically within the Area Plans. IPIC is responsible for developing Area Plans in collaboration with the relevant Citizen Advisory Committees (CACs). IPIC also maintains a ten-year Program of Expected Revenues, and identifies and administers funding sources (primarily DIFs) for infrastructure projects within the Area Plans.
CCSF-IPIC(EN) FY14	Development Impact Fees (EN)	City and County of San Francisco	The Eastern Neighborhoods (EN) Area Plans were adopted in 2009 by the Interagency Plan Implementation Committee (IPIC) to guide infrastructure, housing, and transportation development in the Eastern Neighborhoods. The EN Area Plans are financed by Development Impact Fees (DIFs) collected by IPIC (see CCSF-IPIC, above). As of 2012, the EN Area Plans include 10,000 units of housing, 7,500 new jobs and 140 new development projects. SFMTA's role in the EN Area Plans includes several Complete Streets re-design projects, such as: the 16th Street corridor, the Folsom/Howard streets corridor, and the Seventh/Eighth streets corridor. The Eastern Neighborhoods are defined as Central Waterfront, East SOMA, Showplace Square/ Potrero, and the Mission. The EN Area Plans are overseen by the Eastern Neighborhoods Citizen Advisory Committee (EN CAC).

Fund	Fund Name	Administered By	Fund Description
CCSF-IPIC(MO) FY14	Development Impact Fees (Market Octavia)	City and County of San Francisco	The Market and Octavia Area Plan was adopted in 2009 by the Interagency Plan Implementation Committee (IPIC) to guide infrastructure, housing, and transportation development in the Market/Octavia (MO) neighborhood. The MO Area Plan is financed by Development Impact Fees (DIFs) collected by IPIC (see CCSF-IPIC, above). As of 2012, the MO Area Plan included infrastructure projects for 6,000 new housing units, and renovation of public spaces such as Duboce Park and Hayes Valley Playground. SFMTA has partnered with other city agencies on Complete Streets projects such as the Church/Duboce intersection, Haight Street, and Market Street. Other transit and streets projects include implementation of the Van Ness Bus Rapid Transit and new bicycle infrastructure. The MO Area Plan is overseen by the Market and Octavia Citizen Advisory Committee (MO CAC).
CCSF-IPIC(VV) FY18	Development Impact Fees (Vis Valley)	City and County of San Francisco	The Visitacion Valley Community Facilities and Infrastructure Fee and Fund was established in 2007 in anticipation of moderate-to-high density development at the Executive Park office complex (located east of Highway 101 in south San Francisco) and in other areas within the Visitacion Valley area. The VV Fee is a Development Impact Fee (DIF) collected by IPIC (see CCSF-IPIC, above), and is intended for projects relating to open space, recreation, transportation, childcare, public libraries and community facilities in Visitacion Valley. SFMTA is currently using the VV Fee to fund bicycle, pedestrian, and traffic calming capital projects in Visitacion Valley such as: bicycle spot improvements, bicycle network upgrades, and the Green Connections Sunnydale program.

> The Transportation and Streets Infrastructure Package (TSIP) provides funding for safe and complete streets projects in neighborhoods across San Francisco. TSIP supports transit effectiveness projects and Transit First policies.

Fund	Fund Name	Administered By	Fund Description
CCSF-Prop B	SF Proposition B Streets Bond	City and County of San Francisco	The San Francisco Proposition B Road Repaving and Street Safety Bond was approved in 2011 and authorized $248 million in general obligation bonds to pay for critical infrastructure and safety improvements to the City's streets. Eligible projects include repaving and reconstruction; sidewalk accessibility; lighting and signage; and improvements to bikeways, crosswalks, bridges, tunnels, and stairways. SFMTA works closely with the Department of Public Works (DPW) to implement a defined list of projects funded by Proposition B.
CCSF-RPD-Other	Recreation and Park Contribution	City and County of San Francisco	CCSF-RPD-Other is a one time revenue transfer from the Department of Recreation and Parks for the Mansell Corridor Improvement Project within the SFMTA Traffic Calming Program.
CCSF-TSIP	Transportation and Street Infrastructure Program	City and County of San Francisco	The Transportation and Streets Infrastructure Package (TSIP) provides funding for safe and complete streets projects in neighborhoods across San Francisco. Eligible uses include capital projects and programs that promote transit effectiveness and Transit First policies, such as: bicycle and pedestrian infrastructure projects, road maintenance, Muni state-of-good repair projects, and transit signalization. TSIP is financed by the City of San Francisco's general fund, and is mutually administered by the San Francisco County Transportation Authority, Department of Public Works, the Planning Department, the Mayor's Budget Office, and the Office of the Controller.
FTA-5307	FTA 5307 Formula Funds	Federal Transit Administration	The federal Section 5307 Urbanized Area Formula program provides funding to urbanized areas and to state Governors for transit capital and operating assistance and for transportation-related planning. Eligible uses include planning, engineering, design and evaluation of transit projects; technical transportation-related studies; capital investments in bus and bus-related activities; capital investments in new and existing fixed guideway systems; and signals, communications, and computer hardware and software. 5307 grants are financed by federal transportation funds and are administered by the Federal Transit Administration (FTA). Eligible recipients include state Governors and public agencies. 5307 grants are formula-based grants awarded on the basis of population, population density, passenger miles, and revenue/route miles for various modes. Most grant awards require a local match of 20%, though some projects relating to the Americans with Disabilities Act and the Clean Air Act only require a 10% local match.

Fund	Fund Name	Administered By	Fund Description
FTA-5309FG	FTA 5309 Fixed Guideway Funds	Federal Transit Administration	The federal Section 5309 Fixed Guideway Modernization (5309-FG) program provides funding for capital projects to modernize or improve existing fixed guideway rail systems. Eligible projects include purchase and rehabilitation of rolling stock; infrastructure improvements to track, signals, and power equipment; maintenance facilities and equipment; security equipment and systems; and operational support. 5309-FG is financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Eligible recipients include state and local governments, public agencies (such as SFMTA), and certain public corporations, boards, and commissions. 5309-FG funds are restricted to fixed guideway rail systems that have been in operation for minimum seven years, and are awarded using a seven-tiered formula based on funding data, route miles, and revenue miles. 5309-FG requires a local match of 10%-20%.
FTA-5309NS	FTA 5309 New Starts Program	Federal Transit Administration	The federal Section 5309 Fixed Guideway Capital Investment Grants, i.e. New Starts (NS) program, provides funding for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Under MAP-21, the program defined a new category of eligible projects, known as "core capacity," which expand capacity by at least 10% in existing corridors that are at or exceeding capacity. These grants are financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Eligible recipients include state and local governments and public agencies such as SFMTA. Grants are awarded on a project-basis with regards to mobility improvements, environmental benefits, cost-effectiveness, operating efficiency, and land use planning.
FTA-5309SS	FTA 5309 Small Starts Program	Federal Transit Administration	The federal Section 5309 Small Starts (SS) program provides funding for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. To be eligible, projects may not exceed a total net project cost of $250 million, and Small Starts grants (the federal contribution to eligible projects) may not exceed $75 million. Small Starts is a component of the 5309 New Starts federal grant program (see FTA-5309NS, above).

Fund	Fund Name	Administered By	Fund Description
FTA-5337FG	FTA 5337 Fixed Guideway Funds	Federal Transit Administration	The federal 5337 State of Good Repair Grant program provides funding to rehabilitate, replace, and maintain "high intensity" fixed guideway transit systems to ensure that they are in a state of good repair. Funding is limited to fixed guideway systems (including rail, bus rapid transit and passenger ferries) and high intensity bus systems. Eligible projects include replacement or rehabilitation of rail infrastructure; passenger facilities; signals and communications upgrades; and maintenance and operating support. 5337-FG is financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Eligible recipients include operators of transit systems that meet the "high intensity" threshold, and all grants require a local match of 10%-20%.
FTA-5339	FTA 5339 Bus and Bus Facilities Program	Federal Transit Administration	Section 5339 Bus and Bus Facilities is a federal grant program that provides funding for new and replacement buses and bus-related equipment and facilities. Eligible projects include fleet or service expansions, maintenance and transfer facilities, terminals, passenger shelters, the bus-portion of intermodal facilities, computers, garage equipment and bus rebuilds. Grants are awarded by the Federal Transit Administration (FTA) to states and local governments, as well as to sub-recipients such as public agencies, private companies and non-profit organizations engaged in public transportation. 5339-BBF is a discretionary program aimed at supplementing formula funding in both urbanized and rural areas. 5339-BBF supersedes the previous Section 5309 Bus and Bus Facilities program.
FTA-Innovative Safety	FTA Innovative Safety Grant Program	Federal Transit Administration	The Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations is a $29 million funding source established by the Federal Transit Administration (FTA) to support innovative safety, resiliency, and all-hazards emergency response and recovery projects of national significance. The Innovative Safety program provides funding for projects that engage in the demonstration of innovative technologies, methods, practices and techniques in three areas: (1) operational safety, (2) infrastructure or equipment resiliency, and (3) all-hazards emergency response and recovery methods. It is financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Eligible recipients include providers of public transportation; state and local governmental entities; departments, agencies, and instrumentalities of the Government; private or non-profit organizations; institutions of higher education; and technical and community colleges.

Fund	Fund Name	Administered By	Fund Description
FTA-TIGER	FTA Transportation Investment Generating Economic Recovery Program	Federal Transit Administration	The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program provides Federal funding for road, rail, and port projects that achieve critical national objectives. TIGER grants are highly competitive and awarded by the U.S. Department of Transportation (DOT) to fund infrastructure projects that have a significant impact on the Nation, a region or a metropolitan area. Grants can be awarded directly to any public entity including municipalities, counties, port authorities, tribal governments, and Metropolitan Planning Organizations (MPOs). TIGER projects must deliver long-term benefits in five categories: safety, economic competitiveness, state of good repair, livability and environmental sustainability.
MTC-AB664	MTC AB664 Bridge Toll Funds	Metropolitan Transportation Commission	The AB 664 Net Bridge Toll Revenue Program is a local funding source for capital improvements that further the development of public transportation in the Bay Area. AB664 is part of the Streets and Highway Code 30884, and is financed by 16% of the base toll revenue on the SF-Oakland Bay Bridge, San Mateo Bridge, and Dumbarton Bridge. AB664 funds may be used for capital projects within the vicinity of the bridges. AB664 funds are administered by the by the Metropolitan Transportation Commission (MTC) and generally programmed to meet local match requirements embedded in many federal funding programs.
MTC-Climate	MTC Climate Initiatives CMAQ	Metropolitan Transportation Commission	The Climate Initiatives Program seeks to reduce greenhouse gas (GHG) emissions and pollution related to transportation in the Bay Area by providing $33 million in grant funding to assist public agencies, businesses and community organizations in implementing innovative transportation-related Green House Gas emission reduction strategies. These funds are distributed through two competitive grant programs: The first is a $31 million Innovative Grants Program to support a small number of high-impact, innovative projects; the second is a $2 million Safe Routes to School program to help reduce transportation emissions related to school travel. The Climate Initiatives Program is part of the OneBayArea program, a joint initiative of the Metropolitan Transportation Commissions (MTC) and other regional agencies. Climate Initiatives grants are financed by federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. All projects funded through these grant programs must meet certain federal fund eligibility and project delivery requirements.

Fund	Fund Name	Administered By	Fund Description
MTC-PDA	MTC Priority Development Area Planning	Metropolitan Transportation Commission	The Metropolitan Transportation Committee (MTC) and the Association of Bay Area Governments (ABAG) have established three grant programs for supporting the development of Priority Development Areas (PDAs). These three programs are: 1) the PDA Planning Program, 2) the PDA Technical Assistance Program, and 3) PDA Staffing Assistance. For all three programs, eligible recipients include local governments (cities and counties) within the Bay Area that have PDAs, and precedence is given to cities with the most predicted housing growth. PDA's are defined as locally-identified infill development opportunity areas that are within existing communities, are served by transit, and have plans for housing growth. PDA grants are administered by MTC and ABAG, and are financed primarily by Federal Surface Transportation Program (STP) funds.
MTC-RM2SR2T	RM2 Safe Routes to Transit	Metropolitan Transportation Commission	Metropolitan Transportation Commission (MTC) Regional Measure 2 (RM2) Safe Routes to Transit (SR2T) is a competitive grant program that provides funding for capital improvement projects that facilitate walking and biking to transit nodes within the MTC region. Eligible recipients include public agencies such as transit operators, cities, and counties within the Bay Area. RM2-SR2T is part of the RM2 Regional Traffic Relief Plan, a local ballot initiative passed by voters in 2004 to support transportation projects that reduce congestion or improve travel. RM2 is financed by a $1 increase in local bridge tolls that is collected by the Bay Area Toll Authority (BATA) and administered by the Metropolitan Transportation Commission (MTC).

> “The Climate Initiatives Program seeks to reduce greenhouse gas emissions and pollution related to transportation in the Bay Area by providing **$33 million** in grant funding to innovative transportation-related Green House Gas emission reduction strategies.”

Fund	Fund Name	Administered By	Fund Description
MTC-TDAArticle3	TDA Article 3 Funds	Metropolitan Transportation Commission	The State Transportation Development Act (TDA) Article 3: Pedestrian/Bicycle Projects provides funding for pedestrian and bicycle facilities within the Metropolitan Transportation Commission (MTC) region. Eligible capital projects include pedestrian/bicycle bridges, bike lanes, and roadway or intersection safety improvements. Article 3 is financed by a ¼ cent sales tax that is collected statewide in California; the State Board of Equalization returns a portion of the statewide tax to individual counties based on the amount of tax collected in that county. In San Francisco, Article 3 funds are evenly split between the Department of Public Works (DPW) for use towards pedestrian projects and SFMTA for use towards bicycle projects.
MTC-TPI(I)	MTC Transit Performance Initiative Funds	Metropolitan Transportation Commission	The Transit Performance Initiative (TPI) is a $30 million pilot program that provides funding for transit performance improvements in major corridors within the Bay Area and surrounding region. Eligible projects include streetscape improvements (transit bulbs, street painting), signal priority changes, stop consolidation, and roadway modifications along major transit corridors. TPI grants are administered by the Metropolitan Transportation Commission (MTC) and are awarded to local transit agencies such as SFMTA on a competitive basis. TPI grants are financed primarily through Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and require a minimum 11.47% local match.
OHS-TSGP	OHS Transit Security Grant Program	Department of Homeland Security	A Federal grant program appropriated by The Department of Homeland Security Appropriations Act, 2014 (Public Law 113-76) and managed by the Federal Emergency Management Agency (FEMA), a subsidiary of the U.S. Department of Homeland Security (DHS). TSGP provides funds to owners and operators of transit systems (which include intra-city bus, commuter bus, ferries, and all forms of passenger rail) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism and to increase the resilience of transit infrastructure. Eligible transit-related projects in rank order include operational activities, Top Transit List (TTAL) remediation, operational packages (OPacks)/surge patrols, infrastructure protection, asset protection and other activities such as intrusion detection, visual surveillance, recognition software etc. Applications are reviewed and scored by representatives from the Federal Emergency Management Agency (FEMA), Transportation Security Administration (TSA), and Federal Transit Administration (FTA); funding recommendations are then given to an Executive Committee made up of FEMA and TSA leadership who make recommendations to the Secretary of Homeland Security, who makes final award decisions.

Fund	Fund Name	Administered By	Fund Description
OTHER-DEVELOPER-VARIOUS	Other Developer Contributions	Other	See CCSF-IPIC Development Impact Fees, above.
OTHER-DPW-PropB	SF Prop. B Streets Bond	Other	See CCSF-PropB, above
OTHER-OPERATING-SPP	SFMTA Operating Funds	Other	See SFMTA-Operating, below.
OTHER-SFCTA-PropK	SF Proposition K Sales Taxes	Other	See SFCTA-PropK, below.
OTHER-SFMTA-Operating (LS)	SFMTA Operating Funds	Other	See SFMTA-Operating, below.
SFCTA-OBAG	SFCTA One Bay Area Grant Program	San Francisco County Transportation Authority	The OneBayArea Grant Program (OBAG) was established to better integrate the Bay Area region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Eligible projects and programs include support for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), programs to promote the Regional Housing Need Allocation (RHNA) process, and transportation investments such as Transportation for Livable Communities, bicycle and pedestrian improvements, and planning activities. OBAG will provide $320 million in grants over four years, beginning in 2013. OBAG grants are managed by the Metropolitan Transportation Commission (MTC), and are financed by a mixture of federal and local funds including the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Alternatives (TA) Program. The MTC distributes OBAG funds to county Congestion Management Agencies (CMAs) using a formula based on population, housing growth and prioritization of low-income housing. CMAs are then responsible for soliciting projects and awarding OBAG grants to local public agencies.

Fund	Fund Name	Administered By	Fund Description
SFCTA-PropAA	SF Prop AA Vehicle License Fees	San Francisco County Transportation Authority	Proposition AA is a $10 countywide Vehicle Registration Fee passed in 2010 that generates approximately $5 million a year for small-scale, high-impact mobility improvement projects in San Francisco. Prop AA funding is distributed by the San Francisco County Transportation Authority (SFCTA) to local projects in three primary areas: Street Repair and Reconstruction (50%), Pedestrian Safety (25%), and Transit Reliability and Mobility Improvements (25%). Local agencies such as SFMTA are able to apply for Pop AA funding through a competitive application process.
SFCTA-PropK	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K is a local ballot initiative passed in 2003 that authorized a continuation of the half-cent ($0.005) sales tax used to finance transportation improvements for the City and County of San Francisco. Prop K superseded and replaced Proposition B, which was passed by voters in 1989. Projects eligible for Prop K funding include street maintenance, bus system upgrades, pedestrian and bicycle safety improvements, and capital projects such as Central Subway, Caltrain's extension to a new Transbay Terminal in Downtown San Francisco, and replacing the roadway to Golden Gate Bridge (Doyle Drive). The details of Prop K spending allocations are drawn up in a 30 year Transportation Expenditure Plan, which was approved by voters simultaneously with Prop K.
SFCTA-PropK-EP1	SF Proposition K Sales Taxes EP1	San Francisco County Transportation Authority	Proposition K Expenditure Plan 1: Bus Rapid Transit, Transit Preferential Streets & Muni/Metro Network (EP1) provides funding for the implementation of Bus Rapid Transit (BRT) and Transit Preferential Streets (TPS) programs. Eligible uses include dedicated transit lanes in primary corridors, real-time transit information systems, transit-priority signals, and streetscape improvements with the goal of creating an integrated citywide network of fast, reliable bus and surface light rail services. EP1 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP10	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plans 10-16: Transit Enhancements (EP10-16) provide funding for programmatic transit improvements that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. Eligible uses include ridership studies, preliminary engineering studies, and capital projects to provide new or extended transit services (e.g. the Mission Bay Loop light rail project). EP10 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.

Fund	Fund Name	Administered By	Fund Description
SFCTA-PropK-EP15	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plans 10-16: Transit Enhancements (EP10-16) provide funding for programmatic transit improvements that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. Eligible uses include ridership studies, preliminary engineering studies, and capital projects to provide new or extended transit services (e.g. the Mission Bay Loop light rail project). EP10 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP16	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plans 10-16: Transit Enhancements (EP10-16) provide funding for programmatic transit improvements that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. Eligible uses include ridership studies, preliminary engineering studies, and capital projects to provide new or extended transit services (e.g. the Mission Bay Loop light rail project). EP10 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP17M	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 17M: New and Renovated Vehicles, MTA (EP17M) provides funding for the upgrade, rehabilitation and replacement of transit vehicles, spare parts and on-board equipment related to the SFMTA's Muni transit fleet. EP17M is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP20	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 20: Facilities (EP20) provides funding for programmatic improvements that contribute to the upgrade, rehabilitation and replacement of transit facilities and facilities-related equipment.
SFCTA-PropK-EP22M	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 22: Guideways, MTA (EP22M) provides funding for rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems related to the SFMTA. The intent of EP22 is to implement Transit Preferential Streets (TPS) standards whenever light rail rehabilitation, upgrade or replacement projects are undertaken. EP22M is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.

Fund	Fund Name	Administered By	Fund Description
SFCTA-PropK-EP31	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 31: New Signals and Signs (EP31) provides funding for programmatic improvements involving new traffic signs and signals (including pedestrian and bicycle signals), implementation of transit priority systems on select corridors, and new pavement markings. EP31 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP32	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 32: Advanced Tech Info Systems (EP32) provides funding for programmatic improvements using advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. EP32 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP33	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 33: Signals and Signs Maintenance and Renovation (EP33) provides funding for programmatic improvements involving the maintenance and upgrade of traffic signs and signals. Eligible uses include the installation of new mast arms, LED signals, conduits, wiring, pedestrian signals, left turn signals, transit pre-empts, and bicycle route signs and signals. EP33 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP37	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 37: Pedestrian and Bicycle Facility Maintenance (EP37) provides funding for capital projects and repairs that facilitate walking and bicycling. Eligible uses include sidewalk repair and reconstruction, bike lane repair and reconstruction, pedestrian facility improvements (e.g. stairways, retaining walls, guardrails), and improvements to Muni passenger boarding islands. EP37 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP38	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 38: Traffic Calming (EP38) provides funding for programmatic improvements that make neighborhood streets safe and livable for all users: pedestrians, cyclists, transit, and autos. Eligible uses include projects and programs to reduce auto speeds and improve safety conditions for pedestrians and cyclists. EP38 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.

Fund	Fund Name	Administered By	Fund Description
SFCTA-PropK-EP39	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 39: Bicycle Circulation/Safety (EP39) provides funding for programmatic improvements that enhance the transportation system's usability and safety for cyclists. Eligible uses include infrastructure improvements, support for bicycle outreach, and educational programs. EP39 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP40	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 40: Pedestrian Circulation/Safety (Ep40) provides funding for programmatic improvements that enhance the transportation system's usability and safety for pedestrians. Eligible uses include renovation or construction of crosswalks, pedestrian islands on major thoroughfares, sidewalk bulb-outs, sidewalk widening, and improved pedestrian circulation around transit stations. EP40 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.
SFCTA-PropK-EP44	SF Proposition K Sales Taxes	San Francisco County Transportation Authority	Proposition K Expenditure Plan 44: Transportation/Land Use Coordination (EP44) provides funding for transportation studies and planning to support transit oriented development (TOD) and neighborhood transportation planning. EP44 fund are often used to meet local match requirements on projects related to TOD, transit, bicyclists, pedestrians, and streetscape beautification improvements. EP44 is financed by Prop K (see above), and is part of the 5-Year Prioritization Programs (5YPPs) that were last approved in 2009-2010 to direct Prop K funding.

> The Transportation Fund for Clean Air (TFCA) provides funding for bicycle, pedestrian and public transit projects that promote clean air and reduced motor vehicle emissions in the Bay Area.

Fund	Fund Name	Administered By	Fund Description
SFCTA-TFCA(PM)	Transportation Fund for Clean Air	San Francisco County Transportation Authority	The Transportation Fund for Clean Air (TFCA) provides funding for bicycle, pedestrian and public transit projects that promote clean air and reduced motor vehicle emissions in the Bay Area. TFCA is financed by a $4 vehicle surcharge collected by the Department of Motor Vehicles on motor vehicle registrations in the nine-county Bay Area region and are distributed by the Bay Area Air Quality Management District (BAAQMD). 40% of TFCA funds are divided evenly between the nine Bay area counties, with the remaining 60% available on a competitive basis for project applications. The San Francisco Country Transportation Authority (SFCTA) is responsible for administering TFCA funds within San Francisco County.
SFMTA Bond 2013(A)	SFMTA Revenue Bond (Series 2013A)	San Francisco Municipal Transportation Agency	
SFMTA Bond 2014(A)	SFMTA Revenue Bond (Series 2014A)	San Francisco Municipal Transportation Agency	
SFMTA-Bond	SFMTA Revenue Bond	San Francisco Municipal Transportation Agency	SFMTA Revenue Bonds provide funding for state of good repair projects and capital improvement programs such as Muni Transit Safety and Spot Improvements, Facility Improvements, Transit Fixed Guideway Improvements, Pedestrian Safety and Traffic Signal Improvements and Muni Light Rail Vehicle Procurement. San Francisco voters authorized the SFMTA to issue revenue bonds in 2007 with the passage of Proposition A, and the SFMTA issued its first set of revenue bonds for new projects and financing existing debt in 2012. SFMTA Revenue Bonds can be used to fill in funding gaps where other funding sources have traditionally not been available and to finance state of good repair and priority projects.
SFMTA-Operating	SFMTA Operating Funds	San Francisco Municipal Transportation Agency	Operating funds of the San Francisco Municipal Transportation Agency (SFMTA).
SFMTA-TSIP	Transportation and Street Infrastructure Program	San Francisco Municipal Transportation Agency	See CCSF-TSIP, above.

Appendix

Summary of Tables

Schedule 1. Summary by Capital Program

A summary of the FY-2015 to FY-2019 CIP listed by Capital Program.

Schedule 2. Funding Sources

A summary of all funding sources that contribute to the full funding plan of the FY-2015 to FY-2019 Capital Improvement Plan period.

Schedule 3. Project Expense by Phase and Capital Program

A summary of capital project expenditures listed by phase and Capital Program for all capital projects included in the FY-2015 to FY-2019 Capital Improvement Plan.

Schedule 4. Carryforward Projects I

A summary of carryforward projects listed by Capital Program that will be completed or continued during the FY-2015 to FY-2019 Capital Improvement Plan period. These projects will also receive new funds during the FY-2015 to FY-2019 Capital Improvement Plan period.

Schedule 5. Carryforward Projects II

A summary of carryforward projects listed by Capital Program that will be completed or continued during the FY-2015 to FY-2019 Capital Improvement Plan period. These projects will not receive new funds during the FY-2015 to FY-2019 Capital Improvement Plan period.

1. Five-Year CIP: Summary by Capital Program

The following is a summary of the FY-2015 to FY-2019 CIP listed by Capital Program.

Capital Program	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Accessibility	$500,000	$1,166,667	$4,200,000	$3,700,000	$5,500,000	$15,066,667
Bicycle	$33,250,474	$33,378,373	$25,955,626	$12,588,671	$14,191,123	$119,364,267
Central Subway	$244,378,405	$150,000,000	$150,000,000	$150,000,000	$98,520,516	$792,898,921
Communications/IT Infrastructure	$36,946,019	$4,020,346	$1,611,169	$900,000	$900,000	$44,377,534
Facility	$52,153,043	$39,372,520	$8,250,000	$34,127,480	$1,000,000	$134,903,043
Fleet	$229,997,974	$321,048,438	$199,747,274	$205,002,610	$124,481,627	$1,080,277,923
Parking	$31,935,162	$9,144,438	--	--	--	$41,079,600
Pedestrian	$13,585,328	$17,653,338	$12,280,137	$10,391,187	$13,262,563	$67,172,553
School	$3,680,295	$4,476,395	$2,700,112	$22,000	$22,000	$10,900,802
Security	$5,030,000	$10,070,567	$10,070,567	$3,000,000	$3,000,000	$31,171,134
Taxi	$910,050	$750,000	$750,000	$750,000	$750,000	$3,910,050
Traffic Calming	$7,104,826	$9,136,937	$2,829,497	$2,239,935	$1,449,935	$22,761,130
Traffic & Signals	$17,710,375	$24,234,665	$17,251,834	$10,895,679	$4,531,250	$74,623,803
Transit Fixed Guideway	$75,067,739	$26,727,695	$33,084,057	$23,946,900	$66,085,100	$224,911,492
Transit Opt. & Expansion	$126,130,839	$153,891,518	$193,332,705	$53,627,153	$117,649,919	$644,632,134
Total	**$878,380,529**	**$805,071,897**	**$662,062,978**	**$511,191,615**	**$451,344,033**	**$3,308,051,053**

2. Five-Year CIP: Total CIP Funding Sources

The following is a summary of all funding sources that contribute to the full funding plan of the FY-2015 to FY-2019 Capital Improvement Plan period.

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
CalEMA-Prop1B(CTSGP)-FY12	California Transit Security Grant Program	$7,070,567	--	--	--	--	$7,070,567
CalEMA-Prop1B(CTSGP)-FY13	California Transit Security Grant Program	$7,070,567	--	--	--	--	$7,070,567
CalEMA-Prop1B(CTSGP)-FY14	California Transit Security Grant Program	$7,070,567	--	--	--	--	$7,070,567
CalEMA-Prop1B(CTSGP)-FY15	California Transit Security Grant Program	--	$7,070,567	--	--	--	$7,070,567
CalEMA-Prop1B(CTSGP)-FY16	California Transit Security Grant Program	--	--	$7,070,567	--	--	$7,070,567
Caltrans-ATP(R)-FY15	Cal Active Transportation Program	--	$4,029,600	--	--	--	$4,029,600
Caltrans-ATP(R)-FY16	Cal Active Transportation Program	--	--	$2,346,988	--	--	$2,346,988
Caltrans-ATP(S)-FY15	Cal Active Transportation Program	--	$12,900,000	--	--	--	$12,900,000
Caltrans-HSIP-FY11	Cal Active Transportation Program	$739,000	--	--	--	--	$739,000
Caltrans-HSIP-FY14	Cal Trans Highway Safety Improvement	$261,900	$708,750	$1,311,300	$602,550	--	$2,884,500
Caltrans-Prop1B(PTMISEA)-FY15	Proposition 1B - Transit	$81,880,405	--	--	--	--	$81,880,405
Caltrans-PTMISEA-Interest	Proposition 1B - Transit Interest	$3,079,824	--	--	--	--	$3,079,824
Caltrans-SHOPP-FY17	Cal State Highway Op and Protection	--	--	$6,326,897	--	--	$6,326,897
Caltrans-SHOPP-FY18	Cal State Highway Op and Protection	--	--	--	$977,971	--	$977,971
Caltrans-SRTS(F)-FY08	Cal Trans Safe Routes to School (Fed)	$825,000	--	--	--	--	$825,000

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Caltrans-SRTS(F)-FY14	Cal Trans Safe Routes to School (Fed)	$1,578,700	--	--	--	--	$1,578,700
Caltrans-STIP-FY17	State Transportation Improvement Program	--	--	$1,910,000	--	--	$1,910,000
Caltrans-STIP-FY15	State Transportation Improvement Program	$12,498,000	--	--	--	--	$12,498,000
CAOTS-OTS-FY15	California Office of Traffic Safety	$200,000	--	--	--	--	$200,000
CAOTS-OTS-FY16	California Office of Traffic Safety	--	$200,000	--	--	--	$200,000
CAOTS-OTS-FY17	California Office of Traffic Safety	--	--	$200,000	--	--	$200,000
CAOTS-OTS-FY18	California Office of Traffic Safety	--	--	--	$200,000	--	$200,000
CAOTS-OTS-FY19	California Office of Traffic Safety	--	--	--	--	$200,000	$200,000
CCSF-Central Freeway Proceeds	Central Freeway Land Sales	$1,160,000	$5,272,499	$4,968,102	$3,163,534	--	$14,564,135
CCSF-CPMC-FY14	Development Impact Fees (CPMC)	$3,500,000	--	--	--	--	$3,500,000
CCSF-CPMC-FY15	Development Impact Fees (CPMC)	--	$400,000	--	--	--	$400,000
CCSF-CPMC-FY16	Development Impact Fees (CPMC)	--	--	$1,250,000	--	--	$1,250,000
CCSF-CPMC-FY17	Development Impact Fees (CPMC)	--	--	--	$1,250,000	--	$1,250,000
CCSF-GF-FY16	Proposed T2030 General Fund	--	$32,000,000	--	--	--	$32,000,000
CCSF-GF-FY17	Proposed T2030 General Fund	--	--	$15,350,000	--	--	$15,350,000
CCSF-GF-FY18	Proposed T2030 General Fund	--	--	--	$34,313,494	--	$34,313,494
CCSF-GF-FY19	Proposed T2030 General Fund	--	--	--	--	$46,336,506	$46,336,506
CCSF-GOBOND-FY15	Proposed SF GO Bond Revenue	$23,883,333	--	--	--	--	$23,883,333
CCSF-GOBOND-FY16	Proposed SF GO Bond Revenue	--	$96,508,507	--	--	--	$96,508,507
CCSF-GOBOND-FY17	Proposed SF GO Bond Revenue	--	--	$77,017,612	--	--	$77,017,612
CCSF-GOBOND-FY18	Proposed SF GO Bond Revenue	--	--	--	$78,613,427	--	$78,613,427

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
CCSF-GOBOND-FY19	Proposed SF GO Bond Revenue	--	--	--	--	$91,218,395	$91,218,395
CCSF-IPIC(EN) FY14	Development Impact Fees (EN)	$845,000	--	--	--	--	$845,000
CCSF-IPIC(EN) FY15	Development Impact Fees (EN)	$600,000	--	--	--	--	$600,000
CCSF-IPIC(EN) FY17	Development Impact Fees (EN)	--	--	$7,009,900	$1,000,000	$1,990,100	$10,000,000
CCSF-IPIC(EN) FY18	Development Impact Fees (EN)	--	--	--	$330,000	--	$330,000
CCSF-IPIC(EN) FY19	Development Impact Fees (EN)	--	--	--	--	$330,000	$330,000
CCSF-IPIC(MO) FY14	Development Impact Fees (MO)	$1,370,000	--	--	--	--	$1,370,000
CCSF-IPIC(MO) FY16	Development Impact Fees (MO)	--	$250,000	--	--	--	$250,000
CCSF-IPIC(MO) FY17	Development Impact Fees (MO)	--	--	$125,000	--	--	$125,000
CCSF-IPIC(MO) FY18	Development Impact Fees (MO)	--	--	--	$250,000	--	$250,000
CCSF-IPIC(MO) FY19	Development Impact Fees (MO)	--	--	--	--	$250,000	$250,000
CCSF-IPIC(VV) FY18	Development Impact Fees (VV)	--	--	--	$250,000	--	$250,000
CCSF-IPIC(VV) FY19	Development Impact Fees (VV)	--	--	--	--	$100,000	$100,000
CCSF-Prop B-FY12	SF Proposition B Streets Bond	$3,750,000	--	--	--	--	$3,750,000
CCSF-Prop B-FY13	SF Proposition B Streets Bond	$8,096,480	--	--	--	--	$8,096,480
CCSF-Prop B-FY14	SF Proposition B Streets Bond	$800,000	--	--	--	--	$800,000
CCSF-RPD-Other	Recreation and Park Contribution	--	$417,641	--	--	--	$417,641
CCSF-TSIP-FY15	Transportation and Street Infrastructure Program	$2,500,000	--	--	--	--	$2,500,000
CCSF-TSIP-FY16	Transportation and Street Infrastructure Program	--	$2,500,000	--	--	--	$2,500,000
CCSF-TSIP-FY17	Transportation and Street Infrastructure Program	--	--	$2,500,000	--	--	$2,500,000
CCSF-TSIP-FY18	Transportation and Street Infrastructure Program	--	--	--	$2,500,000	--	$2,500,000

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
CCSF-TSIP-FY19	Transportation and Street Infrastructure Program	--	--	--	--	$2,500,000	$2,500,000
CNRA - Urban Greening	California Natural Resources Agency Urban Greening Funds	--	$848,711	--	--	--	$848,711
FTA-5307-FY11	FTA 5307 Formula Funds	$342,555	$3,684,000	--	--	--	$4,026,555
FTA-5307-FY14	FTA 5307 Formula Funds	$59,600,396	--	--	--	--	$59,600,396
FTA-5307-FY15	FTA 5307 Formula Funds	--	$112,971,196	--	--	--	$112,971,196
FTA-5307-FY16	FTA 5307 Formula Funds	--	--	$15,390,172	--	--	$15,390,172
FTA-5307-FY17	FTA 5307 Formula Funds	--	--	--	$26,983,621	--	$26,983,621
FTA-5307-FY18	FTA 5307 Formula Funds	--	--	--	--	$51,419,215	$51,419,215
FTA-5309BLiv-FY11	FTA Bus Livability Grant	$2,050,000	--	--	--	--	$2,050,000
FTA-5309FG-FY07	FTA 5309 Fixed Guideway Funds	$2,406,829	--	--	--	--	$2,406,829
FTA-5309FG-FY08	FTA 5309 Fixed Guideway Funds	$4,062,485	--	--	--	--	$4,062,485
FTA-5309FG-FY09	FTA 5309 Fixed Guideway Funds	$10,407,680	$268,000	--	--	--	$10,675,680
FTA-5309FG-FY10	FTA 5309 Fixed Guideway Funds	$15,065,998	--	--	--	--	$15,065,998
FTA-5309FG-FY11	FTA 5309 Fixed Guideway Funds	$1,010,554	$2,092,520	$490,920	$1,259,403	--	$4,853,397
FTA-5309FG-FY12	FTA 5309 Fixed Guideway Funds	$25,796,970	$1,351,155	--	$2,377,430	--	$29,525,555
FTA-5309NS-FY14	FTA 5309 New Starts Program	$150,000,000	--	--	--	--	$150,000,000
FTA-5309NS-FY15	FTA 5309 New Starts Program	--	$150,000,000	--	--	--	$150,000,000
FTA-5309NS-FY16	FTA 5309 New Starts Program	--	--	$150,000,000	--	--	$150,000,000
FTA-5309NS-FY17	FTA 5309 New Starts Program	--	--	--	$150,000,000	--	$150,000,000
FTA-5309NS-FY18	FTA 5309 New Starts Program	--	--	--	--	$23,018,516	$23,018,516

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FTA-5309SS-FY11	FTA 5309 Small Starts Program	$6,371,063	--	--	--	--	$6,371,063
FTA-5309SS-FY14	FTA 5309 Small Starts Program	$30,000,000	--	--	--	--	$30,000,000
FTA-5309SS-FY16	FTA 5309 Small Starts Program	--	--	$30,000,000	--	--	$30,000,000
FTA-5310NF-FY15	FTA 5317 New Freedom Program	--	$700,000	--	--	--	$700,000
FTA-5337FG-FY13	FTA 5337 Fixed Guideway Funds	$17,392,007	$6,502,568	--	--	--	$23,894,574
FTA-5337FG-FY14	FTA 5337 Fixed Guideway Funds	$38,588	$4,053,498	--	--	--	$4,092,086
FTA-5337FG-FY15	FTA 5337 Fixed Guideway Funds	--	$125,116,736	$4,267,246	$5,449,600	--	$134,833,581
FTA-5337FG-FY16	FTA 5337 Fixed Guideway Funds	--	--	$64,397,154	$7,392,000	--	$71,789,154
FTA-5337FG-FY17	FTA 5337 Fixed Guideway Funds	--	--	--	$96,081,235	$23,276,080	$119,357,315
FTA-5337FG-FY18	FTA 5337 Fixed Guideway Funds	--	--	--	--	$35,475,020	$35,475,020
FTA-5339-FY14	FTA 5339 Bus and Bus Facilities Program	$6,908,739	--	--	--	--	$6,908,739
FTA-Innovative Safety-FY14	FTA Innovative Safety Grant Program	$1,380,000	--	--	--	--	$1,380,000
FTA-SGR-FY10	FTA State of Good Repair	$5,392,554	$2,696,277	$711,169			$8,800,000
FTA-TIGER	FTA Transportation Investment Generating Economic Recovery Program	--	--	--	$6,000,000	--	$6,000,000
MTC-AB664-Expired(13)	MTC AB664 Bridge Toll Funds (expired and reissued in FY13)	$539,139	$600,000	--	--	--	$1,139,139
MTC-AB664-Expired(14)	MTC AB664 Bridge Toll Funds (expired and reissued in FY14)	$1,836,888	--	--	--	--	$1,836,888
MTC-AB664-FY11	MTC AB664 Bridge Toll Funds	$20,000	--	--	--	--	$20,000
MTC-AB664-FY12	MTC AB664 Bridge Toll Funds	$500,635	--	--	--	--	$500,635
MTC-AB664-FY13	MTC AB664 Bridge Toll Funds	$1,422,357	$618,200	$200,000	$200,000	--	$2,440,557

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
MTC-AB664-FY14	MTC AB664 Bridge Toll Funds	$272,613	$2,044,923	$384,800	$358,000	$176,364	$3,236,700
MTC-AB664-FY15	MTC AB664 Bridge Toll Funds	--	$3,100,000	--	--	--	$3,100,000
MTC-AB664-FY16	MTC AB664 Bridge Toll Funds	--	--	$2,900,000	--	--	$2,900,000
MTC-AB664-FY17	MTC AB664 Bridge Toll Funds	--	--	--	$2,900,000	--	$2,900,000
MTC-AB664-FY18	MTC AB664 Bridge Toll Funds	--	--	--	--	$3,100,000	$3,100,000
MTC-Climate-FY15	MTC Climate Initiatives CMAQ	$500,000	--	--	--	--	$500,000
MTC-Climate-FY17	MTC Climate Initiatives CMAQ	--	--	$500,000	--	--	$500,000
MTC-Lifeline-Cycle 3-STP	MTC Lifeline Funds	$1,175,104	--	--	--	--	$1,175,104
MTC-PDA-FY14	MTC Priority Development Area Planning	$492,000	--	--	--	--	$492,000
MTC-RM2SR2T-FY14	RM2 Safe Routes to Transit	$478,521	--	--	--	--	$478,521
MTC-RM2SR2T-FY16	RM2 Safe Routes to Transit	--	$100,000	--	--	--	$100,000
MTC-TDAArticle3-FY14	TDA Article 3 Funds	$432,932	--	--	--	--	$432,932
MTC-TDAArticle3-FY15	TDA Article 3 Funds	$274,153	$100,847	--	--	--	$375,000
MTC-TDAArticle3-FY16	TDA Article 3 Funds	--	$375,000	--	--	--	$375,000
MTC-TDAArticle3-FY17	TDA Article 3 Funds	--	--	$375,000	--	--	$375,000
MTC-TDAArticle3-FY18	TDA Article 3 Funds	--	--	--	$375,000	--	$375,000
MTC-TDAArticle3-FY19	TDA Article 3 Funds	--	--	--	--	$375,000	$375,000
MTC-TPI(I)-FY15	MTC Transit Performance Initiative Funds	$4,629,676	--	--	--	--	$4,629,676
MTC-TPI(I)-FY16	MTC Transit Performance Initiative Funds	--	$4,000,000	--	--	--	$4,000,000
MTC-TPI(I)-FY17	MTC Transit Performance Initiative Funds	--	--	$4,000,000	--	--	$4,000,000
MTC-TPI(MC)-FY15	MTC Transit Performance Initiative Funds	$9,133,000	--	--	--	--	$9,133,000

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
OHS-TSGP-FY15	OHS Transit Security Grant Program	$3,000,000	--	--	--	--	$3,000,000
OHS-TSGP-FY16	OHS Transit Security Grant Program	--	$3,000,000	--	--	--	$3,000,000
OHS-TSGP-FY17	OHS Transit Security Grant Program	--	--	$3,000,000	--	--	$3,000,000
OHS-TSGP-FY18	OHS Transit Security Grant Program	--	--	--	$3,000,000	--	$3,000,000
OHS-TSGP-FY19	OHS Transit Security Grant Program	--	--	--	--	$3,000,000	$3,000,000
OTHER - OPERATING - SFMTA	SFMTA Operating Funds	$1,348,139	$674,069	--	--	--	$2,022,208
OTHER-DEVELOPER-VARIOUS	Other Developer Contributions	$17,847,000	$40,800,000	--	--	$38,400,000	$97,047,000
OTHER-DPW-CCSF-IPIC(EN) FY15	Development Impact Fees (EN)	$213,200	--	--	--	--	$213,200
OTHER-DPW-CCSF-IPIC(EN) FY16	Development Impact Fees (EN)	--	$1,298,100	$142,500	$932,500	$142,500	$2,515,600
OTHER-DPW-CCSF-IPIC(MO) FY15	Development Impact Fees (MO)	$1,641,500	$58,500	--	--	--	$1,700,000
OTHER-DPW-CCSF-IPIC(MO) FY16	Development Impact Fees (MO)	--	$250,000	$450,000	--	--	$700,000
OTHER-DPW-CCSF-IPIC(MO) FY17	Development Impact Fees (MO)	--	--	$125,000	--	--	$125,000
OTHER-DPW-CCSF-IPIC(MO) FY18	Development Impact Fees (MO)	--	--	--	$250,000	--	$250,000
OTHER-DPW-CCSF-IPIC(MO) FY19	Development Impact Fees (MO)	--	--	--	--	$250,000	$250,000
OTHER-DPW-CCSF-IPIC(VV) FY15	Development Impact Fees (VV))	$191,500	$142,500	$172,000	--	--	$506,000
OTHER-DPW-CCSF-IPIC(VV) FY16	Development Impact Fees (VV))	--	--	$213,000	--	--	$213,000

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
OTHER-DPW-CCSF-IPIC(VV) FY17	Development Impact Fees (VV))	--	--	$340,000	--	--	$340,000
OTHER-DPW-CCSF-IPIC(VV) FY18	Development Impact Fees (VV))	--	--	--	$250,000	--	$250,000
OTHER-DPW-CCSF-IPIC(VV) FY19	Development Impact Fees (VV))	--	--	--	--	$100,000	$100,000
OTHER-DPW-PropB	SF Proposition B Streets Bond	$2,568,000	--	--	--	--	$2,568,000
OTHER-OPERATING-SFMTA	SFMTA Operating Funds	$29,121,643	$3,784,000	$7,250,000	--	--	$40,155,643
OTHER-OPERATING-SPP	SFMTA Operating Funds	$75,000	--	--	--	--	$75,000
OTHER-SFCTA-PropK	SF Proposition K Sales Taxes	--	$2,000,000	--	--	--	$2,000,000
OTHER-SFMTA-Operating (LS)	SFMTA Operating Funds	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
OTHER-TSIP-DPW	Transportation and Street Infrastructure Program	$8,960	--	--	--	--	$8,960
SFCTA-OBAG-FY14	SFCTA One Bay Area Grant Program	$70,042	--	--	--	--	$70,042
SFCTA-OBAG-FY15	SFCTA One Bay Area Grant Program	$11,118,563	--	--	--	--	$11,118,563
SFCTA-OBAG-FY16	SFCTA One Bay Area Grant Program	--	$13,234,056	--	--	--	$13,234,056
SFCTA-OBAG-FY17	SFCTA One Bay Area Grant Program	--	--	$39,392,808	--	--	$39,392,808
SFCTA-PropAA-FY14	SF Prop AA Vehicle License Fees	$830,000	--	--	--	--	$830,000
SFCTA-PropAA-FY15	SF Prop AA Vehicle License Fees	$1,654,450	$2,325,624	--	--	--	$3,980,074
SFCTA-PropAA-FY16	SF Prop AA Vehicle License Fees	--	$1,666,664	--	--	--	$1,666,664
SFCTA-PropAA-FY17	SF Prop AA Vehicle License Fees	--	--	$1,464,583	--	--	$1,464,583
SFCTA-PropAA-FY18	SF Prop AA Vehicle License Fees	--	--	--	$2,094,919	--	$2,094,919
SFCTA-PropAA-FY19	SF Prop AA Vehicle License Fees	--	--	--	$500,000	$1,594,919	$2,094,919

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
SFCTA-PropK-EP1	SF Proposition K Sales Taxes	$18,738,699	$27,730,984	$18,829,000	--	--	$65,298,683
SFCTA-PropK-EP10	SF Proposition K Sales Taxes	--	--	--	$4,069,063	--	$4,069,063
SFCTA-PropK-EP11	SF Proposition K Sales Taxes	$205,611	--	--	--	--	$205,611
SFCTA-PropK-EP12	SF Proposition K Sales Taxes	$267,929	--	--	--	--	$267,929
SFCTA-PropK-EP13	SF Proposition K Sales Taxes	$1,722,000	$470,087	--	--	--	$2,192,087
SFCTA-PropK-EP15	SF Proposition K Sales Taxes	--	--	$3,092,490	--	--	$3,092,490
SFCTA-PropK-EP16	SF Proposition K Sales Taxes	$2,028,612	$2,230,448	$3,000,000	--	--	$7,259,060
SFCTA-PropK-EP17M	SF Proposition K Sales Taxes	$83,498,047	$75,343,140	$47,176,538	$58,153,347	$30,492,886	$294,663,959
SFCTA-PropK-EP20	SF Proposition K Sales Taxes	$17,277,000	--	--	--	--	$17,277,000
SFCTA-PropK-EP22M	SF Proposition K Sales Taxes	--	$3,682,000	$6,032,011	$4,231,380	$13,040,656	$26,986,048
SFCTA-PropK-EP31	SF Proposition K Sales Taxes	$525,000	$1,400,000	$3,618,473	$750,000	$881,250	$7,174,723
SFCTA-PropK-EP32	SF Proposition K Sales Taxes	$2,000,000	--	$506,611	$500,000	--	$3,006,611
SFCTA-PropK-EP33	SF Proposition K Sales Taxes	$4,646,921	$5,224,250	$6,158,700	$4,043,129	$150,000	$20,223,000
SFCTA-PropK-EP37	SF Proposition K Sales Taxes	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000
SFCTA-PropK-EP38	SF Proposition K Sales Taxes	$5,089,136	$2,871,890	$1,687,600	$1,505,600	$915,600	$12,069,826
SFCTA-PropK-EP39	SF Proposition K Sales Taxes	$3,016,004	$960,140	$786,698	$693,015	$527,628	$5,983,485
SFCTA-PropK-EP40	SF Proposition K Sales Taxes	$2,453,723	$2,367,499	$1,196,251	--	--	$6,017,473
SFCTA-PropK-EP44	SF Proposition K Sales Taxes	$617,397	$1,069,460	$311,397	$311,398	$311,398	$2,621,050
SFCTA-TFCA(PM)-FY15	Transportation Fund for Clean Air	$718,000	--	--	--	--	$718,000
SFCTA-TFCA(PM)-FY16	Transportation Fund for Clean Air	--	$1,000,000	--	--	--	$1,000,000
SFCTA-TFCA(PM)-FY17	Transportation Fund for Clean Air	--	--	$1,000,000	--	--	$1,000,000

Fund	Fund Name	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
SFCTA-TFCA(PM)-FY18	Transportation Fund for Clean Air	--	--	--	$1,000,000	--	$1,000,000
SFCTA-TFCA(PM)-FY19	Transportation Fund for Clean Air	--	--	--	--	$1,000,000	$1,000,000
SFMTA Bond 2013(A)-FY14	SFMTA Revenue Bond (Series 2013A)	$53,079,688	$3,635,060	--	--	--	$56,714,748
SFMTA Bond 2014(A)-FY15	SFMTA Revenue Bond (Series 2014A)	$54,387,953	$17,341,926	$2,401,012	--	--	$74,130,891
SFMTA-Bond-FY17	SFMTA Revenue Bond FY17	--	--	$106,053,479	--	--	$106,053,479
SFMTA-Operating-FY13	SFMTA Operating Funds	$852,893	$17,957	--	--	--	$870,850
SFMTA-Operating-FY14	SFMTA Operating Funds	$1,317,487	$95,000	--	--	--	$1,412,487
SFMTA-Operating-FY15	SFMTA Operating Funds	$2,500,000	--	--	--	--	$2,500,000
SFMTA-Operating-FY16	SFMTA Operating Funds	--	$2,500,000	--	--	--	$2,500,000
SFMTA-Operating-FY17	SFMTA Operating Funds	--	--	$2,100,000	$300,000	$100,000	$2,500,000
SFMTA-Operating-FY18	SFMTA Operating Funds	--	--	--	$2,500,000	--	$2,500,000
SFMTA-Operating-FY19	SFMTA Operating Funds	--	--	--	--	$2,500,000	$2,500,000
SFMTA-TSIP-FY14	Transportation and Street Infrastructure Program	$1,067,652	$47,348	--	--	--	$1,115,000
SFMTA-TSIP-FY15	Transportation and Street Infrastructure Program	$2,300,000	$200,000	--	--	--	$2,500,000
SFMTA-TSIP-FY16	Transportation and Street Infrastructure Program	--	$2,000,000	--	$500,000	--	$2,500,000
SFMTA-TSIP-FY17	Transportation and Street Infrastructure Program	--	--	$2,390,000	$110,000	--	$2,500,000
SFMTA-TSIP-FY18	Transportation and Street Infrastructure Program	--	--	--	$2,500,000	--	$2,500,000
SFMTA-TSIP-FY19	Transportation and Street Infrastructure Program	--	--	--	--	$2,500,000	$2,500,000
TBD-Cash Flow Need	Other	--	--	--	--	$75,502,000	$75,502,000
Transfer from Central Subway		$20,000,000	$2,000,000	$2,000,000	--	--	$24,000,000
Total		**$878,380,529**	**$805,071,897**	**$662,062,978**	**$511,191,615**	**$451,344,033**	**$3,308,051,053**

3. Five-Year CIP: Project Expense by Phase and Program

The following is a summary of capital project expenditures listed by phase and Capital Program for all capital projects included in the FY-2015 to FY-2019 Capital Improvement Plan.

Accessibility

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Church Station Elevator Rehabilitation	4 - DD	AC0101	SFMTA-Operating-FY15	$50,000	--	--	--	--	$50,000
Church Station Elevator Rehabilitation	5 - CON	AC0101	CCSF-GF-FY16	--	$166,667	--	--	--	$166,667
Church Station Elevator Rehabilitation	6 - PRO	AC0101	CCSF-GF-FY16	--	$200,000	--	--	--	$200,000
Church Station Elevator Rehabilitation	5 - CON	AC0101	CCSF-GF-FY17	--	--	$833,333	--	--	$833,333
New Castro Station Elevator	2 - CER	AC0102	SFMTA-Operating-FY15	$350,000	--	--	--	--	$350,000
New Accessible Metro Stop	2 - CER	AC0103	FTA-5310NF-FY15	--	$200,000	--	--	--	$200,000
New Accessible Metro Stop	4 - DD	AC0103	FTA-5310NF-FY15	--	$350,000	--	--	--	$350,000
New Accessible Metro Stop	5 - CON	AC0103	CCSF-GF-FY17	--	--	$685,000	--	--	$685,000
Ramp Taxi Subsidy Program	6 - PRO	AC0104	CCSF-GF-FY17	--	--	$1,050,000	--	--	$1,050,000
Castro Station Elevator Rehabilitation	4 - DD	AC0105	CCSF-GF-FY17	--	--	$50,000	--	--	$50,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Castro Station Elevator Rehabilitation	5 - CON	AC0105	CCSF-GF-FY17	--	--	$1,000,000	--	--	$1,000,000
Castro Station Elevator Rehabilitation	6 - PRO	AC0105	CCSF-GF-FY17	--	--	$200,000	--	--	$200,000
Develop Transit Wayfinding Toolkit	1 - PLN	AC0106	CCSF-GF-FY18	--	--	--	$440,000	--	$440,000
Develop Transit Wayfinding Toolkit	1 - PLN	AC0106	SFMTA-Operating-FY17	--	--	--	$100,000	--	$100,000
Accessibility Spot Improvement Program	4 - DD	AC0107	CCSF-GF-FY17	--	--	$281,667	--	--	$281,667
Accessibility Spot Improvement Program	4 - DD	AC0107	CCSF-GF-FY18	--	--	--	$218,333	--	$218,333
Accessibility Spot Improvement Program	5 - CON	AC0107	CCSF-GF-FY18	--	--	--	$1,000,000	--	$1,000,000
Accessible Service Alerts	1 - PLN	AC0108	CCSF-GF-FY18	--	--	--	$50,000	--	$50,000
Accessible Service Alerts	5 - CON	AC0108	CCSF-GF-FY18	--	--	--	$100,000	--	$100,000
Accessible Service Alerts	6 - PRO	AC0108	CCSF-GF-FY18	--	--	--	$50,000	--	$50,000
Milan Car (F-Line) Wheelchair Position Stop Request	4 - DD	AC0109	CCSF-GF-FY18	--	--	--	$5,000	--	$5,000
Milan Car (F-Line) Wheelchair Position Stop Request	5 - CON	AC0109	CCSF-GF-FY18	--	--	--	$45,000	--	$45,000
New Elevator at Church Station	2 - CER	AC0110	CCSF-GF-FY18	--	--	--	$350,000	--	$350,000
New Elevator at Van Ness Station	2 - CER	AC0111	CCSF-GF-FY18	--	--	--	$350,000	--	$350,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Passenger Amenities at Accessible Metro Stops	4 - DD	AC0112	CCSF-GF-FY18	--	--	--	$100,000	--	$100,000
Passenger Amenities at Accessible Metro Stops	5 - CON	AC0112	CCSF-GF-FY18	--	--	--	$650,000	--	$650,000
FY 15 Reserve		AC0117	SFMTA-Operating-FY14	$100,000	--	--	--	--	$100,000
FY 16 Reserve		AC0113	FTA-5310NF-FY15	--	$150,000	--	--	--	$150,000
FY 16 Reserve		AC0113	SFMTA-Operating-FY16	--	$100,000	--	--	--	$100,000
FY 17 Reserve		AC0114	SFMTA-Operating-FY17	--	--	$100,000	--	--	$100,000
FY 18 Reserve		AC0115	SFMTA-Operating-FY17	--	--	--	$100,000	--	$100,000
FY 18 Reserve		AC0115	CCSF-GF-FY18	--	--	--	$141,667	--	$141,667
FY 19 Reserve		AC0116	CCSF-GF-FY19	--	--	--	--	$5,500,000	$5,500,000
Subtotal				**$500,000**	**$1,166,667**	**$4,200,000**	**$3,700,000**	**$5,500,000**	**$15,066,667**

Bicycle

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
2nd Street Bike Lanes	3 - ENV	BI0101	SFMTA-Operating-FY13	$186,768	--	--	--	--	$186,768
2nd Street Bike Lanes	5 - CON	BI0101	SFCTA-OBAG-FY16	--	$11,682,442	--	--	--	$11,682,442
5th Street Bicycle Lanes	2 - CER	BI0102	SFCTA-PropK-EP39	--	--	--	--	$5,440	$5,440
5th Street Bicycle Lanes	4 - DD	BI0102	SFCTA-PropK-EP39	--	--	--	--	$10,200	$10,200
5th Street Bicycle Lanes	5 - CON	BI0102	CCSF-GF-FY19	--	--	--	--	$155,000	$155,000
7th Street Streetscape	4 - DD	BI0103	SFCTA-PropK-EP40	$174,000	--	--	--	--	$174,000
7th Street Streetscape	4 - DD	BI0103	CCSF-IPIC(EN) FY15	$21,000	--	--	--	--	$21,000
7th Street Streetscape	5 - CON	BI0103	SFMTA Bond 2014(A)-FY15	--	$1,125,750	--	--	--	$1,125,750
Bicycle Barometer Installation (3 Locations)	4 - DD	BI0104	SFCTA-PropK-EP39	$9,448	--	--	--	--	$9,448
Bicycle Barometer Installation (3 Locations)	5 - CON	BI0104	SFCTA-PropK-EP39	$87,552	--	--	--	--	$87,552
Bicycle Wayfinding-Citywide	1 - PLN	BI0105	SFCTA-PropK-EP39	$45,000	--	--	--	--	$45,000
Bicycle Wayfinding-Citywide	4 - DD	BI0105	Caltrans-ATP(S)-FY15	--	$429,027	--	--	--	$429,027
Bicycle Wayfinding-Citywide	5 - CON	BI0105	SFCTA-TFCA(PM)-FY17	--	--	$129,027	--	--	$129,027
Bicycle Wayfinding-Citywide	5 - CON	BI0105	SFCTA-TFCA(PM)-FY18	--	--	--	$129,027	--	$129,027
Bicycle Wayfinding-Citywide	5 - CON	BI0105	SFCTA-TFCA(PM)-FY19	--	--	--	--	$129,027	$129,027

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
12 Residential Bike Hangars	1 - PLN	BI0106	CCSF-GF-FY17	--	--	$15,000	--	--	$15,000
12 Residential Bike Hangars	6 - PRO	BI0106	CCSF-GF-FY17	--	--	$113,888	--	--	$113,888
Electronic Bicycle Locker	1 - PLN	BI0107	SFCTA-TFCA(PM)-FY16	--	$40,000	--	--	--	$40,000
Electronic Bicycle Locker	6 - PRO	BI0107	SFCTA-TFCA(PM)-FY16	--	$102,784	--	--	--	$102,784
Bicycle-Transit Integration Pilot	4 - DD	BI0108	SFCTA-TFCA(PM)-FY16	--	$100,000	--	--	--	$100,000
Bicycle-Transit Integration Pilot	5 - CON	BI0108	SFCTA-TFCA(PM)-FY17	--	--	$258,000	--	--	$258,000
Bicycle-Transit Integration Pilot	5 - CON	BI0108	SFCTA-TFCA(PM)-FY18	--	--	--	$142,000	--	$142,000
Bike and Pedestrian Project Evaluation: Speed Surveys	5 - CON	BI0109	SFCTA-PropK-EP39	$43,500	--	--	--	--	$43,500
Bike Facility Maintenance - Safe Hits and Green Pavement	1 - PLN	BI0110	SFCTA-PropK-EP37	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
Bike Facility Maintenance - Safe Hits and Green Pavement	5 - CON	BI0110	SFCTA-PropK-EP37	$130,000	$130,000	$130,000	$130,000	$130,000	$650,000
Bike Marketing Campaign	6 - PRO	BI0112	Caltrans-ATP(R)-FY15	--	$503,559	--	--	--	$503,559
Bike Marketing Campaign	5 - CON	BI0112	SFCTA-PropK-EP39	--	$65,241	--	--	--	$65,241
Bike Marketing Campaign	1 - PLN	BI0112	SFCTA-PropK-EP39	$50,000	--	--	--	--	$50,000
Bike Outreach Materials	6 - PRO	BI0113	Caltrans-ATP(R)-FY15	--	$122,401	--	--	--	$122,401
Bike Outreach Materials	6 - PRO	BI0113	SFCTA-PropK-EP39	--	$15,599	--	--	--	$15,599

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Bike Outreach Materials	6 - PRO	BI0113	Caltrans-ATP(R)-FY16	--	--	$240,802	--	--	$240,802
Bike Outreach Materials	6 - PRO	BI0113	SFCTA-PropK-EP39	--	--	$31,198	--	--	$31,198
Bike Outreach Materials	6 - PRO	BI0113	SFCTA-TFCA(PM)-FY19	--	--	--	--	$120,401	$120,401
Bike Outreach Materials	6 - PRO	BI0113	SFCTA-PropK-EP39	--	--	--	--	$15,599	$15,599
Bike Share Expansion Phase I	1 - PLN	BI0114	SFCTA-PropK-EP39	$276,353	--	--	--	--	$276,353
Bike Share Expansion Phase I	1 - PLN	BI0114	MTC-TDAArticle3-FY16	--	$172,175	--	--	--	$172,175
Bike to Work Month/Bike to Work Day 2015-18	5 - CON	BI0116	SFCTA-PropK-EP39	$51,300	$51,300	$51,300	$51,300	--	$205,200
California Pacific Medical Center-- Bicycle Enoucaragement Recommendations	1 - PLN	BI0117	CCSF-CPMC-FY14	$10,000	--	--	--	--	$10,000
California Pacific Medical Center--26th and Cesar Chavez Corridor Evaluation	1 - PLN	BI0118	CCSF-CPMC-FY14	$40,000	--	--	--	--	$40,000
California Pacific Medical Center--26th and Cesar Chavez Corridor Evaluation	4 - DD	BI0118	CCSF-CPMC-FY14	$10,000	--	--	--	--	$10,000
California Pacific Medical Center--26th and Cesar Chavez Corridor Evaluation	5 - CON	BI0118	CCSF-CPMC-FY14	$40,000	--	--	--	--	$40,000
Downtown Bike Station	6 - PRO	BI0119	CCSF-GF-FY17	--	--	$230,000	--	--	$230,000
Downtown Bike Station	6 - PRO	BI0119	CCSF-GF-FY18	--	--	--	$230,000	--	$230,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Downtown Bike Station	6 - PRO	BI0119	CCSF-GF-FY19	--	--	--	--	$230,000	$230,000
Downtown Bike Station	1 - PLN	BI0119	MTC-RM2SR2T-FY14	$70,000	--	--	--	--	$70,000
Downtown Bike Station	2 - CER	BI0119	MTC-RM2SR2T-FY14	$10,000	--	--	--	--	$10,000
Downtown Bike Station	4 - DD	BI0119	MTC-RM2SR2T-FY14	$20,000	--	--	--	--	$20,000
Downtown Bike Station	6 - PRO	BI0119	CCSF-GOBOND-FY16	--	$1,933,333	--	--	--	$1,933,333
Embarcadero Enhancement Project	3 - ENV	BI0120	SFCTA-PropK-EP39	$200,000	--	--	--	--	$200,000
Embarcadero Enhancement Project	4 - DD	BI0120	CCSF-GF-FY17	--	--	$1,100,000	--	--	$1,100,000
Embarcadero Enhancement Project	4 - DD	BI0120	CCSF-GF-FY16	--	$2,810,000	--	--	--	$2,810,000
Folsom and Essex Streets Pilot	2 - CER	BI0121	CCSF-IPIC(EN) FY15	$29,800	--	--	--	--	$29,800
Folsom and Essex Streets Pilot	3 - ENV	BI0121	CCSF-IPIC(EN) FY15	$7,700	--	--	--	--	$7,700
Folsom and Essex Streets Pilot	4 - DD	BI0121	CCSF-IPIC(EN) FY15	$11,100	--	--	--	--	$11,100
Folsom and Essex Streets Pilot	5 - CON	BI0121	CCSF-IPIC(EN) FY15	$125,600	--	--	--	--	$125,600
Green Bike Lane Conversion (Four Blocks Annually)	4 - DD	BI0122	SFCTA-PropK-EP39	$6,600	--	$6,600	--	$3,300	$16,500
Green Bike Lane Conversion (Four Blocks Annually)	5 - CON	BI0122	SFCTA-PropK-EP39	$426,100	$426,100	$426,100	$426,100	$365,115	$2,069,515
Howard Streetscape Project	1 - PLN	BI0123	SFCTA-PropK-EP38	$40,000	--	--	--	--	$40,000
Howard Streetscape Project	3 - ENV	BI0123	SFCTA-PropK-EP38	--	$40,000	--	--	--	$40,000
Howard Streetscape Project	4 - DD	BI0123	SFCTA-PropK-EP38	--	--	$300,000	--	--	$300,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Howard Streetscape Project	5 - CON	BI0123	SFCTA-PropK-EP38	--	--	--	$590,000	--	$590,000
Howard Streetscape Project	5 - CON	BI0123	CCSF-IPIC(EN) FY17	--	--	--		$1,165,050	$1,165,050
Innovative Bike Treatments	2 - CER	BI0124	SFCTA-PropK-EP39	$5,600	$5,600	$5,600	$5,600	$5,600	$28,000
Innovative Bike Treatments	4 - DD	BI0124	SFCTA-PropK-EP39	$14,400	$14,400	$14,400	$14,400	$14,400	$72,000
Innovative Bike Treatments	5 - CON	BI0124	SFCTA-PropK-EP39	$120,000	$120,000	$120,000	$120,000	$83,974	$563,974
Polk Street Improvement Project	4 - DD	BI0127	CCSF-Prop B-FY13	$500,000	--	--	--	--	$500,000
Polk Street Improvement Project	5 - CON	BI0127	CCSF-Prop B-FY13	$6,744,000	--	--	--	--	$6,744,000
Polk Street Improvement Project	5 - CON	BI0127	CCSF-CPMC-FY14	$50,000	--	--	--	--	$50,000
Polk Street Improvement Project Evaluation	1 - PLN	BI0128	SFCTA-PropK-EP39	--	--	$55,000	--	--	$55,000
2nd Street Improvements Education and Enforcement	1 - PLN	BI0129	SFCTA-PropK-EP39	--	$7,500	--	--	--	$7,500
2nd Street Improvements Education and Enforcement	5 - CON	BI0129	SFCTA-PropK-EP39	--	--	$52,500	--	--	$52,500
SFMTA Garage Unattended Long-Term Bike Parking	6 - PRO	BI0130	CCSF-GF-FY18	--	--	--	$482,193	--	$482,193
SFMTA Garage Unattended Long-Term Bike Parking	1 - PLN	BI0130	MTC-RM2SR2T-FY14	$30,000	--	--	--	--	$30,000
SFMTA Garage Unattended Long-Term Bike Parking	2 - CER	BI0130	SFCTA-PropK-EP39	$10,000	--	--	--	--	$10,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
SFMTA Garage Unattended Long-Term Bike Parking	4 - DD	BI0130	SFCTA-PropK-EP39	$20,000	--	--	--	--	$20,000
Sharrows - Bike Plan	3 - ENV	BI0131	SFCTA-PropK-EP39	$3,400	--	--	--	--	$3,400
Sharrows - Bike Plan	4 - DD	BI0131	SFCTA-PropK-EP39	$252,000	--	--	--	--	$252,000
Sharrows - Year 3	4 - DD	BI0132	CCSF-Prop B-FY13	$52,480	--	--	--	--	$52,480
Short Term Bike Parking-Citywide	1 - PLN	BI0133	SFMTA Bond 2013(A)-FY14	$425,977	--	--	--	--	$425,977
Short Term Bike Parking-Citywide	4 - DD	BI0133	SFMTA Bond 2013(A)-FY14	$74,954	--	--	--	--	$74,954
Short Term Bike Parking-Citywide	5 - CON	BI0133	SFMTA Bond 2013(A)-FY14	$175,932	--	--	--	--	$175,932
Short Term Bike Parking-Citywide	1 - PLN	BI0133	SFMTA Bond 2013(A)-FY14	--	$425,977	--	--	--	$425,977
Short Term Bike Parking-Citywide	4 - DD	BI0133	SFMTA Bond 2013(A)-FY14	--	$74,954	--	--	--	$74,954
Short Term Bike Parking-Citywide	5 - CON	BI0133	SFMTA Bond 2013(A)-FY14	--	$175,932	--	--	--	$175,932
Downtown Bike Station	6 - PRO	BI0119	CCSF-GOBOND-FY17			$966,667			$966,667
Short Term Bike Parking-Citywide	1 - PLN	BI0133	CCSF-GOBOND-FY17	--	--	$425,977	--	--	$425,977
Short Term Bike Parking-Citywide	4 - DD	BI0133	CCSF-GOBOND-FY17	--	--	$74,954	--	--	$74,954
Short Term Bike Parking-Citywide	5 - CON	BI0133	CCSF-GOBOND-FY17	--	--	$175,932	--	--	$175,932

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Short Term Bike Parking-Citywide	1 - PLN	BI0133	CCSF-GOBOND-FY18	--	--	--	$425,977	--	$425,977
Short Term Bike Parking-Citywide	4 - DD	BI0133	CCSF-GOBOND-FY18	--	--	--	$74,954	--	$74,954
Short Term Bike Parking-Citywide	5 - CON	BI0133	CCSF-GOBOND-FY18	--	--	--	$175,932	--	$175,932
Short Term Bike Parking-Citywide	6 - PRO	BI0133	CCSF-GOBOND-FY18	--	--	--	$315,300	--	$315,300
Short Term Bike Parking-Citywide	1 - PLN	BI0133	CCSF-GOBOND-FY19	--	--	--	--	$425,977	$425,977
Short Term Bike Parking-Citywide	4 - DD	BI0133	CCSF-GOBOND-FY19	--	--	--	--	$74,954	$74,954
Short Term Bike Parking-Citywide	5 - CON	BI0133	CCSF-GOBOND-FY19	--	--	--	--	$175,932	$175,932
Wayfinding Pavement Markings	4 - DD	BI0134	SFCTA-PropK-EP39	$10,000	$10,000	$10,000	$10,000	$10,000	$50,000
Wayfinding Pavement Markings	5 - CON	BI0134	SFCTA-PropK-EP39	$14,000	$14,000	$14,000	$14,000	$14,000	$70,000
West Portal Unattended Long-Term Bike Parking	6 - PRO	BI0135	CCSF-GF-FY18	--	--	--	$504,400	--	$504,400
West Portal Unattended Long-Term Bike Parking	1 - PLN	BI0135	MTC-RM2SR2T-FY14	$70,000	--	--	--	--	$70,000
Western Addition - Downtown Bikeway Connector	4 - DD	BI0136	CCSF-GF-FY16	--	$389,993	--	--	--	$389,993

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Western Addition - Downtown Bikeway Connector	1 - PLN	BI0136	SFCTA-PropK-EP39	$90,000	--	--	--	--	$90,000
Western Addition - Downtown Bikeway Connector	2 - CER	BI0136	SFCTA-PropK-EP39	$60,000	--	--	--	--	$60,000
Western Addition - Downtown Bikeway Connector	3 - ENV	BI0136	SFCTA-PropK-EP39	--	$70,000	--	--	--	$70,000
Western Addition - Downtown Bikeway Connector	5 - CON	BI0136	SFCTA-OBAG-FY17	--	--	$3,497,577	--	--	$3,497,577
Wiggle Neighborhood Green Corridor	5 - CON	BI0137	SFMTA Bond 2013(A)-FY14	$530,000	--	--	--	--	$530,000
Wiggle Neighborhood Green Corridor	1 - PLN	BI0137	CCSF-Prop B-FY13	$220,000	--	--	--	--	$220,000
Wiggle Neighborhood Green Corridor	3 - ENV	BI0137	CCSF-Prop B-FY13	$33,000	--	--	--	--	$33,000
Wiggle Neighborhood Green Corridor	4 - DD	BI0137	CCSF-Prop B-FY13	$40,000	--	--	--	--	$40,000
Wiggle Neighborhood Green Corridor	5 - CON	BI0137	CCSF-Prop B-FY13	$507,000	--	--	--	--	$507,000
Wiggle Neighborhood Green Corridor	5 - CON	BI0137	CCSF-CPMC-FY14	$71,000	--	--	--	--	$71,000
Market Octavia Bicycle Spot Improvements and Network Upgrades	4 - DD	BI0138	CCSF-IPIC(MO) FY16	--	$100,000	--	--	--	$100,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Market Octavia Bicycle Spot Improvements and Network Upgrades	5 - CON	BI0138	CCSF-IPIC(MO) FY16	--	$150,000	--	--	--	$150,000
Market Octavia Bicycle Spot Improvements and Network Upgrades	5 - CON	BI0138	CCSF-IPIC(MO) FY17	--	--	$125,000	--	--	$125,000
Market Octavia Bicycle Spot Improvements and Network Upgrades	5 - CON	BI0138	CCSF-IPIC(MO) FY18	--	--	--	$250,000	--	$250,000
Market Octavia Bicycle Spot Improvements and Network Upgrades	5 - CON	BI0138	CCSF-IPIC(MO) FY19	--	--	--	--	$250,000	$250,000
Visitation Valley Bicycle Spot Improvements and Network Upgrades	1 - PLN	BI0139	CCSF-IPIC(VV) FY18	--	--	--	$25,000	--	$25,000
Visitation Valley Bicycle Spot Improvements and Network Upgrades	4 - DD	BI0139	CCSF-IPIC(VV) FY18	--	--	--	$50,000	--	$50,000
Visitation Valley Bicycle Spot Improvements and Network Upgrades	5 - CON	BI0139	CCSF-IPIC(VV) FY18	--	--	--	$175,000	--	$175,000
Visitation Valley Bicycle Spot Improvements and Network Upgrades	5 - CON	BI0139	CCSF-IPIC(VV) FY19	--	--	--	--	$100,000	$100,000
Central Freeway Area Bicycle Spot Improvements	5 - CON	BI0140	CCSF-Central Freeway Proceeds	$68,000	--	--	--	--	$68,000
Bike Safety and Connectivity Spot Treatments	1 - PLN	BI0143	MTC-TDAArticle3-FY15	$72,000	--	--	--	--	$72,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Bike Safety and Connectivity Spot Treatments	3 - ENV	BI0143	MTC-TDAArticle3-FY15	$28,000	--	--	--	--	$28,000
Bike Safety and Connectivity Spot Treatments	5 - CON	BI0143	MTC-TDAArticle3-FY15	$150,000	--	--	--	--	$150,000
Bike Safety and Connectivity Spot Treatments	1 - PLN	BI0143	MTC-TDAArticle3-FY16	--	$69,934	--	--	--	$69,934
Bike Safety and Connectivity Spot Treatments	3 - ENV	BI0143	MTC-TDAArticle3-FY16	--	$27,196	--	--	--	$27,196
Bike Safety and Connectivity Spot Treatments	5 - CON	BI0143	MTC-TDAArticle3-FY16	--	$105,695	--	--	--	$105,695
Bike Safety and Connectivity Spot Treatments	5 - CON	BI0143	SFCTA-PropK-EP39	--	$40,000	--	--	--	$40,000
Bike Safety and Connectivity Spot Treatments	1 - PLN	BI0143	MTC-TDAArticle3-FY17	--	--	$72,000	--	--	$72,000
Bike Safety and Connectivity Spot Treatments	3 - ENV	BI0143	MTC-TDAArticle3-FY17	--	--	$28,000	--	--	$28,000
Bike Safety and Connectivity Spot Treatments	5 - CON	BI0143	MTC-TDAArticle3-FY17	--	--	$150,000	--	--	$150,000
Bike Safety and Connectivity Spot Treatments	1 - PLN	BI0143	MTC-TDAArticle3-FY18	--	--	--	$72,000	--	$72,000
Bike Safety and Connectivity Spot Treatments	3 - ENV	BI0143	MTC-TDAArticle3-FY18	--	--	--	$28,000	--	$28,000
Bike Safety and Connectivity Spot Treatments	5 - CON	BI0143	MTC-TDAArticle3-FY18	--	--	--	$150,000	--	$150,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Bike Safety and Connectivity Spot Treatments	1 - PLN	BI0143	MTC-TDAArticle3-FY19	--	--	--	--	$72,000	$72,000
Bike Safety and Connectivity Spot Treatments	3 - ENV	BI0143	MTC-TDAArticle3-FY19	--	--	--	--	$28,000	$28,000
Bike Safety and Connectivity Spot Treatments	5 - CON	BI0143	MTC-TDAArticle3-FY19	--	--	--	--	$150,000	$150,000
7th Street Bikeway Trial Improvements	2 - CER	BI0144	SFCTA-PropK-EP39	$6,500	--	--	--	--	$6,500
7th Street Bikeway Trial Improvements	5 - CON	BI0144	SFCTA-PropK-EP39	$20,000	--	--	--	--	$20,000
7th Street Bikeway Trial Improvements	4 - DD	BI0144	SFCTA-PropK-EP39	$20,000	--	--	--	--	$20,000
7th Street Bikeway Trial Improvements	5 - CON	BI0144	SFCTA-PropK-EP39	$104,085	--	--	--	--	$104,085
7th Street Bikeway Trial Improvements	6 - PRO	BI0144	SFCTA-PropK-EP39	$30,000	--	--	--	--	$30,000
8th Street Streetscape	4 - DD	BI0145	SFCTA-PropK-EP38	--	$195,000	--	--	--	$195,000
8th Street Streetscape	4 - DD	BI0145	SFCTA-PropK-EP38	--	$450,960	--	--	--	$450,960
8th Street Streetscape	5 - CON	BI0145	SFMTA Bond 2014(A)-FY15	--	$789,790	--	--	--	$789,790
Annual Multi-Modal Data Collection and Count Report	1 - PLN	BI0146	CCSF-GF-FY16	--	$50,007	--	--	--	$50,007
Annual Multi-Modal Data Collection and Count Report	1 - PLN	BI0146	SFCTA-PropK-EP39	$50,007	--	--	--	--	$50,007

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Annual Multi-Modal Data Collection and Count Report	1 - PLN	BI0146	CCSF-GF-FY17	--	--	$50,007	--	--	$50,007
Annual Multi-Modal Data Collection and Count Report	1 - PLN	BI0146	CCSF-GF-FY18	--	--	--	$50,007	--	$50,007
Annual Multi-Modal Data Collection and Count Report	1 - PLN	BI0146	CCSF-GF-FY19	--	--	--	--	$50,007	$50,007
Bicycle Counters (50 Locations)	6 - PRO	BI0147	SFMTA-Operating-FY18	--		--	$398,385	--	$398,385
Bicycle Counters (50 Locations)	6 - PRO	BI0147	SFCTA-PropK-EP39	--		--	$51,615	--	$51,615
Bicycle Safety Education Class	6 - PRO	BI0148	SFCTA-PropK-EP39	--	$120,400	--	--	--	$120,400
Bicycle Strategy Network Expansion (8.5 miles)	1 - PLN	BI0149	SFCTA-PropK-EP39	$64,223	--	--	--	--	$64,223
Bicycle Strategy Network Expansion (8.5 miles)	3 - ENV	BI0149	SFCTA-PropK-EP39	$49,047	--	--	--	--	$49,047
Bicycle Strategy Network Expansion (8.5 miles)	4 - DD	BI0149	SFCTA-PropK-EP39	$662,508	--	--	--	--	$662,508
Bicycle Strategy Network Expansion (8.5 miles)	5 - CON	BI0149	MTC-TDAArticle3-FY15	$24,153	--	--	--	--	$24,153
Bicycle Strategy Network Expansion (8.5 miles)	5 - CON	BI0149	MTC-TDAArticle3-FY15	--	$100,847	--	--	--	$100,847
Bicycle Strategy Network Expansion (8.5 miles)	5 - CON	BI0149	CCSF-GF-FY17	--	--	$1,741,105	--	--	$1,741,105
Bicycle Strategy Network Expansion (8.5 miles)	5 - CON	BI0149	Caltrans-ATP(R)-FY16	--	--	$464,448	--	--	$464,448

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Bicycle Strategy Network Expansion (8.5 miles)	5 - CON	BI0149	CCSF-GF-FY18	--	--	--	$483,400	--	$483,400
Bicycle Strategy Network Expansion (8.5 miles)	5 - CON	BI0149	CCSF-GF-FY19	--	--	--	--	$1,314,993	$1,314,993
Bicycle Strategy Route Upgrades (13.5 miles)	1 - PLN	BI0150	SFCTA-PropK-EP39	$160,786		--	--	--	$160,786
Bicycle Strategy Route Upgrades (13.5 miles)	3 - ENV	BI0150	SFCTA-PropK-EP39	$53,595	--	--	--	--	$53,595
Bicycle Strategy Route Upgrades (13.5 miles)	3 - ENV	BI0150	CCSF-GOBOND-FY17	--		$215,842	--	--	$215,842
Bicycle Strategy Route Upgrades (13.5 miles)	4 - DD	BI0150	CCSF-GOBOND-FY17	--		$3,772,111	--	--	$3,772,111
Bicycle Strategy Route Upgrades (13.5 miles)	5 - CON	BI0150	CCSF-GOBOND-FY17	--		$239,295		--	$239,295
Bicycle Strategy Route Upgrades (13.5 miles)	5 - CON	BI0150	CCSF-GOBOND-FY18	--	--	--	$5,160,108		$5,160,108
Bicycle Strategy Route Upgrades (13.5 miles)	5 - CON	BI0150	CCSF-GOBOND-FY19	--	--	--	--	$7,391,532	$7,391,532
Bicycle Strategy Route Upgrades (13.5 miles)	5 - CON	BI0150	CCSF-GOBOND-FY19	--	--	--	--		--
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	BI0151	Caltrans-ATP(S)-FY15	--	$750,000	--	--	--	$750,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
California Pacific Medical Center--Lower Pacific Heights Bikeway Planning	1 - PLN	BI0152	CCSF-CPMC-FY14	$60,000	--	--	--	--	$60,000
Euclid Avenue Bicycle Improvements	5 - CON	BI0153	CCSF-CPMC-FY14	$119,000	--	--	--	--	$119,000
Folsom Street Streetscape	1 - PLN	BI0154	CCSF-IPIC(EN) FY17	--	--	$40,000	--	--	$40,000
Folsom Street Streetscape	3 - ENV	BI0154	CCSF-IPIC(EN) FY17	--	--	$40,000	--	--	$40,000
Folsom Street Streetscape	4 - DD	BI0154	CCSF-IPIC(EN) FY17	--	--	$300,000	--	--	$300,000
Folsom Street Streetscape	5 - CON	BI0154	CCSF-IPIC(EN) FY17	--	--	--	$1,000,000	--	$1,000,000
Folsom Street Streetscape	5 - CON	BI0154	CCSF-IPIC(EN) FY17	--	--	--	--	$825,050	$825,050
Masonic Avenue Streetscape	5 - CON	BI0155	SFCTA-OBAG-FY15	$10,227,540	--	--	--	--	$10,227,540
Masonic Avenue Streetscape	5 - CON	BI0155	SFMTA Bond 2013(A)-FY14	$3,660,000	--	--	--	--	$3,660,000
Masonic Avenue Streetscape	4 - DD	BI0155	SFMTA Bond 2013(A)-FY14	$2,340,000	--	--	--	--	$2,340,000
Masonic Avenue Streetscape	5 - CON	BI0155	SFMTA Bond 2014(A)-FY15	$2,012,460	--	--	--	--	$2,012,460
FY 15 Reserve		BI0156	SFMTA Bond 2013(A)-FY14	$215,274	--	--	--	--	$215,274
FY 15 Reserve		BI0156	SFMTA-Operating-FY14	$50,000	--	--	--	--	$50,000
FY 15 Reserve		BI0156	MTC-TDAArticle3-FY14	$432,932	--	--	--	--	$432,932

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 15 Reserve		BI0156	SFMTA-Operating-FY15	$100,000	--	--	--	--	$100,000
FY 15 Reserve		BI0156	CCSF-IPIC(EN) FY15	$104,800	--	--	--	--	$104,800
FY 15 Reserve		BI0156	CAOTS-OTS-FY15	$100,000	--	--	--	--	$100,000
FY 16 Reserve		BI0157	SFMTA Bond 2014(A)-FY15	--	$3,420,900	--	--	--	$3,420,900
FY 16 Reserve		BI0157	Caltrans-ATP(S)-FY15	--	$5,120,973	--	--	--	$5,120,973
FY 16 Reserve		BI0157	SFMTA-Operating-FY16	--	$100,000	--	--	--	$100,000
FY 16 Reserve		BI0157	SFCTA-TFCA(PM)-FY16	--	$207,216	--	--	--	$207,216
FY 16 Reserve		BI0157	Caltrans-ATP(R)-FY15	--	$366,388	--	--	--	$366,388
FY 16 Reserve		BI0157	CAOTS-OTS-FY16	--	$100,000	--	--	--	$100,000
FY 16 Reserve		BI0157	MTC-RM2SR2T-FY16	--	$35,000	--	--	--	$35,000
FY 17 Reserve		BI0158	SFMTA Bond 2014(A)-FY15	--	--	$2,401,012	--	--	$2,401,012
FY 17 Reserve		BI0158	CCSF-IPIC(EN) FY17	--	--	$2,433,623	--	--	$2,433,623
FY 17 Reserve		BI0158	Caltrans-ATP(R)-FY16	--	--	$331,988	--	--	$331,988
FY 17 Reserve		BI0158	SFMTA-Operating-FY17	--	--	$100,000	--	--	$100,000
FY 17 Reserve		BI0158	MTC-TDAArticle3-FY17	--	--	$125,000	--	--	$125,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 17 Reserve		BI0158	SFCTA-OBAG-FY17	--	--	$3,502,423	--	--	$3,502,423
FY 17 Reserve		BI0158	SFCTA-TFCA(PM)-FY17	--	--	$62,973	--	--	$62,973
FY 17 Reserve		BI0158	CAOTS-OTS-FY17	--	--	$100,000	--	--	$100,000
FY 17 Reserve		BI0158	CCSF-IPIC(EN) FY17	--	--	$1,196,277	--	--	$1,196,277
FY 18 Reserve		BI0159	SFMTA-Operating-FY17	--	--	--	$100,000	--	$100,000
FY 18 Reserve		BI0159	SFCTA-TFCA(PM)-FY18	--	--	--	$178,973	--	$178,973
FY 18 Reserve		BI0159	MTC-TDAArticle3-FY18	--	--	--	$125,000	--	$125,000
FY 18 Reserve		BI0159	CAOTS-OTS-FY18	--	--	--	$100,000	--	$100,000
FY 18 Reserve		BI0159	CCSF-IPIC(EN) FY18	--	--	--	$330,000	--	$330,000
FY 19 Reserve		BI0160	SFMTA-Operating-FY17	--	--	--	--	$100,000	$100,000
FY 19 Reserve		BI0160	MTC-TDAArticle3-FY19	--	--	--	--	$125,000	$125,000
FY 19 Reserve		BI0160	SFCTA-TFCA(PM)-FY19	--	--	--	--	$200,572	$200,572
FY 19 Reserve		BI0160	CCSF-IPIC(EN) FY19	--	--	--	--	$330,000	$330,000
FY 19 Reserve		BI0160	CAOTS-OTS-FY19	--	--	--	--	$100,000	$100,000
Subtotal				**33,250,474**	**33,378,373**	**25,955,626**	**12,588,671**	**14,191,123**	**119,364,267**

Central Subway

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Central Subway	5 - CON	CS0001	Caltrans-Prop1B(PTMISEA)-FY15	$81,880,405	--	--	--	--	$81,880,405
Central Subway	5 - CON	CS0001	FTA-5309NS-FY14	$150,000,000	--	--	--	--	$150,000,000
Central Subway	5 - CON	CS0001	FTA-5309NS-FY15	--	$150,000,000	--	--	--	$150,000,000
Central Subway	5 - CON	CS0001	FTA-5309NS-FY16	--	--	$150,000,000	--	--	$150,000,000
Central Subway	5 - CON	CS0001	FTA-5309NS-FY17	--	--	--	$150,000,000	--	$150,000,000
Central Subway	5 - CON	CS0001	FTA-5309NS-FY18	--	--	--	--	$23,018,516	$23,018,516
Central Subway	5 - CON	CS0001	Caltrans-STIP-FY15	$12,498,000	--	--	--	--	$12,498,000
Central Subway	5 - CON	CS0001	TBD-Cash Flow Need	--	--	--	--	$75,502,000	$75,502,000
Subtotal				**$244,378,405**	**$150,000,000**	**$150,000,000**	**$150,000,000**	**$98,520,516**	**$792,898,921**

Communications & IT Infrastructure

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Agency Migration to VoIP Telephony	6 - PRO	IT0101	SFMTA-Operating-FY13	$343,625	--	--	--	--	$343,625
Agency Migration to VoIP Telephony	6 - PRO	IT0101	SFMTA-Operating-FY14	$500,000	--	--	--	--	$500,000
Replace Clipper Reader on Vehicles	6 - PRO	IT0102	SFMTA-Operating-FY15	$400,000	--	--	--	--	$400,000
Replace Clipper Reader on Vehicles	6 - PRO	IT0102	SFMTA-Operating-FY16	--	$400,000	--	--	--	$400,000
Replace Clipper Reader on Vehicles	6 - PRO	IT0102	SFMTA-Operating-FY17	--	--	$400,000	--	--	$400,000
Replace Clipper Reader on Vehicles	6 - PRO	IT0102	SFMTA-Operating-FY18	--	--	--	$400,000	--	$400,000
Replace Clipper Reader on Vehicles	6 - PRO	IT0102	SFMTA-Operating-FY19	--	--	--	--	$400,000	$400,000
Agency Wide Wi-Fi Infrastructure	6 - PRO	IT0103	SFMTA-Operating-FY15	$250,000	--	--	--	--	$250,000
Agency Wide Wi-Fi Infrastructure	6 - PRO	IT0103	SFMTA-Operating-FY16	--	$250,000	--	--	--	$250,000
Agency Wide Wi-Fi Infrastructure	6 - PRO	IT0103	SFMTA-Operating-FY17	--	--	$500,000	--	--	$500,000
Agency Wide Wi-Fi Infrastructure	6 - PRO	IT0103	SFMTA-Operating-FY18	--	--	--	$500,000	--	$500,000
Agency Wide Wi-Fi Infrastructure	6 - PRO	IT0103	SFMTA-Operating-FY19	--	--	--	--	$500,000	$500,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Enterprise Asset Management System (EAMS) Phase I	5 - CON	TI0108	FTA-SGR-FY10	$5,392,554	--	--	--	--	$5,392,554
Enterprise Asset Management System (EAMS) Phase I	5 - CON	TI0108	OTHER - OPERATING - SFMTA	$1,348,139	--	--	--	--	$1,348,139
Enterprise Asset Management System (EAMS) Phase II	5 - CON	TI0109	FTA-SGR-FY10	--	$2,696,277	--	--	--	$2,696,277
Enterprise Asset Management System (EAMS) Phase II	5 - CON	TI0109	OTHER - OPERATING - SFMTA	--	$674,069	--	--	--	$674,069
Blue Light Phone Emergency	5 - CON	TI0110	CalEMA-Prop1B(CTSGP)-FY14	$2,282,000	--	--	--	--	$2,282,000
Blue Light Phone Emergency	5 - CON	TI0110	SFMTA Bond 2014(A)-FY15	$3,500,000	--	--	--	--	$3,500,000
Communications Systems Replacement	5 - CON	TI0111	CalEMA-Prop1B(CTSGP)-FY12	$7,070,567	--	--	--	--	$7,070,567
Communications Systems Replacement	5 - CON	TI0111	CalEMA-Prop1B(CTSGP)-FY13	$7,070,567	--	--	--	--	$7,070,567
Communications Systems Replacement	5 - CON	TI0111	CalEMA-Prop1B(CTSGP)-FY14	$4,788,567	--	--	--	--	$4,788,567
Communications Systems Replacement	5 - CON	TI0111	SFMTA Bond 2013(A)-FY14	$2,000,000	--	--	--	--	$2,000,000
Communications Systems Replacement	5 - CON	TI0111	SFMTA Bond 2014(A)-FY15	$2,000,000	--	--	--	--	$2,000,000
Reserve for Enterprise Asset Mgmt System Phase III	5 - CON	TI0112	FTA-SGR-FY10	--	--	$711,169	--	--	$711,169
Subtotal				**$36,946,019**	**$4,020,346**	**$1,611,169**	**$900,000**	**$900,000**	**$44,377,534**

Facility

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Alternator Tester	5 - CON	FA0123	OTHER-OPERATING-SFMTA	$500,000	--	--	--	--	$500,000
Bancroft - Elevators + Heating & Cooling (OP)	5 - CON	FA0113	OTHER-OPERATING-SFMTA	$525,000	--	--	--	--	$525,000
Bancroft - Lighting & Electrical (OP)	5 - CON	FA0114	OTHER-OPERATING-SFMTA	$175,000	--	--	--	--	$175,000
Bancroft - Roof Replacement & Insulation (OP)	5 - CON	FA0115	OTHER-OPERATING-SFMTA	$2,900,000	--	--	--	--	$2,900,000
Electric Diagnostic Station	5 - CON	FA0122	OTHER-OPERATING-SFMTA	$5,910,000	--	--	--	--	$5,910,000
Facility Purchase for Enforcement Unit	4 - DD	FA0102	OTHER-OPERATING-SFMTA	$475,000	--	--	--	--	$475,000
Facility Purchase for Enforcement Unit	5 - CON	FA0102	OTHER-OPERATING-SFMTA	--	$1,500,000	--	--	--	$1,500,000
Facility Purchase for Enforcement Unit	6 - PRO	FA0102	OTHER-OPERATING-SFMTA	--	--	$7,250,000	--	--	$7,250,000
Fall Protection	4 - DD	FA0140	SFMTA-Operating-FY15	$200,000	--	--	--	--	$200,000
Fluid Dispensing Reels, Hoses, and Plumbing	5 - CON	FA0129	OTHER-OPERATING-SFMTA	$480,000	--	--	--	--	$480,000
Islais Creek Phase II	5 - CON	FA0136	SFMTA Bond 2013(A)-FY14	$3,650,000	--	--	--	--	$3,650,000
Islais Creek Phase II	5 - CON	FA0136	SFMTA Bond 2014(A)-FY15	$6,350,000	--	--	--	--	$6,350,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Islais Creek Phase II	5 - CON	FA0136	CCSF-GOBOND-FY16	--	$36,230,000	--	--	--	$36,230,000
Muni/Metro East Additional Equipment	2 - CER	FA0120	SFMTA-Operating-FY15	$200,000	--	--	--	--	$200,000
Muni/Metro East Paint & Body Shop	2 - CER	FA0121	SFCTA-PropK-EP20	$3,300,000	--	--	--	--	$3,300,000
Muni/Metro East Paint & Body Shop	5 - CON	FA0121	CCSF-GOBOND-FY18	--		--	$23,050,000	--	$23,050,000
Muni/Metro East Paint & Body Shop	5 - CON	FA0121	CCSF-GF-FY17	--	--	$500,000	--	--	$500,000
Muni/Metro East Paint & Body Shop	4 - DD	FA0121	CCSF-GOBOND-FY18	--		--	$10,077,480	--	$10,077,480
Muni/Metro East Paint & Body Shop	3 - ENV	FA0121	SFCTA-PropK-EP20	$2,727,000	--	--	--	--	$2,727,000
Operator Convenience Facilities Phase 2	5 - CON	FA0111	SFMTA Bond 2014(A)-FY15	$2,500,000	--	--	--	--	$2,500,000
Operator Convenience Facilities Phase 2	4 - DD	FA0111	SFMTA Bond 2013(A)-FY14	$1,500,000	--	--	--	--	$1,500,000
Operator Convenience Facilities Phase 3	4 - DD	FA0112	SFMTA Bond 2014(A)-FY15	$1,150,000	--	--	--	--	$1,150,000
Paint Booth Upgrade (Woods & Potrero)	3 - ENV	FA0101	SFCTA-PropK-EP20	$500,000	--	--	--	--	$500,000
Paint Booth Upgrade (Woods & Potrero)	1 - PLN	FA0101	SFCTA-PropK-EP20	$350,000	--	--	--	--	$350,000
Potrero Shed and Hoists	1 - PLN	FA0104	OTHER-OPERATING-SFMTA	$500,000	--	--	--	--	$500,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Potrero Shed and Hoists	4 - DD	FA0104	OTHER-OPERATING-SFMTA	$800,000	--	--	--	--	$800,000
Potrero Shed and Hoists	5 - CON	FA0104	OTHER-OPERATING-SFMTA	$3,000,000	--	--	--	--	$3,000,000
Pressure Washer	5 - CON	FA0128	OTHER-OPERATING-SFMTA	$101,700	--	--	--	--	$101,700
Purchase Floor Scrubbers	6 - PRO	FA0127	OTHER-OPERATING-SFMTA	$616,500	--	--	--	--	$616,500
Purchase Floor Sweepers	6 - PRO	FA0130	OTHER-OPERATING-SFMTA	$657,000	--	--	--	--	$657,000
Purchase Parts Cleaner	5 - CON	FA0126	OTHER-OPERATING-SFMTA	$1,238,000	--	--	--	--	$1,238,000
Reconfigured Space for Proof of Payment Unit	5 - CON	FA0131	OTHER-OPERATING-SFMTA	$150,000	--	--	--	--	$150,000
Reconfigured Space for Proof of Payment Unit	1 - PLN	FA0131	OTHER-OPERATING-SFMTA	$100,000	--	--	--	--	$100,000
Replace Bancroft - Air Exhaust	5 - CON	FA0106	OTHER-OPERATING-SFMTA	$75,000	--	--	--	--	$75,000
FY 18 Reserve		FA0141	CCSF-GF-FY18	--	--	--	$1,000,000	--	$1,000,000
FY 19 Reserve		FA0142	CCSF-GF-FY19	--	--	--	--	$1,000,000	$1,000,000
SFMTA Training Relocation to 2650 Bayshore Blvd	5 - CON	FA0103	OTHER-OPERATING-SFMTA	$1,037,843	--	--	--	--	$1,037,843
Transit Reproduction Relocation to 1 SVN	1 - PLN	FA0125	OTHER-OPERATING-SFMTA	$20,000	--	--	--	--	$20,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Transit Reproduction Relocation to 1 SVN	4 - DD	FA0125	OTHER-OPERATING-SFMTA	$15,000	--	--	--	--	$15,000
Transit Reproduction Relocation to 1 SVN	5 - CON	FA0125	OTHER-OPERATING-SFMTA	$50,000	--	--	--	--	$50,000
Upgrade Life and Fire Safety Systems	5 - CON	FA0105	CCSF-GF-FY16	--	$1,000,000	--	--	--	$1,000,000
Upgrade Life and Fire Safety Systems	5 - CON	FA0105	CCSF-GF-FY17	--	--	$500,000	--	--	$500,000
Upgrade Life and Fire Safety Systems	4 - DD	FA0105	SFCTA-PropK-EP20	$250,000	--	--	--	--	$250,000
Various Facility Plans (Burke, Woods, Fall Protection, etc.)	1 - PLN	FA0133	SFCTA-PropK-EP20	$3,400,000	--	--	--	--	$3,400,000
Woods Renovation (3) Hoists & (40) Bays	2 - CER	FA0118	SFCTA-PropK-EP20	$5,250,000	--	--	--	--	$5,250,000
Woods Renovation (3) Hoists & (40) Bays	1 - PLN	FA0118	SFCTA-PropK-EP20	$1,500,000	--	--	--	--	$1,500,000
Woods Wash Racks	5 - CON	FA0116	CCSF-GOBOND-FY16	--	$642,520	--	--	--	$642,520
Subtotal				**$52,153,043**	**$39,372,520**	**$8,250,000**	**$34,127,480**	**$1,000,000**	**134,903,043**

Fleet

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Replace 8 Neoplan 40' Buses (2015)		FL0125	FTA-5307-FY14	$4,643,523	--	--	--	--	$4,643,523
Farebox Replacement Project	5 - CON	FL0132	FTA-5307-FY14	$1,120,000	--	--	--	--	$1,120,000
Farebox Replacement Project	5 - CON	FL0132	Caltrans-PTMISEA-Interest	$280,000	--	--	--	--	$280,000
Rehabilitate Historic Streetcars (16 PCCs)	5 - CON	FL0133	FTA-5309FG-FY12	$10,566,373	--	--	--	--	$10,566,373
Rehabilitate Historic Streetcars (16 PCCs)	5 - CON	FL0133	MTC-AB664-FY14	$172,613	--	--	--	--	$172,613
Rehabilitate Historic Streetcars (16 PCCs)	5 - CON	FL0133	MTC-AB664-Expired(14)	$1,836,888	--	--	--	--	$1,836,888
Rehabilitate Historic Streetcars (16 PCCs)	5 - CON	FL0133	SFCTA-PropK-EP12	$267,929	--	--	--	--	$267,929
Rehabilitate Historic Streetcars (16 PCCs)	5 - CON	FL0133	SFCTA-PropK-EP17M	--	--	$1,559,501	$1,612,781	$1,612,781	$4,785,064
Rehabilitate Historic Streetcars (Milan and Vintage)	4 - DD	FL0134	FTA-5309FG-FY11	$400,000	--	--	--	--	$400,000
Rehabilitate Historic Streetcars (Milan and Vintage)	4 - DD	FL0134	MTC-AB664-FY14	$100,000	--	--	--	--	$100,000
Rehabilitate Historic Streetcars (Milan and Vintage)	5 - CON	FL0134	FTA-5309FG-FY11	--	$2,092,520	$490,920	$1,259,403	--	$3,842,843
Rehabilitate Historic Streetcars (Milan and Vintage)	5 - CON	FL0134	SFCTA-PropK-EP17M	--	$523,130	$122,730	$1,456,063	$1,470,755	$3,572,678

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Rehabilitate Historic Streetcars (Milan and Vintage)	5 - CON	FL0134	FTA-5309FG-FY12	--	--	--	$2,377,430	--	$2,377,430
Rehabilitate Historic Streetcars (Milan and Vintage)	5 - CON	FL0134	FTA-5337FG-FY17	--	--	--	$2,187,421	--	$2,187,421
Rehabilitate Historic Streetcars (Milan and Vintage)	5 - CON	FL0134	FTA-5337FG-FY18	--	--	--	--	$5,883,020	$5,883,020
Light Rail Vehicle Component Rehab		FL0102	MTC-TPI(I)-FY15	$4,629,676	--	--	--	--	$4,629,676
Light Rail Vehicle Component Rehab		FL0102	Caltrans-PTMISEA-Interest	$599,824	--	--	--	--	$599,824
Light Rail Vehicle Truck Rebuild		FL0135	CCSF-TSIP-FY15	$2,500,000	--	--	--	--	$2,500,000
Light Rail Vehicle Truck Rebuild		FL0135	CCSF-TSIP-FY16	--	$2,500,000	--	--	--	$2,500,000
Light Rail Vehicle Truck Rebuild		FL0135	MTC-TPI(I)-FY16	--	$4,000,000	--	--	--	$4,000,000
Vehicle Overhauls		FL0103	CCSF-TSIP-FY17	--	--	$2,500,000	--	--	$2,500,000
Vehicle Overhauls		FL0103	MTC-TPI(I)-FY17	--	--	$4,000,000	--	--	$4,000,000
Vehicle Overhauls		FL0103	CCSF-TSIP-FY18	--	--	--	$2,500,000	--	$2,500,000
Vehicle Overhauls		FL0103	CCSF-TSIP-FY19	--	--	--	--	$2,500,000	$2,500,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Replace 35 22' Paratransit Vans		FL0105	SFCTA-PropK-EP17M	$1,271,775	--	--	--	--	$1,271,775
Replace 60 New Flyer 60' Trolley Coaches (2015)		FL0106	FTA-5337FG-FY13	$12,677,488	--	--	--	--	$12,677,488
Replace 60 New Flyer 60' Trolley Coaches (2015)		FL0106	SFCTA-PropK-EP17M	$21,000,000	--	--	--	--	$21,000,000
Replace 26 Neoplan 60' Buses (2015)		FL0107	SFCTA-PropK-EP17M	$13,861,344	--	--	--	--	$13,861,344
Replace 26 Neoplan 60' Buses (2015)		FL0107	FTA-5307-FY14	$9,971,639	--	--	--	--	$9,971,639
Replace 26 Neoplan 60' Buses (2015)		FL0107	FTA-5339-FY14	$6,908,739	--	--	--	--	$6,908,739
Replace 34 Neoplan 40' Motor Coaches (2015)		FL0110	FTA-5307-FY14	$5,000,000	--	--	--	--	$5,000,000
Replace 34 Neoplan 40' Motor Coaches (2015)		FL0110	FTA-5307-FY15	--	$15,129,674	--	--	--	$15,129,674
Replace 34 Neoplan 40' Motor Coaches (2015)		FL0110	SFCTA-PropK-EP17M	$10,285,740	--	--	--	--	$10,285,740
Replace 41 Neoplan 40' Motor Coaches (2016)		FL0111	FTA-5307-FY15	--	$23,766,569	--	--	--	$23,766,569
Replace 41 Neoplan 40' Motor Coaches (2016)		FL0111	SFCTA-PropK-EP17M	--	$12,144,099	--	--	--	$12,144,099
Replace 30 Neoplan 40' Motor Coaches (2017)		FL0112	FTA-5307-FY16	--	--	$14,670,172	--	--	$14,670,172

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Replace 30 Neoplan 40' Motor Coaches (2017)		FL0112	MTC-AB664-FY16	--	--	$2,720,000	--	--	$2,720,000
Replace 30 Neoplan 40' Motor Coaches (2017)		FL0112	SFCTA-PropK-EP17M	--	--	$8,885,926	--	--	$8,885,926
Replace 50 Neoplan 40' Motor Coaches (2018)		FL0113	FTA-5307-FY17	--	--	--	$26,263,621	--	$26,263,621
Replace 50 Neoplan 40' Motor Coaches (2018)		FL0113	MTC-AB664-FY17	--	--	--	$2,720,000	--	$2,720,000
Replace 50 Neoplan 40' Motor Coaches (2018)		FL0113	SFCTA-PropK-EP17M	--	--	--	$14,809,876	--	$14,809,876
Replace 56 Orion 40' Motor Coaches (2019)		FL0114	FTA-5307-FY18	--	--	--	--	$29,541,655	$29,541,655
Replace 56 Orion 40' Motor Coaches (2019)		FL0114	MTC-AB664-FY18	--	--	--	--	$2,920,000	$2,920,000
Replace 56 Orion 40' Motor Coaches (2019)		FL0114	SFCTA-PropK-EP17M	--	--	--	--	$16,587,062	$16,587,062
Replace 50 Neoplan 60'Motor Coaches (2015)		FL0115	FTA-5307-FY14	$8,365,234	--	--	--	--	$8,365,234
Replace 50 Neoplan 60'Motor Coaches (2015)		FL0115	FTA-5307-FY15	--	$33,355,249	--	--	--	$33,355,249
Replace 50 Neoplan 60'Motor Coaches (2015)		FL0115	SFCTA-PropK-EP17M	$21,318,082	--	--	--	--	$21,318,082
Replace 48 Neoplan 60'Motor Coaches (2016)		FL0116	FTA-5307-FY15	--	$36,526,169	--	--	--	$36,526,169

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Replace 48 Neoplan 60'Motor Coaches (2016)		FL0116	MTC-AB664-FY15	--	$2,680,000	--	--	--	$2,680,000
Replace 48 Neoplan 60'Motor Coaches (2016)		FL0116	SFCTA-PropK-EP17M	--	$25,349,316	--	--	--	$25,349,316
Replace 50 ETI 40' Trolley Coaches (2015)		FL0117	FTA-5337FG-FY15	--	$63,044,428	--	--	--	$63,044,428
Replace 50 ETI 40' Trolley Coaches (2015)		FL0117	SFCTA-PropK-EP17M	$15,761,107	--	--	--	--	$15,761,107
Replace 50 ETI 40' Trolley Coaches (2016)		FL0118	FTA-5337FG-FY15	--	$42,197,154	--	--	--	$42,197,154
Replace 50 ETI 40' Trolley Coaches (2016)		FL0118	SFCTA-PropK-EP17M	--	$36,608,381	--	--	--	$36,608,381
Replace 50 ETI 40' Trolley Coaches (2017)		FL0119	FTA-5337FG-FY16	--	--	$42,197,154	--	--	$42,197,154
Replace 50 ETI 40' Trolley Coaches (2017)		FL0119	SFCTA-PropK-EP17M	--	--	$36,608,381	--	--	$36,608,381
Replace 25 ETI 40' Trolley Coaches (2018)		FL0136	FTA-5337FG-FY17	--	--	--	$21,098,577	--	$21,098,577
Replace 25 ETI 40' Trolley Coaches (2018)		FL0136	SFCTA-PropK-EP17M	--	--	--	$18,304,191	--	$18,304,191
Replace 33 ETI 60' Trolley Coaches (2018)		FL0121	FTA-5337FG-FY17	--	--	--	$48,751,500	--	$48,751,500
Replace 33 ETI 60' Trolley Coaches (2018)		FL0121	SFCTA-PropK-EP17M	--	--	--	$16,111,653	--	$16,111,653

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Purchase 12 Trolley Coaches (2018)		FL0137	FTA-5337FG-FY17	--	--	--	$17,727,818	--	$17,727,818
Purchase 12 Trolley Coaches (2018)		FL0137	SFCTA-PropK-EP17M	--	--	--	$5,858,783	--	$5,858,783
Replace 30 Orion 30' Motor Coaches (2019)		FL0122	FTA-5307-FY18	--	--	--	--	$16,429,534	$16,429,534
Replace 30 Orion 30' Motor Coaches (2019)		FL0122	SFCTA-PropK-EP17M	--	--	--	--	$9,846,564	$9,846,564
Replace 5 Paratransit Mini Vans		FL0123	FTA-5307-FY18	--	--	--	--	$225,295	$225,295
Replace 5 Paratransit Mini Vans		FL0123	SFCTA-PropK-EP17M	--	--	--	--	$44,705	$44,705
Replace 27 Paratransit Type 2 Vans		FL0124	FTA-5307-FY15	--	$3,473,535	--	--	--	$3,473,535
Replace 27 Paratransit Type 2 Vans		FL0124	SFCTA-PropK-EP17M	--	$718,215	--	--	--	$718,215
Replace 35 22' Paratransit Vans		FL0105	FTA-5307-FY18	--	--	--	--	$4,502,731	$4,502,731
Replace 35 22' Paratransit Vans		FL0105	SFCTA-PropK-EP17M	--	--	--	--	$931,019	$931,019
Cable Car Renovation		FL0109	FTA-5337FG-FY13	$960,000	--	--	--	--	$960,000
Cable Car Renovation		FL0109	MTC-AB664-FY15	--	$240,000	--	--	--	$240,000
Cable Car Renovation		FL0109	FTA-5307-FY15	--	$720,000	--	--	--	$720,000
Cable Car Renovation		FL0109	MTC-AB664-FY15	--	$180,000	--	--	--	$180,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Cable Car Renovation		FL0109	FTA-5307-FY16	--	--	$720,000	--	--	$720,000
Cable Car Renovation		FL0109	MTC-AB664-FY16	--	--	$180,000	--	--	$180,000
Cable Car Renovation		FL0109	FTA-5307-FY17	--	--	--	$720,000	--	$720,000
Cable Car Renovation		FL0109	MTC-AB664-FY17	--	--	--	$180,000	--	$180,000
Cable Car Renovation		FL0109	FTA-5307-FY18	--	--	--	--	$720,000	$720,000
Cable Car Renovation		FL0109	MTC-AB664-FY18	--	--	--	--	$180,000	$180,000
Expand Motor Coach 60' by 22		FL0127	FTA-5307-FY14	$30,500,000	--	--	--	--	$30,500,000
Expand Motor Coach 60' by 21		FL0128	CCSF-GF-FY18	--	--	--	$21,063,494	--	$21,063,494
Expand Motor Coach 60' by 19		FL0129	CCSF-GF-FY19	--	--	--	--	$25,553,213	$25,553,213
Expand Light Rail Fleet by 24 Vehicles		FL0131	Transfer from Central Subway	$20,000,000	$2,000,000	$2,000,000	--	--	$24,000,000
Expand Light Rail Fleet by 24 Vehicles		FL0131	SFCTA-PropK-EP15	--	--	$3,092,490	--	--	$3,092,490
Expand Light Rail Fleet by 24 Vehicles		FL0131	SFMTA Bond 2013(A)-FY14	$12,500,000	--	--	--	--	$12,500,000
Expand Light Rail Fleet by 24 Vehicles		FL0131	SFMTA Bond 2014(A)-FY15	$12,500,000	--	--	--	--	$12,500,000
Expand Light Rail Fleet by 24 Vehicles		FL0131	SFMTA-Bond-FY17	--	--	$80,000,000	--	--	$80,000,000
Reserve for Future Fleet Expansion		FL0139	CCSF-GF-FY16	--	$13,800,000	--	--	--	$13,800,000
FY 19 Reserve		FL0140	CCSF-GF-FY19	--	--	--	--	$5,533,293	$5,533,293

Parking

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
ADA Compliance - Multiple Garages	4 - DD	PA0104	SFMTA Bond 2014(A)-FY15	$500,000	--	--	--	--	$500,000
ADA Compliance - Multiple Garages	5 - CON	PA0104	SFMTA Bond 2014(A)-FY15	$960,000	$540,000	--	--	--	$1,500,000
Electrical Study (18-garages)	5 - CON	PA0113	SFMTA Bond 2014(A)-FY15	$22,200	--	--	--	--	$22,200
FY 15 Reserve		PA0114	SFMTA Bond 2014(A)-FY15	$9,795,600	--	--	--	--	$9,795,600
FY 16 Reserve		PA0115	SFMTA Bond 2014(A)-FY15	--	$2,284,000	--	--	--	$2,284,000
Parking Access and Revenue Control System (PARCS)	1 - PLN	PA0103	OTHER-OPERATING-SFMTA	$80,000	--	--	--	--	$80,000
Parking Access and Revenue Control System (PARCS)	4 - DD	PA0103	OTHER-OPERATING-SFMTA	$4,234,000	--	--	--	--	$4,234,000
Parking Access and Revenue Control System (PARCS)	5 - CON	PA0103	OTHER-OPERATING-SFMTA	$5,481,600	$2,284,000	--	--	--	$7,765,600
Seismic Retrofit - Multiple Garages	4 - DD	PA0101	SFMTA Bond 2014(A)-FY15	$980,400	$309,600	--	--	--	$1,290,000
Seismic Retrofit - Multiple Garages	5 - CON	PA0101	SFMTA Bond 2014(A)-FY15	$792,105	$2,217,895	--	--	--	$3,010,000
Structural Improvements - Multiple Garages	4 - DD	PA0102	SFMTA Bond 2014(A)-FY15	$2,400,000	--	--	--	--	$2,400,000
Structural Improvements - Multiple Garages	5 - CON	PA0102	SFMTA Bond 2014(A)-FY15	$2,916,667	$1,508,943	--	--	--	$4,425,610
Ventilation: Golden Gateway	5 - CON	PA0110	SFMTA Bond 2014(A)-FY15	$1,643,090	--	--	--	--	$1,643,090
Ventilation: Japan Center	4 - DD	PA0111	SFMTA Bond 2014(A)-FY15	$157,000	--	--	--	--	$157,000
Ventilation: Japan Center	5 - CON	PA0111	SFMTA Bond 2014(A)-FY15	$1,331,500	--	--	--	--	$1,331,500
Ventilation: Sutter-Stockton	4 - DD	PA0112	SFMTA Bond 2014(A)-FY15	$106,000	--	--	--	--	$106,000
Ventilation: Sutter-Stockton	5 - CON	PA0112	SFMTA Bond 2014(A)-FY15	$535,000	--	--	--	--	$535,000
Subtotal				**$31,935,162**	**$9,144,438**	**--**	**--**	**--**	**$41,079,600**

Pedestrian

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
6th Street Improvements Project	4 - DD	PE0102	SFCTA-PropK-EP40	$700,000	--	--	--	--	$700,000
6th Street Improvements Project	5 - CON	PE0102	SFCTA-PropK-EP40	$428,571	$1,714,286	$857,143	--	--	$3,000,000
6th Street Improvements Project	5 - CON	PE0102	MTC-RM2SR2T-FY16	--	$65,000	--	--	--	$65,000
Columbus Ave Ped Improvements	1 - PLN	PE0109	SFMTA-TSIP-FY14	$35,000	--	--	--	--	$35,000
Columbus Ave Ped Improvements	2 - CER	PE0109	SFMTA-TSIP-FY14	$35,000	--	--	--	--	$35,000
Columbus Ave Ped Improvements	3 - ENV	PE0109	SFMTA-TSIP-FY14	$30,000	--	--	--	--	$30,000
Columbus Ave Ped Improvements	4 - DD	PE0109	SFCTA-PropK-EP38	$150,000	--	--	--	--	$150,000
Columbus Ave Ped Improvements	5 - CON	PE0109	CCSF-Prop B-FY14	$800,000	--	--	--	--	$800,000
Columbus Ave Ped Improvements	5 - CON	PE0109	SFMTA Bond 2013(A)-FY14	$500,000	--	--	--	--	$500,000
Vicente-West Portal Bulbouts	1 - PLN	PE0115	SFMTA Bond 2013(A)-FY14	$5,000	--	--	--	--	$5,000
Vicente-West Portal Bulbouts	2 - CER	PE0115	SFMTA Bond 2013(A)-FY14	$15,000	--	--	--	--	$15,000
Vicente-West Portal Bulbouts	3 - ENV	PE0115	SFMTA Bond 2013(A)-FY14	$1,000	--	--	--	--	$1,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Vicente-West Portal Bulbouts	4 - DD	PE0115	SFMTA Bond 2013(A)-FY14	$45,000	--	--	--	--	$45,000
Vicente-West Portal Bulbouts	5 - CON	PE0115	SFMTA Bond 2013(A)-FY14	$255,000	--	--	--	--	$255,000
Turk at Webster Pedestrian Improvements	1 - PLN	PE0117	SFCTA-PropK-EP40	$9,000	--	--	--	--	$9,000
Turk at Webster Pedestrian Improvements	4 - DD	PE0117	SFCTA-PropK-EP40	$27,000	--	--	--	--	$27,000
Turk at Webster Pedestrian Improvements	5 - CON	PE0117	SFCTA-PropK-EP40	--	$174,000	--	--	--	$174,000
Dolores and Liberty Uncontrolled Crosswalk Improvements	4 - DD	PE0118	SFMTA-Operating-FY13	$5,040	--	--	--	--	$5,040
Dolores and Liberty Uncontrolled Crosswalk Improvements	5 - CON	PE0118	OTHER-TSIP-DPW	$8,960	--	--	--	--	$8,960
Pedestrian Improvements-Franklin & Gough Intersections Placeholder		PE0120	OTHER-DPW-CCSF-IPIC(MO) FY15	$500,000	--	--	--	--	$500,000
Pedestrian Safety Spot Improvements (Must Be Within a Block Radius of Octavia)		PE0122	CCSF-Central Freeway Proceeds	$592,000	--	--	--	--	$592,000
Pedestrian Enhancement Projects		PE0123	OTHER-DPW-CCSF-IPIC(EN) FY15	$63,200	--	--	--	--	$63,200
Pedestrian Enhancement Projects		PE0123	OTHER-DPW-CCSF-IPIC(EN) FY16	--	$515,600	--	--	--	$515,600

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Pedestrian Enhancement Projects		PE0123	OTHER-DPW-CCSF-IPIC(MO) FY16	--	$250,000	--	--	--	$250,000
Pedestrian Enhancement Projects		PE0123	OTHER-DPW-CCSF-IPIC(MO) FY17	--	--	$125,000	--	--	$125,000
Pedestrian Enhancement Projects		PE0123	OTHER-DPW-CCSF-IPIC(MO) FY18	--	--	--	$250,000	--	$250,000
Pedestrian Enhancement Projects		PE0123	OTHER-DPW-CCSF-IPIC(MO) FY19	--	--	--	--	$250,000	$250,000
WalkFirst: Phase 1 Priority 4-6 (13 Intersections)	4-DD/5-CON	PE0124	SFCTA-PropK-EP40	$135,004	--	--	--	--	$135,004
WalkFirst: Phase 1 Priority 4-6 (13 Intersections)	1-PLN/4-DD/5-CON	PE0124	SFMTA-TSIP-FY14	$40,000	--	--	--	--	$40,000
WalkFirst: Phase 1 Priority 4-6 (13 Intersections)	1-PLN/4-DD/5-CON	PE0124	SFCTA-PropK-EP40	$267,658	--	--	--	--	$267,658
WalkFirst: Phase 1 Priority 1 (33 Intersections)	4-DD/5-CON	PE0125	CCSF-GF-FY18	--	--	--	$20,000	--	$20,000
WalkFirst: Phase 1 Priority 1 (33 Intersections)	1-PLN/4-DD/5-CON	PE0125	SFMTA-TSIP-FY17	--	--	$259,250	--	--	$259,250
WalkFirst: Phase 1 Priority 1 (33 Intersections)	1-PLN/4-DD/5-CON	PE0125	SFCTA-PropAA-FY18	--	--	--	$495,000	--	$495,000
WalkFirst: Phase 1 Priority 1 (33 Intersections)	1-PLN/4-DD/5-CON	PE0125	SFCTA-PropK-EP40	--	--	$228,996	--	--	$228,996
WalkFirst: Phase 1 Priority 1 (33 Intersections)	1-PLN/4-DD/5-CON	PE0125	CCSF-GF-FY16	--	$174,809	--	--	--	$174,809

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
WalkFirst: Phase 1 Priority 1 (33 Intersections)	1-PLN/4-DD/5-CON	PE0125	SFMTA-TSIP-FY17	--	--	$229,877	--	--	$229,877
WalkFirst: Phase 2 Priority 5 (Permanent)	4-DD/5-CON	PE0126	SFMTA Bond 2013(A)-FY14	$702,900	--	--	--	--	$702,900
WalkFirst: Phase 2 Priority 4	4-DD/5-CON	PE0150	SFMTA Bond 2014(A)-FY15	--	$2,339,540	--	--	--	$2,339,540
WalkFirst: Phase 2 Priority 4	4-DD/5-CON	PE0150	SFMTA Bond 2013(A)-FY14	$1,324,148	--	--	--	--	$1,324,148
WalkFirst: Phase 2 Priority 3 (39 Intersections -Permanent)	4-DD/5-CON	PE0128	CCSF-GOBOND-FY16	--	$7,090,154	$855,786	--	--	$7,945,940
WalkFirst: Phase 2 Priority 3 (39 Intersections -Permanent)	4-DD/5-CON	PE0128	SFMTA Bond 2014(A)-FY15	--	$624,158	--	--	--	$624,158
WalkFirst: Phase 2 Priority 2 (Permanent)	4-DD/5-CON	PE0129	CCSF-GOBOND-FY18	--	--	--	$1,816,657		$1,816,657
WalkFirst: Phase 2 Priority 2 (Permanent)	4-DD/5-CON	PE0129	CCSF-GOBOND-FY17	--	--	$5,628,548	$4,450,352	--	$10,078,900
WalkFirst: Phase 2 Priority 1 (Permanent)	4-DD/5-CON	PE0130	CCSF-GOBOND-FY19	--	--	--	--	$5,510,510	$5,510,510
WalkFirst: Phase 2 Priority 1 (Permanent)	4-DD/5-CON	PE0130	CCSF-GOBOND-FY19	--	--	--	--	$3,489,490	$3,489,490
WalkFirst: Phase 2 Priority 1 (Permanent)	4-DD/5-CON	PE0130	SFCTA-PropAA-FY19	--	--	--	--	$495,000	$495,000
Crossing Guard Intersection Assessments	1 - PLN	PE0131	OTHER-SFMTA-Operating (LS)	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	Caltrans-ATP(R)-FY15	--	$750,000	--	--	--	$750,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	SFMTA-TSIP-FY16	--	$43,013	--	--	--	$43,013
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	SFMTA-TSIP-FY17	--	--	$43,013	--	--	$43,013
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	CCSF-GF-FY18	--	--	--	$375,000	--	$375,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	CCSF-GF-FY19	--	--	--	--	$375,000	$375,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	CAOTS-OTS-FY15	$100,000	--	--	--	--	$100,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	CAOTS-OTS-FY16	--	$100,000	--	--	--	$100,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	CAOTS-OTS-FY17	--	--	$100,000	--	--	$100,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	Caltrans-STIP-FY17	--	--	$935,000	--	--	$935,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	CAOTS-OTS-FY18	--	--	--	$100,000	--	$100,000
Vision Zero: Motorist and Pedestrian Safety Education & Enforcement	1 - PLN	PE0132	CAOTS-OTS-FY19	--	--	--	--	$100,000	$100,000
WalkFirst: Phase 1 Priority 3 (28 Intersections)	1-PLN/4-DD/5-CON	PE0133	SFCTA-PropK-EP40	$469,342	--	--	--	--	$469,342
WalkFirst: Phase 1 Priority 3 (28 Intersections)	1-PLN/4-DD/5-CON	PE0133	CCSF-GF-FY16	--	$534,958	--	--	--	$534,958
WalkFirst: Phase 1 Priority 2 (48 Intersections)	1-PLN/4-DD/5-CON	PE0134	CCSF-GF-FY16	--	$290,233	--	--	--	$290,233
WalkFirst: Phase 1 Priority 2 (48 Intersections)	1-PLN/4-DD/5-CON	PE0134	SFMTA Bond 2014(A)-FY15	--	$44,000	--	--	--	$44,000
WalkFirst: Phase 1 Priority 2 (48 Intersections)	1-PLN/4-DD/5-CON	PE0134	SFCTA-PropK-EP38	--	$296,527	--	--	--	$296,527
WalkFirst: Phase 1 Priority 2 (48 Intersections)	1-PLN/4-DD/5-CON	PE0134	SFCTA-PropAA-FY16	--	$364,664	--	--	--	$364,664
WalkFirst: Phase 1 Priority 2 (48 Intersections)	1-PLN/4-DD/5-CON	PE0134	CCSF-GF-FY17	--	--	$558,048	--	--	$558,048
WalkFirst: Phase 1 Priority 2 (48 Intersections)	1-PLN/4-DD/5-CON	PE0134	SFCTA-PropAA-FY17	--	--	$364,664	--	--	$364,664
WalkFirst: Phase 1 Priority 1 (9 Intersections)	1-PLN/4-DD/5-CON	PE0135	CCSF-GF-FY17	--	--	$77,288	--	--	$77,288
WalkFirst: Phase 1 Priority 0 (9 Intersections)	1-PLN/4-DD/5-CON	PE0136	SFMTA-TSIP-FY17	--	--	--	$110,000	--	$110,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
WalkFirst: Phase 1 Priority 0 (9 Intersections)	1-PLN/4-DD/5-CON	PE0136	SFMTA-TSIP-FY18	--	--	--	$275,110	--	$275,110
WalkFirst: Locations Near Cathedral Hill	5 - CON	PE0137	CCSF-CPMC-FY14	$400,000	--	--	--	--	$400,000
WalkFirst: Rectangular Rapid Flashing Beacons (3 Intersections)	5 - CON	PE0138	SFCTA-PropK-EP38	$60,498	--	--	--	--	$60,498
WalkFirst: Rectangular Rapid Flashing Beacons (3 Intersections)	5 - CON	PE0138	SFCTA-PropK-EP38	--	$60,498	--	--	--	$60,498
WalkFirst: Rectangular Rapid Flashing Beacons (3 Intersections)	5 - CON	PE0138	CCSF-GF-FY17	--	--	$60,498	--	--	$60,498
WalkFirst: Rectangular Rapid Flashing Beacons (3 Intersections)	5 - CON	PE0138	SFMTA-TSIP-FY18	--	--	--	$60,498	--	$60,498
WalkFirst: Rectangular Rapid Flashing Beacons (3 Intersections)	5 - CON	PE0138	CCSF-GF-FY19	--	--	--	--	$60,498	$60,498
WalkFirst: Daylighting (25 Intersections)	1 - PLN	PE0139	CCSF-GF-FY17	--	--	$2,700	--	--	$2,700
WalkFirst: Daylighting (25 Intersections)	4 - DD	PE0139	CCSF-GF-FY17	--	--	$37,800	--	--	$37,800
WalkFirst: Daylighting (25 Intersections)	5 - CON	PE0139	CCSF-GF-FY17	--	--	$18,900	--	--	$18,900

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
WalkFirst: Daylighting (25 Intersections)	1 - PLN	PE0139	SFMTA-TSIP-FY18	--	--	--	$2,700	--	$2,700
WalkFirst: Daylighting (25 Intersections)	4 - DD	PE0139	SFMTA-TSIP-FY18	--	--	--	$37,800	--	$37,800
WalkFirst: Daylighting (25 Intersections)	5 - CON	PE0139	SFMTA-TSIP-FY18	--	--	--	$13,500	--	$13,500
WalkFirst: Daylighting (25 Intersections)	1 - PLN	PE0139	CCSF-GF-FY19	--	--	--	--	$2,700	$2,700
WalkFirst: Daylighting (25 Intersections)	4 - DD	PE0139	CCSF-GF-FY19	--	--	--	--	$37,800	$37,800
WalkFirst: Daylighting (25 Intersections)	5 - CON	PE0139	CCSF-GF-FY19	--	--	--	--	$13,500	$13,500
WalkFirst: Data Analysis Update	1 - PLN	PE0140	SFCTA-PropK-EP44	--	$200,000	--	--	--	$200,000
WalkFirst: Radar Speed Display Signs (10 Signs)	4-DD/5-CON	PE0141	SFCTA-PropK-EP38	$375,000	--	--	--	--	$375,000
WalkFirst: Radar Speed Display Signs (10 Signs)	4-DD/5-CON	PE0141	SFMTA-TSIP-FY18	--	--	--	$375,000	--	$375,000
WalkFirst: Radar Speed Display Signs (4 Signs)	4-DD/5-CON	PE0142	CCSF-GF-FY17	--	--	$134,766	--	--	$134,766
WalkFirst: Speed Radar Display (15 Signs)	4-DD/5-CON	PE0143	CCSF-GF-FY19	--	--	--	--	$470,250	$470,250
WalkFirst: Signal Retiming Program (20 Intersections/Yr)	1 - PLN	PE0144	SFMTA-TSIP-FY14	$10,000	--	--	--	--	$10,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
WalkFirst: Signal Retiming Program (20 Intersections/Yr)	5 - CON	PE0144	SFMTA-TSIP-FY14	$100,000	--	--	--	--	$100,000
WalkFirst: Signal Retiming Program (20 Intersections/Yr)	1 - PLN	PE0144	SFMTA-TSIP-FY16	--	$10,000	--	--	--	$10,000
WalkFirst: Signal Retiming Program (20 Intersections/Yr)	5 - CON	PE0144	SFMTA-TSIP-FY16	--	$100,000	--	--	--	$100,000
WalkFirst: Signal Retiming Program (20 Intersections/Yr)	1 - PLN	PE0144	CCSF-GF-FY17	--	--	$10,000	--	--	$10,000
WalkFirst: Signal Retiming Pgrm. (20 Intersections/Yr)	5 - CON	PE0144	CCSF-GF-FY17	--	--	$100,000	--	--	$100,000
WalkFirst: Signal Retiming Pgrm. (20 Intersections/Yr)	1 - PLN	PE0144	SFMTA-TSIP-FY18	--	--	--	$10,000	--	$10,000
WalkFirst: Signal Retiming Pgrm. (20 Intersections/Yr)	5 - CON	PE0144	SFMTA-TSIP-FY18	--	--	--	$100,000	--	$100,000
WalkFirst: Signal Retiming Pgrm. (20 Intersections/Yr)	1 - PLN	PE0144	SFMTA-TSIP-FY19	--	--	--	--	$10,000	$10,000
WalkFirst: Signal Retiming Pgrm. (20 Intersections/Yr)	5 - CON	PE0144	SFMTA-TSIP-FY19	--	--	--	--	$100,000	$100,000
WalkFirst: Pedestrian Detection Pilot Study (6 Locations)	1 - PLN	PE0145	SFCTA-PropK-EP38	$20,000	--	--	--	--	$20,000
WalkFirst: Pedestrian Detection Pilot Study (6 Locations)	5 - CON	PE0145	SFCTA-PropK-EP38	$20,592	--	--	--	--	$20,592
WalkFirst: Safety Enforcement Program	1 - PLN	PE0146	CCSF-GF-FY18	--	--	--	$385,000	--	$385,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
WalkFirst: Safety Enforcement Program	1 - PLN	PE0146	CCSF-GF-FY18	--	--	--	$220,000	--	$220,000
WalkFirst: Phase 2 Priority 6 (Permanent)	4-DD/5-CON	PE0147	SFMTA Bond 2013(A)-FY14	$360,800	--	--	--	--	$360,800
WalkFirst: Phase 2 Priority 6	4-DD/5-CON	PE0148	SFMTA-TSIP-FY15	$59,290	--	--	--	--	$59,290
WalkFirst: Phase 2 Priority 5	4-DD/5-CON	PE0149	SFMTA-Operating-FY13	$162,492	--	--	--	--	$162,492
WalkFirst: Phase 2 Priority 4	4-DD/5-CON	PE0150	SFMTA-TSIP-FY14	$2,652	$47,348	--	--	--	$50,000
WalkFirst: Phase 2 Priority 4	4-DD/5-CON	PE0150	Caltrans-STIP-FY17	--	--	$225,000	--	--	$225,000
North of Market Signal Update (300 Intersections)	1 - PLN	PE0153	SFMTA-TSIP-FY15	$150,000	--	--	--	--	$150,000
North of Market Signal Update (300 Intersections)	4 - DD	PE0153	SFMTA-TSIP-FY15	--	$200,000	--	--	--	$200,000
North of Market Signal Update (300 Intersections)	5 - CON	PE0153	Caltrans-STIP-FY17	--	--	$750,000	--	--	$750,000
SOMA Signal Update (50 Intersections)	1 - PLN	PE0154	SFMTA-TSIP-FY15	$25,000	--	--	--	--	$25,000
SOMA Signal Update (50 Intersections)	4 - DD	PE0154	SFMTA-TSIP-FY15	$75,000	--	--	--	--	$75,000
SOMA Signal Update (50 Intersections)	5 - CON	PE0154	SFMTA-TSIP-FY15	$125,000	--	--	--	--	$125,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Open New Crosswalk at San Jose at Dolores	1 - PLN	PE0155	SFCTA-PropK-EP40	$50,000	--	--	--	--	$50,000
Open New Crosswalk at San Jose at Dolores	4 - DD	PE0155	SFCTA-PropK-EP40	--	$50,000	--	--	--	$50,000
Open New Crosswalk at San Jose at Dolores	5 - CON	PE0155	SFCTA-PropK-EP40	--	$400,000	--	--	--	$400,000
Pedestrian Improvements Upper Market	4 - DD	PE0156	CCSF-IPIC(MO) FY14	$360,000	--	--	--	--	$360,000
Pedestrian Improvements Upper Market	5 - CON	PE0156	CCSF-IPIC(MO) FY14	$800,000	--	--	--	--	$800,000
Pedestrian Improvements Upper Market	5 - CON	PE0156	OTHER-DPW-CCSF-IPIC(MO) FY15	$950,000	--	--	--	--	$950,000
Market & Octavia Intersection Improvement Project		PE0157	CCSF-Central Freeway Proceeds	$250,000	--	--	--	--	$250,000
Oak & Octavia Intersection Improvement Project		PE0158	CCSF-Central Freeway Proceeds	$250,000	--	--	--	--	$250,000
FY 15 Reserve		PE0159	SFMTA-Operating-FY13	$82,468	--	--	--	--	$82,468
FY 15 Reserve		PE0159	SFCTA-PropK-EP40	$117,003	--	--	--	--	$117,003
FY 15 Reserve		PE0159	SFMTA-TSIP-FY14	$400,000	--	--	--	--	$400,000
FY 15 Reserve		PE0159	SFMTA-TSIP-FY15	$365,710	--	--	--	--	$365,710
FY 15 Reserve		PE0159	SFMTA-Operating-FY15	$750,000	--	--	--	--	$750,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 16 Reserve		PE0160	SFMTA-Operating-FY16	--	$347,563	--	--	--	$347,563
FY 16 Reserve		PE0160	SFMTA-TSIP-FY16	--	$846,988	--	--	--	$846,988
FY 17 Reserve		PE0161	SFMTA-Operating-FY17	--	--	$300,000	--	--	$300,000
FY 17 Reserve		PE0161	SFMTA-TSIP-FY17	--	--	$357,861	--	--	$357,861
FY 18 Reserve		PE0162	SFMTA-Operating-FY18	--	--	--	$899,178	--	$899,178
FY 18 Reserve		PE0162	SFMTA-TSIP-FY18	--	--	--	$125,392	--	$125,392
FY 18 Reserve		PE0162	OTHER-DPW-CCSF-IPIC(VV) FY18	--	--	--	$250,000	--	$250,000
FY 19 Reserve		PE0163	SFMTA-Operating-FY19	--	--	--	--	$1,297,563	$1,297,563
FY 19 Reserve		PE0163	SFMTA-TSIP-FY19	--	--	--	--	$890,000	$890,000
FY 19 Reserve		PE0163	CCSF-GF-FY19	--	--	--	--	$40,252	$40,252
FY 19 Reserve		PE0163	OTHER-DPW-CCSF-IPIC(VV) FY19	--	--	--	--	$100,000	$100,000
Subtotal				**$13,585,328**	**$17,653,338**	**$12,280,137**	**$10,391,187**	**$13,262,563**	**$67,172,553**

School

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Alamo Elementary SRTS	5 - CON	SC0101	Caltrans-SRTS(F)-FY08	$825,000	--	--	--	--	$825,000
James Denman Middle School	5 - CON	SC0102	Caltrans-SRTS(F)-FY14	$798,200	--	--	--	--	$798,200
Tenderloin Safe Routes to School	5 - CON	SC0109	SFMTA-Operating-FY13	$2,500	--	--	--	--	$2,500
Tenderloin Safe Routes to School	5 - CON	SC0109	Caltrans-SRTS(F)-FY14	$780,500	--	--	--	--	$780,500
Longfellow Elementary School	5 - CON	SC0103	SFCTA-OBAG-FY15	$500,000	--	--	--	--	$500,000
Jean Parker SR2S Project (Broadway at Powell)	3 - ENV	SC0111	SFCTA-OBAG-FY14	$5,145	--	--	--	--	$5,145
Jean Parker SR2S Project (Broadway at Powell)	4 - DD	SC0111	SFCTA-OBAG-FY14	$64,897	--	--	--	--	$64,897
Jean Parker SR2S Project (Broadway at Powell)	5 - CON	SC0111	SFCTA-OBAG-FY15	$391,023	--	--	--	--	$391,023
Redding School Pedestrian Safety	4 - DD	SC0104	SFCTA-OBAG-FY17	--	--	$141,648	--	--	$141,648
Redding School Pedestrian Safety	4 - DD	SC0104	SFCTA-PropK-EP40	--	--	$18,352	--	--	$18,352
Redding School Pedestrian Safety	5 - CON	SC0104	SFCTA-OBAG-FY17	--	--	$708,240	--	--	$708,240
Redding School Pedestrian Safety	5 - CON	SC0104	SFCTA-PropK-EP40	--	--	$91,760	--	--	$91,760
Cesar Chavez SR2S Project	1 - PLN	SC0110	SFCTA-PropK-EP40	$19,470	--	--	--	--	$19,470
Cesar Chavez SR2S Project	4 - DD	SC0110	SFCTA-PropK-EP38	$59,885	--	--	--	--	$59,885
Cesar Chavez SR2S Project	5 - CON	SC0110	Caltrans-ATP(S)-FY15	--	$268,653	--	--	--	$268,653
Cesar Chavez SR2S Project	5 - CON	SC0110	SFCTA-PropK-EP38	--	$1,305	--	--	--	$1,305
Cesar Chavez SR2S Project	5 - CON	SC0110	SFMTA-Operating-FY13	--	$6,847	--	--	--	$6,847
Cesar Chavez SR2S Project	5 - CON	SC0110	SFCTA-PropK-EP40	--	$29,213	--	--	--	$29,213
Bessie Carmichael School Improvements	1 - PLN	SC0105	SFCTA-PropK-EP40	$56,675	--	--	--	--	$56,675
Bessie Carmichael School Improvements	3 - ENV	SC0105	SFCTA-PropK-EP38	$20,000	--	--	--	--	$20,000
Bessie Carmichael School Improvements	4 - DD	SC0105	SFCTA-PropK-EP38	$115,000	--	--	--	--	$115,000
Bessie Carmichael School Improvements	5 - CON	SC0105	SFCTA-OBAG-FY17	--	--	$531,180	--	--	$531,180
Bessie Carmichael School Improvements	5 - CON	SC0105	SFCTA-PropK-EP38	--	--	$68,820	--	--	$68,820
John Yehall Chin School Improvements	1 - PLN	SC0106	SFMTA-Operating-FY13	$11,675	--	--	--	--	$11,675
John Yehall Chin School Improvements	4 - DD	SC0106	SFCTA-PropK-EP38	--	--	$35,000	--	--	$35,000
John Yehall Chin School Improvements	5 - CON	SC0106	SFCTA-PropK-EP38	--	--	$20,646	--	--	$20,646
John Yehall Chin School Improvements	5 - CON	SC0106	SFCTA-OBAG-FY17	--	--	$159,354	--	--	$159,354
Walking Audits	1 - PLN	SC0107	SFCTA-PropK-EP38	$22,000	$22,000	$22,000	$22,000	$22,000	$110,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 16 Reserve		SC0112	Caltrans-ATP(S)-FY15	--	$3,331,347	--	--	--	$3,331,347
FY 16 Reserve		SC0112	Caltrans-ATP(R)-FY15	--	$805,920	--	--	--	$805,920
FY 17 Reserve		SC0113	Caltrans-ATP(R)-FY16	--	--	$403,000	--	--	$403,000
FY 17 Reserve		SC0113	SFCTA-OBAG-FY17	--	--	$124,466	--	--	$124,466
FY 17 Reserve		SC0113	SFCTA-PropK-EP38	--	--	$40,534	--	--	$40,534
FY 17 Reserve		SC0113	SFMTA-Operating-FY13	$8,325	$11,110	--	--	--	$19,435
FY 17 Reserve		SC0113	SFCTA-OBAG-FY17	--	--	$335,112	--	--	$335,112
Subtotal				**$3,680,295**	**$4,476,395**	**$2,700,112**	**$22,000**	**$22,000**	**10,900,802**

Security

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
OPACK-TLO Counter-Terrorism Operations	6 - PRO	SE0101	OHS-TSGP-FY15	$1,993,736	--	--	--	--	$1,993,736
Threats and Vulnerabilities Mitigation	1 - PLN	SE0103	CalEMA-Prop1B(CTSGP)-FY15	--	$625,000	--	--	--	$625,000
Threats and Vulnerabilities Mitigation	2 - CER	SE0103	CalEMA-Prop1B(CTSGP)-FY15	--	$500,000	--	--	--	$500,000
Threats and Vulnerabilities Mitigation	3 - ENV	SE0103	CalEMA-Prop1B(CTSGP)-FY15	--	$500,000	--	--	--	$500,000
Threats and Vulnerabilities Mitigation	4 - DD	SE0103	CalEMA-Prop1B(CTSGP)-FY15	--	$750,000	--	--	--	$750,000
Threats and Vulnerabilities Mitigation	5 - CON	SE0103	CalEMA-Prop1B(CTSGP)-FY16	--	--	$3,000,000	--	--	$3,000,000
Threats and Vulnerabilities Mitigation	6 - PRO	SE0103	CalEMA-Prop1B(CTSGP)-FY16	--	--	$2,000,000	--	--	$2,000,000
Subway Tunnel Catacombs Security Enhancement	1 - PLN	SE0105	CalEMA-Prop1B(CTSGP)-FY15	--	$5,000	--	--	--	$5,000
Subway Tunnel Catacombs Security Enhancement	2 - CER	SE0105	CalEMA-Prop1B(CTSGP)-FY15	--	$10,000	--	--	--	$10,000
Subway Tunnel Catacombs Security Enhancement	3 - ENV	SE0105	CalEMA-Prop1B(CTSGP)-FY15	--	$60,000	--	--	--	$60,000
Subway Tunnel Catacombs Security Enhancement	4 - DD	SE0105	CalEMA-Prop1B(CTSGP)-FY15	--	$20,000	--	--	--	$20,000
Subway Tunnel Catacombs Security Enhancement	5 - CON	SE0105	CalEMA-Prop1B(CTSGP)-FY15	--	$150,000	--	--	--	$150,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Subway Tunnel Catacombs Security Enhancement	6 - PRO	SE0105	CalEMA-Prop1B(CTSGP)-FY15	--	$30,000	--	--	--	$30,000
Mobile Emergency Response Vehicles (MERV)		SE0126	FTA-Innovative Safety-FY14	$880,000	--	--	--	--	$880,000
SaFE-D Enforcement Deployment		SE0127	FTA-Innovative Safety-FY14	$500,000	--	--	--	--	$500,000
Enforcement and Traffic Safety Measures Pacific and California Campuses for PCOs	0 - ALL	SE0125	CCSF-CPMC-FY14	$600,000	--	--	--	--	$600,000
Threats and Vulnerabilities Mitigation Project RFP for Planning Consultant	1 - PLN	SE0109	SFMTA-Operating-FY13	$50,000	--	--	--	--	$50,000
OPACK-TLO Counter-Terrorism Operations		SE0101	OHS-TSGP-FY17	--	--	$3,000,000	--	--	$3,000,000
OPACK-TLO Counter-Terrorism Operations		SE0101	OHS-TSGP-FY19	--	--	--	--	$3,000,000	$3,000,000
FY 15 Reserve		SE0128	OHS-TSGP-FY15	$1,006,264	--	--	--	--	$1,006,264
FY 16 Reserve		SE0129	CalEMA-Prop1B(CTSGP)-FY15	--	$4,420,567	--	--	--	$4,420,567
FY 16 Reserve		SE0129	OHS-TSGP-FY16	--	$3,000,000	--	--	--	$3,000,000
FY 17 Reserve		SE0130	CalEMA-Prop1B(CTSGP)-FY16	--	--	$2,070,567	--	--	$2,070,567
FY 18 Reserve		SE0131	OHS-TSGP-FY18	--	--	--	$3,000,000	--	$3,000,000
Subtotal				**$5,030,000**	**$10,070,567**	**$10,070,567**	**$3,000,000**	**$3,000,000**	**31,171,134**

Taxi

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
TEP Outreach to Taxi Companies and Drivers	2 - CER	TX0110	SFMTA-Operating-FY14	$50,000	--	--	--	--	$50,000
Electric Vehicle Charging Network	1 - PLN	TX0111	SFMTA-Operating-FY15	$50,500	--	--	--	--	$50,500
Alternative Fuel Taxi Vehicle Incentive Program	6 - PRO	TX0112	SFCTA-TFCA(PM)-FY15	$200,000	--	--	--	--	$200,000
Taxi Stand Expansion	5 - CON	TX0113	SFMTA-Operating-FY15	$95,710	--	--	--	--	$95,710
Taxi Drivers Rest Stop Pre-Development	1 - PLN	TX0114	SFMTA-Operating-FY15	$50,000	--	--	--	--	$50,000
FY 16 Reserve		TX0115	SFCTA-TFCA(PM)-FY16	--	$550,000	--	--	--	$550,000
FY 17 Reserve		TX0116	SFCTA-TFCA(PM)-FY17	--	--	$550,000	--	--	$550,000
FY 18 Reserve		TX0117	SFCTA-TFCA(PM)-FY18	--	--	--	$550,000	--	$550,000
FY 19 Reserve		TX0118	SFCTA-TFCA(PM)-FY19	--	--	--	--	$550,000	$550,000
FY 15 Reserve		TX0119	SFMTA-Operating-FY14	$460,050	--	--	--	--	$460,050
FY 15 Reserve		TX0119	SFMTA-Operating-FY15	$3,790	--	--	--	--	$3,790
FY 16 Reserve		TX0115	SFMTA-Operating-FY16	--	$200,000	--	--	--	$200,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 17 Reserve		TX0116	SFMTA-Operating-FY17	--	--	$200,000	--	--	$200,000
FY 18 Reserve		TX0117	SFMTA-Operating-FY18	--	--	--	$200,000	--	$200,000
FY 19 Reserve		TX0118	SFMTA-Operating-FY19	--	--	--	--	$200,000	$200,000
Subtotal				**$910,050**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$3,910,050**

Traffic Calming

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Application Based Local Streets Traffic Calming Track (30-60 Applications/Year)	1 - PLN	TC0129	SFCTA-PropK-EP38	$300,000	$300,000	$300,000	$300,000	$300,000	$1,500,000
Application Based Local Streets Traffic Calming Track (25 Treatments/Year)	3 - ENV	TC0131	SFCTA-PropK-EP38	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
Application Based Local Streets Traffic Calming Track (25 Treatments/Year)	4 - DD	TC0131	SFCTA-PropK-EP38	$41,000	$41,000	$41,000	$41,000	$41,000	$205,000
Application Based Local Streets Traffic Calming Track (25 Treatments/Year)	5 - CON	TC0131	SFCTA-PropK-EP38	$239,000	$239,000	$239,000	$239,000	$239,000	$1,195,000
WalkFirst: Phase 2 Priority 3 & 4 Arterial and Commercial Corridor Traffic Calming Improvements	1 - PLN	TC0102	SFCTA-PropK-EP38	$93,600	$93,600	$93,600	$93,600	$93,600	$468,000
WalkFirst: Phase 2 Priority 3 & 4 Arterial and Commercial Corridor Traffic Calming Improvements	4 - DD	TC0102	SFCTA-PropK-EP38	$102,761	--	--	--	--	$102,761
Remaining Measures from the Site Specific Application Based: Speed Humps (40), Traffic Islands (3)	4 - DD	TC0132	SFMTA Bond 2013(A)-FY14	$71,600	--	--	--	--	$71,600
Remaining Measures from the Site Specific Application Based: Speed Humps (40), Traffic Islands (3)	5 - CON	TC0132	SFMTA Bond 2013(A)-FY14	$375,000	--	--	--	--	$375,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
WalkFirst: Automated Speed Enforcement Legislation	1 - PLN	TC0133	SFMTA-Operating-FY14	$20,000	$20,000	--	--	--	$40,000
Bay Street (2 New Speed Humps)	4 - DD	TC0103	SFMTA-Operating-FY14	$7,800	--	--	--	--	$7,800
Bay Street (2 New Speed Humps)	5 - CON	TC0103	SFMTA-Operating-FY14	$20,000	--	--	--	--	$20,000
Buena Vista Phase 3: Bulb-Outs (2) and Island (1)	1 - PLN	TC0104	SFMTA Bond 2014(A)-FY15	--	$23,000	--	--	--	$23,000
Buena Vista Phase 3: Bulb-Outs (2) and Island (1)	4 - DD	TC0104	SFMTA Bond 2014(A)-FY15	--	$10,050	--	--	--	$10,050
Buena Vista Phase 3: Bulb-Outs (2) and Island (1)	5 - CON	TC0104	SFMTA Bond 2014(A)-FY15	--	$104,300	--	--	--	$104,300
Central Richmond Phase 3: Pedestrian Islands (8), Speed Humps (19), and Gateway Treatments (12)	4 - DD	TC0105	SFMTA Bond 2013(A)-FY14	$69,700	--	--	--	--	$69,700
Central Richmond Phase 3: Pedestrian Islands (8), Speed Humps (19), and Gateway Treatments (12)	5 - CON	TC0105	SFMTA Bond 2013(A)-FY14	$410,000	--	--	--	--	$410,000
Clayton Phase 1 and Phase 2: Speed Humps (1), Speed Cushions (3), and Bulb-Outs (3)	2 - CER	TC0106	SFCTA-PropK-EP38	$29,000	--	--	--	--	$29,000
Clayton Phase 1 and Phase 2: Speed Humps (1), Speed Cushions (3), and Bulb-Outs (3)	4 - DD	TC0106	SFCTA-PropK-EP38	$41,500	--	--	--	--	$41,500

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Clayton Phase 1 and Phase 2: Speed Humps (1), Speed Cushions (3), and Bulb-Outs (3)	5 - CON	TC0106	SFCTA-PropK-EP38	$270,000	--	--	--	--	$270,000
Clipper Street Area Traffic Calming: Traffic Circle (1), Bulb Out (1), Landscaped Median (1), and Lane Reconfiguration	4 - DD	TC0134	SFCTA-PropK-EP38	$75,000	--	--	--	--	$75,000
Clipper Street Area Traffic Calming: Traffic Circle (1), Bulb Out (1), Landscaped Median (1), and Lane Reconfiguration	5 - CON	TC0134	SFCTA-PropK-EP38	$340,900	--	--	--	--	$340,900
Dewey Boulevard: Speed Humps (12); Speed Cushions (6); Traffic Circles (2); Raised Crosswalks (5); Sidewalk Corner Bulb-outs (2); and 4 Median Islands (4)	4 - DD	TC0107	SFCTA-PropK-EP38	$121,200		--	--	--	$121,200
Dewey Boulevard: Speed Humps (12); Speed Cushions (6); Traffic Circles (2); Raised Crosswalks (5); Sidewalk Corner Bulb-outs (2); and 4 Median Islands (4)	5 - CON	TC0107	SFCTA-PropK-EP38	--	$680,000	--	--	--	$680,000
Green Connections - Sunnydale	2 - CER	TC0108	OTHER-DPW-CCSF-IPIC(VV) FY15	$157,500	--	--	--	--	$157,500
Green Connections - Sunnydale	3 - ENV	TC0108	OTHER-DPW-CCSF-IPIC(VV) FY15	$34,000	--	--	--	--	$34,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Green Connections - Sunnydale	4 - DD	TC0108	OTHER-DPW-CCSF-IPIC(VV) FY15	--	$142,500	--	--	--	$142,500
Green Connections - Sunnydale	5 - CON	TC0108	OTHER-DPW-CCSF-IPIC(VV) FY15	--	--	$172,000	--	--	$172,000
Green Connections - Sunnydale	5 - CON	TC0108	OTHER-DPW-CCSF-IPIC(VV) FY16	--	--	$213,000	--	--	$213,000
Green Connections - Sunnydale	5 - CON	TC0108	SFCTA-PropK-EP38	--	--	$16,000	--	--	$16,000
Green Connections - Sunnydale	5 - CON	TC0108	OTHER-DPW-CCSF-IPIC(VV) FY17	--	--	$340,000	--	--	$340,000
Green Connections - Page St	2 - CER	TC0109	OTHER-DPW-CCSF-IPIC(MO) FY15	$157,500	--	--	--	--	$157,500
Green Connections - Page St	3 - ENV	TC0109	OTHER-DPW-CCSF-IPIC(MO) FY15	$34,000	--	--	--	--	$34,000
Green Connections - Page St	4 - DD	TC0109	SFCTA-PropK-EP38	--	$84,000	--	--	--	$84,000
Green Connections - Page St	4 - DD	TC0109	OTHER-DPW-CCSF-IPIC(MO) FY15	--	$58,500	--	--	--	$58,500
Green Connections - Page St	5 - CON	TC0109	OTHER-DPW-CCSF-IPIC(MO) FY16	--	--	$450,000	--	--	$450,000
Green Connections - Page St	5 - CON	TC0109	SFCTA-PropK-EP38			$291,000	--	--	$291,000
Green Connections - 22nd St	2 - CER	TC0110	OTHER-DPW-CCSF-IPIC(EN) FY15	$150,000	--	--	--	--	$150,000
Green Connections - 22nd St	2 - CER	TC0110	OTHER-DPW-CCSF-IPIC(EN) FY16	--	$7,500	--	--	--	$7,500

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Green Connections - 22nd St	3 - ENV	TC0110	OTHER-DPW-CCSF-IPIC(EN) FY16	--	$34,000	--	--	--	$34,000
Green Connections - 22nd St	4 - DD	TC0110	OTHER-DPW-CCSF-IPIC(EN) FY16	--	--	$142,500	--	--	$142,500
Green Connections - 22nd St	5 - CON	TC0110	OTHER-DPW-CCSF-IPIC(EN) FY16	--	--	--	$741,000	--	$741,000
Green Connections - Eastern Neighborhoods TBD	2 - CER	TC0111	OTHER-DPW-CCSF-IPIC(EN) FY16	--	--	--	$157,500	--	$157,500
Green Connections - Eastern Neighborhoods TBD	3 - ENV	TC0111	OTHER-DPW-CCSF-IPIC(EN) FY16	--	--	--	$34,000	--	$34,000
Green Connections - Eastern Neighborhoods TBD	3 - ENV	TC0111	OTHER-DPW-CCSF-IPIC(EN) FY16	--	--	--		$142,500	$142,500
Holloway Garfield Traffic Calming: Speed Humps (7) and Traffic Islands (2)	4 - DD	TC0135	SFCTA-PropK-EP38	$15,000	--	--	--	--	$15,000
Holloway Garfield Traffic Calming: Speed Humps (7) and Traffic Islands (2)	5 - CON	TC0135	SFCTA-PropK-EP38	$104,300	--	--	--	--	$104,300
Inner Sunset Phase 3: Bulb-Outs (6)	4 - DD	TC0113	SFCTA-PropK-EP38	$160,000	--	--	--	--	$160,000
Inner Sunset Phase 3: Bulb-Outs (6)	5 - CON	TC0113	SFCTA-PropK-EP38	$440,000	--	--	--	--	$440,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Laurel Heights / Jordan Park: Speed Humps (14), Traffic Islands (9), Traffic Circles (2), Bicycle Lanes (1.2 mi), and Restriping	4 - DD	TC0114	SFMTA Bond 2013(A)-FY14	$123,320	--	--	--	--	$123,320
Laurel Heights / Jordan Park: Speed Humps (14), Traffic Islands (9), Traffic Circles (2), Bicycle Lanes (1.2 mi), and Restriping	5 - CON	TC0114	SFMTA Bond 2013(A)-FY14	$493,280	--	--	--	--	$493,280
Mansell Corridor Improvement	5 - CON	TC0115	CNRA - Urban Greening	--	$848,711	--	--	--	$848,711
Mansell Corridor Improvement	5 - CON	TC0115	CCSF-RPD-Other	--	$417,641	--	--	--	$417,641
Mansell Corridor Improvement	5 - CON	TC0115	SFCTA-PropAA-FY15	--	$2,325,624	--	--	--	$2,325,624
Mansell Corridor Improvement	5 - CON	TC0115	SFCTA-OBAG-FY16	--	$1,551,614	--	--	--	$1,551,614
Mansell Corridor Improvement	5 - CON	TC0115	SFCTA-PropK-EP44	--	$558,063	--	--	--	$558,063
Minna Natoma Home Zone	5 - CON	TC0117	SFMTA Bond 2014(A)-FY15	$235,931	--	--	--	--	$235,931
Paving Coordination	1 - PLN	TC0118	SFCTA-PropK-EP38	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
Potrero Hill: A Road Diet with Extended Landscaped Median Island and Traffic Islands (4)	4 - DD	TC0136	SFCTA-PropK-EP38	$40,000	--	--	--	--	$40,000
Potrero Hill: A Road Diet with Extended Landscaped Median Island and Traffic Islands (4)	5 - CON	TC0136	SFCTA-PropK-EP38	$251,600	--	--	--	--	$251,600

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Proactive Local Traffic Calming Track	1 - PLN	TC0119	SFCTA-PropK-EP38	$125,000	$125,000	--	--	--	$250,000
Traffic Calming Corridor Speed Reduction (3 Corridors)	4 - DD	TC0137	SFCTA-TFCA(PM)-FY15	$12,000	--	--	--	--	$12,000
Traffic Calming Corridor Speed Reduction (3 Corridors)	5 - CON	TC0137	SFCTA-TFCA(PM)-FY15	$106,000	--	--	--	--	$106,000
Silver Terrace: Bulb-outs (3) and Gateway Treatments	4 - DD	TC0138	SFCTA-PropK-EP38	$100,000	--	--	--	--	$100,000
Silver Terrace: Bulb-outs (3) and Gateway Treatments	5 - CON	TC0138	SFCTA-PropK-EP38	$450,000	--	--	--	--	$450,000
WalkFirst: Safety Perception Study	1 - PLN	TC0128	SFCTA-PropK-EP38	$40,000	--	--	--	--	$40,000
SoMa/Tenderloin Policy and Project Coordination	1 - PLN	TC0121	SFMTA-Operating-FY14	$75,000	$75,000	--	--	--	$150,000
Teresita: Traffic Islands (10)	4 - DD	TC0122	SFCTA-PropK-EP38	$15,000	--	--	--	--	$15,000
Teresita: Traffic Islands (10)	5 - CON	TC0122	SFCTA-PropK-EP38	$57,900	--	--	--	--	$57,900
Traffic Calming Education and Awareness Outreach Campaign	1 - PLN	TC0123	SFCTA-PropK-EP38	$2,500	--	--	--	--	$2,500
Traffic Calming Education and Awareness Outreach Campaign	5 - CON	TC0123	SFCTA-PropK-EP38	--	$23,000	--	--	--	$23,000
North Bernal Heights: Bulbouts (3) at Tiffany and 29th Street	4 - DD	TC0124	SFCTA-PropK-EP38	$30,000	--	--	--	--	$30,000
North Bernal Heights: Bulbouts (3) at Tiffany and 29th Street	5 - CON	TC0124	SFCTA-PropK-EP38	$142,900	--	--	--	--	$142,900

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
St. Francis Wood: Traffic Island, Choker, and Bulb Out at Santa Clara Ave.	4 - DD	TC0125	SFCTA-PropK-EP38	$25,000	--	--	--	--	$25,000
St. Francis Wood: Traffic Island, Choker, and Bulb Out at Santa Clara Ave.	5 - CON	TC0125	SFCTA-PropK-EP38	$123,600	--	--	--	--	$123,600
Sunnyside: Traffic Circle (1) at Acadia Street	4 - DD	TC0126	SFCTA-PropK-EP38	$15,000	--	--	--	--	$15,000
Sunnyside: Traffic Circle (1) at Acadia Street	5 - CON	TC0126	SFCTA-PropK-EP38	$57,900	--	--	--	--	$57,900
West Portal: Traffic Circle at 14th Ave./ Vicente, 3 Treatments at 16th & 18th Ave. and Edgelines on 14th Avenue from Vicente to Ulloa	4 - DD	TC0127	SFCTA-PropK-EP38	$26,000	--	--	--	--	$26,000
West Portal: Traffic Circle at 14th Ave./ Vicente, 3 Treatments at 16th & 18th Ave. and Edgelines on 14th Avenue from Vicente to Ulloa	5 - CON	TC0127	SFCTA-PropK-EP38	$110,500	--	--	--	--	$110,500
FY 15 Reserve		TC0139	SFMTA-Operating-FY14	$34,637	--	--	--	--	$34,637
FY 15 Reserve		TC0139	SFCTA-PropK-EP44	$311,397	--	--	--	--	$311,397
FY 16 Reserve		TC0140	SFMTA-Operating-FY16	--	$102,437	--	--	--	$102,437
FY 16 Reserve		TC0140	SFCTA-PropK-EP44	--	$311,397	--	--	--	$311,397

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 16 Reserve		TC0140	OTHER-DPW-CCSF-IPIC(EN) FY16	--	$741,000	--	--	--	$741,000
FY 17 Reserve		TC0142	SFCTA-PropK-EP44	--	--	$311,397	--	--	$311,397
FY 18 Reserve		TC0143	SFMTA-Operating-FY18	--	--	--	$102,437	--	$102,437
FY 18 Reserve		TC0143	SFCTA-PropK-EP44	--	--	--	$311,398	--	$311,398
FY 19 Reserve		TC0144	SFCTA-PropK-EP44	--	--	--	--	$311,398	$311,398
FY 19 Reserve		TC0144	SFMTA-Operating-FY19	--	--	--	--	$102,437	$102,437
Subtotal				**$7,104,826**	**$9,136,937**	**$2,829,497**	**$2,239,935**	**$1,449,935**	**$22,761,130**

Traffic & Signals

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
19th Avenue Signals Phase 3 (9)	4 - DD	TS0141	SFCTA-PropK-EP33	--	$630,000	--	--	--	$630,000
19th Avenue Signals Phase 3 (9)	5 - CON	TS0141	SFCTA-PropK-EP33	--	--	$1,260,000	$1,260,000	--	$2,520,000
7th/Lincoln Signal Modification Supplementary Funds	5 - CON	TS0130	SFMTA-TSIP-FY15	$125,000	--	--	--	--	$125,000
8th/Natoma New Signal	5 - CON	TS0102	SFCTA-PropAA-FY15	$310,000	--	--	--	--	$310,000
As Needed Traffic Signal Conduit Installation/Repair - FY15	4 - DD	TS0103	SFMTA-TSIP-FY15	$20,000	--	--	--	--	$20,000
As Needed Traffic Signal Conduit Installation/Repair - FY15	5 - CON	TS0103	SFMTA-TSIP-FY15	$180,000	--	--	--	--	$180,000
As Needed Traffic Signal Conduit Installation/Repair - FY16	4 - DD	TS0136	SFMTA-TSIP-FY16	--	$40,000	--	--	--	$40,000
As Needed Traffic Signal Conduit Installation/Repair - FY16	5 - CON	TS0136	SFMTA-TSIP-FY16	--	$360,000	--	--	--	$360,000
As Needed Traffic Signal Conduit Installation/Repair - FY17	4 - DD	TS0144	SFMTA-TSIP-FY17	--	--	$40,000	--	--	$40,000
As Needed Traffic Signal Conduit Installation/Repair - FY17	5 - CON	TS0144	SFMTA-TSIP-FY17	--	--	$360,000	--	--	$360,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
As Needed Traffic Signal Conduit Installation/Repair - FY18	4 - DD	TS0162	SFMTA-TSIP-FY18	--	--	--	$40,000	--	$40,000
As Needed Traffic Signal Conduit Installation/Repair - FY18	5 - CON	TS0162	SFMTA-TSIP-FY18	--	--	--	$360,000	--	$360,000
As Needed Traffic Signal Conduit Installation/Repair - FY19	4 - DD	TS0164	SFMTA-TSIP-FY19	--	--	--	--	$40,000	$40,000
As Needed Traffic Signal Conduit Installation/Repair - FY19	5 - CON	TS0164	SFMTA-TSIP-FY19	--	--	--	--	$360,000	$360,000
Contract 34 - Signal Modification Contract (12)	4 - DD	TS0126	SFCTA-PropK-EP33	$660,000	--	--	--	--	$660,000
Contract 34 - Signal Modification Contract (12)	5 - CON	TS0126	SFCTA-PropK-EP33	--	$1,320,000	$1,320,000	--	--	$2,640,000
Contract 35 - Signal Modification Contract (12)	4 - DD	TS0155	SFCTA-PropK-EP33	--	$660,000	--	--	--	$660,000
Contract 35 - Signal Modification Contract (12)	5 - CON	TS0155	CCSF-GF-FY16	--	$771,527	--	--	--	$771,527
Contract 35 - Signal Modification Contract (12)	5 - CON	TS0155	CCSF-GF-FY17	--	--	$1,868,473	--	--	$1,868,473
Contract 62 - New Traffic Signals Design (5)	5 - CON	TS0101	SFCTA-PropK-EP31	--	$1,200,000	--	--	--	$1,200,000
Contract 63 - New Traffic Signals (5)	4 - DD	TS0140	SFCTA-PropK-EP31	$375,000	--	--	--	--	$375,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Contract 63 - New Traffic Signals (5)	5 - CON	TS0140	SFCTA-PropK-EP31	--	--	$750,000	$750,000	--	$1,500,000
Contract 64 - New Traffic Signals Design	4 - DD	TS0165	SFCTA-PropK-EP31	--	--	$375,000	--	--	$375,000
Eddy/Ellis Signal Upgrade (3)	4 - DD	TS0108	SFCTA-PropAA-FY15	$337,450	--	--	--	--	$337,450
Eddy/Ellis Signal Upgrade (3)	5 - CON	TS0108	MTC-Lifeline-Cycle 3-STP	$1,175,104	--	--	--	--	$1,175,104
Eddy/Ellis Signal Upgrade (3)	5 - CON	TS0108	SFCTA-PropK-EP33	$169,821	--	--	--	--	$169,821
Franklin/Divisadero Corridor Signal Upgrade (31)	4 - DD	TS0106	SFCTA-PropAA-FY14	$830,000	--	--	--	--	$830,000
Franklin/Divisadero Corridor Signal Upgrade (31)	4 - DD	TS0106	SFCTA-PropK-EP33	$160,000	--	--	--	--	$160,000
Franklin/Divisadero Corridor Signal Upgrade (31)	5 - CON	TS0106	SFCTA-PropAA-FY15	$720,000	--	--	--	--	$720,000
Franklin/Divisadero Corridor Signal Upgrade (31)	5 - CON	TS0106	SFCTA-PropK-EP33	$1,390,000	$1,390,000	--	--	--	$2,780,000
FY 14 Reserve		TS0181	SFMTA-TSIP-FY14	$415,000	--	--	--	--	$415,000
FY 15 Reserve		TS0182	SFMTA-TSIP-FY15	$975,000	--	--	--	--	$975,000
FY 16 Reserve		TS0183	Caltrans-ATP(R)-FY15	--	$1,481,332	--	--	--	$1,481,332
FY 16 Reserve		TS0183	Caltrans-ATP(S)-FY15	--	$3,000,000	--	--	--	$3,000,000
FY 16 Reserve		TS0183	CCSF-GF-FY16	--	$7,811,806	--	--	--	$7,811,806
FY 16 Reserve		TS0183	SFCTA-PropK-EP32	--	--	$506,611	--	--	$506,611
FY 17 Reserve		TS0184	SFCTA-PropK-EP31	--	--	$868,473	--	--	$868,473

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 17 Reserve		TS0184	SFCTA-PropK-EP33	--	--	$200,000	--	--	$200,000
FY 17 Reserve		TS0184	CCSF-GF-FY17	--	--	$131,527	--	--	$131,527
FY 17 Reserve		TS0184	Caltrans-ATP(R)-FY16	--	--	$63,000	--	--	$63,000
FY 17 Reserve		TS0184	SFMTA-TSIP-FY17	--	--	$600,000	--	--	$600,000
FY 18 Reserve		TS0185	SFMTA-TSIP-FY18	--	--	--	$457,950	--	$457,950
FY 18 Reserve		TS0185	CCSF-GF-FY18	--	--	--	$2,000,000	--	$2,000,000
FY 19 Reserve		TS0186	SFMTA-TSIP-FY19	--	--	--	--	$207,729	$207,729
FY 19 Reserve		TS0186	CCSF-GF-FY19	--	--	--	--	$2,000,000	$2,000,000
Gough Corridor Signal Upgrade (14)	4 - DD	TS0122	SFCTA-PropAA-FY16	--	$337,000	--	--	--	$337,000
Gough Corridor Signal Upgrade (14)	4 - DD	TS0122	SFCTA-PropK-EP33	--	$463,000	--	--	--	$463,000
Gough Corridor Signal Upgrade (14)	5 - CON	TS0122	SFCTA-PropK-EP33	--	--	$1,600,000	$850,000	--	$2,450,000
Gough Corridor Signal Upgrade (14)	5 - CON	TS0122	CCSF-Central Freeway Proceeds	--	--	$750,000	--	--	$750,000
Great Highway Traffic Signal Upgrade	5 - CON	TS0159	SFCTA-PropAA-FY18	--	--	--	$500,000	--	$500,000
Great Highway Traffic Signal Upgrade	5 - CON	TS0159	SFCTA-PropAA-FY19	--	--	--	$500,000	--	$500,000
Great Highway Traffic Signal Upgrade	5 - CON	TS0159	SFCTA-PropK-EP33	--	--	--	$607,729	--	$607,729

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Great Highway Traffic Signal Upgrade	5 - CON	TS0159	SFMTA-TSIP-FY19	--	--	--	--	$392,271	$392,271
HSIP New Signals (3) FY16	4 - DD	TS0131	SFCTA-PropK-EP31	--	$200,000	--	--	--	$200,000
HSIP New Signals (3) FY16	5 - CON	TS0131	SFCTA-PropK-EP31	--	--	$925,000	--	--	$925,000
Joint Opportunities - Signal Upgrade FY16	5 - CON	TS0132	SFCTA-PropK-EP33	--	$150,000	--	--	--	$150,000
Joint Opportunities - Signal Upgrade FY15	5 - CON	TS0116	SFCTA-PropK-EP33	$150,000	--	--	--	--	$150,000
Joint Opportunities - Signal Upgrade FY17	5 - CON	TS0148	SFCTA-PropK-EP33	--	--	$150,000	--	--	$150,000
Joint Opportunities - Signal Upgrade FY18	5 - CON	TS0158	SFCTA-PropK-EP33	--	--	--	$150,000	--	$150,000
Joint Opportunities - Signal Upgrade FY19	5 - CON	TS0172	SFCTA-PropK-EP33	--	--	--	--	$150,000	$150,000
Joint Opportunity Funds - New Signals FY15	5 - CON	TS0114	SFCTA-PropK-EP31	$150,000	--	--	--	--	$150,000
Joint Opportunity Funds - New Signals FY17	5 - CON	TS0143	SFCTA-PropK-EP31	--	--	$150,000	--	--	$150,000
Joint Opportunity Funds - New Signals FY19	5 - CON	TS0167	SFCTA-PropK-EP31	--	--	--	--	$150,000	$150,000
Masonic Corridor Signal Upgrade (5)	5 - CON	TS0107	Caltrans-HSIP-FY11	$739,000	--	--	--	--	$739,000
Masonic Corridor Signal Upgrade (5)	5 - CON	TS0107	SFCTA-PropK-EP33	$259,000	--	--	--	--	$259,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Muni SystemTransit Signal Priority Projects- Phase 3 Vehicle Equipment	5 - CON	TS0179	SFCTA-PropK-EP32	$1,000,000	--	--	--	--	$1,000,000
Muni SystemTransit Signal Priority Projects- Phase 3 Vehicle Equipment	6 - PRO	TS0179	CCSF-Prop B-FY12	$3,750,000	--	--	--	--	$3,750,000
New Pavement Markers FY17	5 - CON	TS0175	SFCTA-PropK-EP31	--	--	$200,000	--	--	$200,000
New Pavement Markers FY19	5 - CON	TS0176	SFCTA-PropK-EP31	--	--	--	--	$200,000	$200,000
HSIP New Signals (3) FY18	4 - DD	TS0163	Caltrans-ATP(R)-FY16	--	--	$843,750	--	--	$843,750
HSIP New Signals (3) FY18	4 - DD	TS0163	SFCTA-PropK-EP31	--	--	$50,000	--	--	$50,000
HSIP New Signals (3) FY18	5 - CON	TS0163	SFCTA-PropK-EP31	--	--	--	--	$231,250	$231,250
New Traffic Signs FY17	5 - CON	TS0173	SFCTA-PropK-EP31	--	--	$300,000	--	--	$300,000
New Traffic Signs FY19	5 - CON	TS0174	SFCTA-PropK-EP31	--	--	--	--	$300,000	$300,000
Pedestrian Countdown Signal 3 Signals (18)	5 - CON	TS0104	SFMTA Bond 2013(A)-FY14	--	$500,000	--	--	--	$500,000
Pedestrian Countdown Signal 3 Signals (18)	5 - CON	TS0104	SFMTA Bond 2014(A)-FY15	--	$2,000,000	--	--	--	$2,000,000
Pedestrian Countdown Signal In-House Installation (8) - FY15	5 - CON	TS0105	SFMTA-TSIP-FY15	$200,000	--	--	--	--	$200,000
Pedestrian Countdown Signal In-House Installation (8) - FY16	5 - CON	TS0120	SFMTA-TSIP-FY16	--	$200,000	--	--	--	$200,000
Pedestrian Countdown Signal In-House Installation (8) - FY17	5 - CON	TS0137	SFMTA-TSIP-FY17	--	--	$200,000	--	--	$200,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Pedestrian Countdown Signal In-House Installation (8) - FY18	5 - CON	TS0154	SFMTA-TSIP-FY18	--	--	--	$200,000	--	$200,000
Pedestrian Countdown Signal In-House Installation (8) - FY19	5 - CON	TS0166	SFMTA-TSIP-FY19	--	--	--	--	$200,000	$200,000
Polk Corridor Signal Upgrade (14)	4 - DD	TS0123	SFCTA-PropK-EP33	$660,000	--	--	--	--	$660,000
Polk Corridor Signal Upgrade (14)	5 - CON	TS0123	Caltrans-HSIP-FY14	--	$708,750	$708,750	--	--	$1,417,500
Polk Corridor Signal Upgrade (14)	5 - CON	TS0123	SFCTA-PropK-EP33	--	$611,250	$611,250	--	--	$1,222,500
Replace Video Detection on 3rd Street (12) - Phase 1	5 - CON	TS0127	SFCTA-PropK-EP33	$100,000	--	--	--	--	$100,000
Replace Video Detection on 3rd Street (12) - Phase 1	6 - PRO	TS0127	SFCTA-PropK-EP33	$200,000	--	--	--	--	$200,000
Replace Video Detection on 3rd Street (12) - Phase 2	5 - CON	TS0147	SFCTA-PropK-EP33	--	--	$100,000	--	--	$100,000
Replace Video Detection on 3rd Street (12) - Phase 2	6 - PRO	TS0147	SFCTA-PropK-EP33	--	--	$200,000	--	--	$200,000
Replace Video Detection on 3rd Street (20) - Phase 3	5 - CON	TS0157	SFCTA-PropK-EP33	--	--	--	$167,000	--	$167,000
Replace Video Detection on 3rd Street (20) - Phase 3	6 - PRO	TS0157	SFCTA-PropK-EP33	--	--	--	$290,950	--	$290,950
Replace Video Detection on 3rd Street (20) - Phase 3	6 - PRO	TS0157	SFMTA-TSIP-FY18	--	--	--	$42,050	--	$42,050

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Replace Video Detection on 3rd Street (20) - Phase 4	5 - CON	TS0170	SFMTA-TSIP-FY16	--	--	--	$167,000	--	$167,000
Replace Video Detection on 3rd Street (20) - Phase 4	6 - PRO	TS0170	SFMTA-TSIP-FY16	--	--	--	$333,000	--	$333,000
SFGo - Signal Priority	5 - CON	TS0180	MTC-Climate-FY15	$500,000	--	--	--	--	$500,000
SFGo - Signal Priority	5 - CON	TS0180	MTC-Climate-FY17	--	--	$500,000	--	--	$500,000
Signal Actuation on Major Streets FY16	5 - CON	TS0133	SFMTA-TSIP-FY16	--	$100,000	--	--	--	$100,000
Signal Actuation on Major Streets FY18	5 - CON	TS0177	SFMTA-TSIP-FY18	--	--	--	$100,000	--	$100,000
South Van Ness Ave Conduit Installation (4)	5 - CON	TS0109	SFCTA-PropK-EP33	$200,000	--	--	--	--	$200,000
South Van Ness Signal Upgrade (12)	4 - DD	TS0150	Caltrans-HSIP-FY14	$261,900	--	--	--	--	$261,900
South Van Ness Signal Upgrade (12)	4 - DD	TS0150	SFCTA-PropK-EP33	$398,100	--	--	--	--	$398,100
South Van Ness Signal Upgrade (12)	5 - CON	TS0150	Caltrans-HSIP-FY14	--	--	$602,550	$602,550	--	$1,205,100
South Van Ness Signal Upgrade (12)	5 - CON	TS0150	SFCTA-PropK-EP33	--	--	$717,450	$717,450	--	$1,434,900
Traffic Signal Controller Upgrade	4 - DD	TS0161	SFCTA-PropK-EP32	--	--	--	$500,000	--	$500,000
Traffic Signal Visibility Upgrades In-House (12) - FY17	5 - CON	TS0146	SFMTA-TSIP-FY17	--	--	$300,000	--	--	$300,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Traffic Signal Visibility Upgrades In-House (12) - FY15	5 - CON	TS0115	SFCTA-PropK-EP33	$300,000	--	--	--	--	$300,000
Traffic Signal Visibility Upgrades In-House (12) - FY16	5 - CON	TS0125	SFMTA-TSIP-FY16	--	$300,000	--	--	--	$300,000
Traffic Signal Visibility Upgrades In-House (12) - FY18	5 - CON	TS0156	SFMTA-TSIP-FY18	--	--	--	$300,000	--	$300,000
Traffic Signal Visibility Upgrades In-House (12) - FY19	5 - CON	TS0169	SFMTA-TSIP-FY19	--	--	--	--	$300,000	$300,000
Transportation Network Monitoring	5 - CON	TS0178	SFCTA-PropK-EP32	$600,000	--	--	--	--	$600,000
Transportation Network Monitoring	6 - PRO	TS0178	SFCTA-PropK-EP32	$400,000	--	--	--	--	$400,000
Subtotal				**$17,710,375**	**$24,234,665**	**$17,251,834**	**$10,895,679**	**$4,531,250**	**$74,623,803**

Transit Fixed Guideway

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Muni Metro Track Switch Machines	2 - CER	FG0112	FTA-5337FG-FY16	--	--	$286,400	--	--	$286,400
Muni Metro Track Switch Machines	2 - CER	FG0112	MTC-AB664-FY14	--	--	$71,600	--	--	$71,600
Muni Metro Track Switch Machines	4 - DD	FG0112	FTA-5337FG-FY16	--	--	$105,600	--	--	$105,600
Muni Metro Track Switch Machines	4 - DD	FG0112	SFCTA-PropK-EP22M	--	--	$26,400	--	--	$26,400
Muni Metro Track Switch Machines	5 - CON	FG0112	FTA-5337FG-FY15	--	--	--	$3,568,000	--	$3,568,000
Muni Metro Track Switch Machines	5 - CON	FG0112	SFCTA-PropK-EP22M	--	--	--	$892,000	--	$892,000
33 Stanyan Overhead Replacement Project	4 - DD	FG0127	FTA-5309FG-FY09	$152,000	--	--	--	--	$152,000
33 Stanyan Overhead Replacement Project	4 - DD	FG0127	MTC-AB664-FY12	$38,000	--	--	--	--	$38,000
33 Stanyan Overhead Replacement Project	5 - CON	FG0127	FTA-5309FG-FY12	$1,223,065	--	--	--	--	$1,223,065
33 Stanyan Overhead Replacement Project	5 - CON	FG0127	FTA-5309FG-FY09	$3,431,356	--	--	--	--	$3,431,356
33 Stanyan Overhead Replacement Project	5 - CON	FG0127	SFMTA Bond 2013(A)-FY14	$2,458,197	--	--	--	--	$2,458,197
33 Stanyan Overhead Replacement Project	5 - CON	FG0127	FTA-5337FG-FY13	--	$4,654,421	--	--	--	$4,654,421

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
33 Stanyan Overhead Replacement Project	5 - CON	FG0127	SFMTA Bond 2013(A)-FY14	--	$2,458,197	--	--	--	$2,458,197
Advanced Train Control System Replacement Parts	5 - CON	FG0113	FTA-5309FG-FY09	$1,200,000	--	--	--	--	$1,200,000
Advanced Train Control System Replacement Parts	5 - CON	FG0113	MTC-AB664-FY13	$300,000	--	--	--	--	$300,000
Blue Light Phone Support for Tunnel Portion	5 - CON	FG0136	FTA-5309FG-FY07	$1,100,000	--	--	--	--	$1,100,000
Build Backup Vehicle Control Center	2 - CER	FG0130	FTA-5309FG-FY10	$1,408,000	--	--	--	--	$1,408,000
Build Backup Vehicle Control Center	2 - CER	FG0130	MTC-AB664-FY13	$352,000	--	--	--	--	$352,000
Build Backup Vehicle Control Center	4 - DD	FG0130	FTA-5337FG-FY16	--	--	$4,224,000	--	--	$4,224,000
Build Backup Vehicle Control Center	4 - DD	FG0130	SFCTA-PropK-EP22M	--	--	$1,056,000	--	--	$1,056,000
Build Backup Vehicle Control Center	5 - CON	FG0130	FTA-5337FG-FY17	--	--	--	--	$5,920,000	$5,920,000
Build Backup Vehicle Control Center	5 - CON	FG0130	FTA-5337FG-FY18	--	--	--	--	$14,222,147	$14,222,147
Build Backup Vehicle Control Center	5 - CON	FG0130	SFCTA-PropK-EP22M	--	--	--	--	$5,035,537	$5,035,537
Cable Car Automatic Transfer Switch	2 - CER	FG0119	FTA-5337FG-FY16	--	--	$96,000	--	--	$96,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Cable Car Automatic Transfer Switch	2 - CER	FG0119	MTC-AB664-FY14	--	--	$24,000	--	--	$24,000
Cable Car Automatic Transfer Switch	4 - DD	FG0119	FTA-5337FG-FY16	--	--	$288,000	--	--	$288,000
Cable Car Automatic Transfer Switch	4 - DD	FG0119	MTC-AB664-FY14	--	--	$72,000	--	--	$72,000
Cable Car Automatic Transfer Switch	5 - CON	FG0119	FTA-5337FG-FY16	--	--	--	$2,016,000	--	$2,016,000
Cable Car Automatic Transfer Switch	5 - CON	FG0119	SFCTA-PropK-EP22M	--	--	--	$504,000	--	$504,000
Cable Car Barn-Propulsion Gear Boxes	2 - CER	FG0129	FTA-5309FG-FY11	$80,000	--	--	--	--	$80,000
Cable Car Barn-Propulsion Gear Boxes	2 - CER	FG0129	MTC-AB664-FY11	$20,000	--	--	--	--	$20,000
Cable Car Barn-Propulsion Gear Boxes	4 - DD	FG0129	FTA-5309FG-FY11	$400,000	--	--	--	--	$400,000
Cable Car Barn-Propulsion Gear Boxes	4 - DD	FG0129	MTC-AB664-FY12	$100,000	--	--	--	--	$100,000
Cable Car Barn-Propulsion Gear Boxes	5 - CON	FG0129	FTA-5307-FY11	--	$3,684,000	--	--	--	$3,684,000
Cable Car Barn-Propulsion Gear Boxes	5 - CON	FG0129	MTC-AB664-FY14	--	$921,000	--	--	--	$921,000
Cable Car Lines: Rebuild Track Switches at 16 Locations	5 - CON	FG0104	FTA-5337FG-FY13	--	$844,800	--	--	--	$844,800

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Cable Car Lines: Rebuild Track Switches at 16 Locations	5 - CON	FG0104	MTC-AB664-FY13	--	$211,200	--	--	--	$211,200
Cable Car Lines: Replace all Preempts with Magnetic Switches	5 - CON	FG0101	FTA-5309FG-FY12	$1,040,000	--	--	--	--	$1,040,000
Cable Car Lines: Replace all Preempts with Magnetic Switches	5 - CON	FG0101	MTC-AB664-FY12	$260,000	--	--	--	--	$260,000
Castro Crossover Circuit Upgrades	5 - CON	FG0117	FTA-5337FG-FY15	--	$200,000	--	--	--	$200,000
Castro Crossover Circuit Upgrades	5 - CON	FG0117	MTC-AB664-FY13	--	$50,000	--	--	--	$50,000
Divide Feeder Circuit Carl 11	2 - CER	FG0115	FTA-5337FG-FY15	--	--	$66,400	--	--	$66,400
Divide Feeder Circuit Carl 11	2 - CER	FG0115	MTC-AB664-FY14	--	--	$16,600	--	--	$16,600
Divide Feeder Circuit Carl 11	4 - DD	FG0115	FTA-5337FG-FY15	--	--	$164,000	--	--	$164,000
Divide Feeder Circuit Carl 11	4 - DD	FG0115	MTC-AB664-FY14	--	--	$41,000	--	--	$41,000
Divide Feeder Circuit Carl 11	5 - CON	FG0115	FTA-5337FG-FY15	--	--	$1,415,720	--	--	$1,415,720
Divide Feeder Circuit Carl 11	5 - CON	FG0115	SFCTA-PropK-EP22M	--	--	$353,930	--	--	$353,930
ATCS Final Cutover	5 - CON	FG0137	FTA-5337FG-FY15	--	$4,396,284	--	--	--	$4,396,284
FY 15 Reserve		FG0138	FTA-5309FG-FY09	$886,809	--	--	--	--	$886,809
FY 15 Reserve		FG0138	FTA-5309FG-FY07	$1,306,829	--	--	--	--	$1,306,829
FY 15 Reserve		FG0138	FTA-5309FG-FY10	$35,727	--	--	--	--	$35,727
FY 15 Reserve		FG0138	FTA-5309FG-FY12	$464,655	--	--	--	--	$464,655

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
FY 15 Reserve		FG0138	FTA-5309FG-FY12	$117,843	--	--	--	--	$117,843
FY 15 Reserve		FG0138	FTA-5337FG-FY13	$73,284	--	--	--	--	$73,284
FY 15 Reserve		FG0138	FTA-5337FG-FY14	$38,588	--	--	--	--	$38,588
FY 15 Reserve		FG0138	FTA-5307-FY11	$342,555	--	--	--	--	$342,555
FY 15 Reserve		FG0138	MTC-AB664-FY13	$570,357	--	--	--	--	$570,357
FY 15 Reserve		FG0138	MTC-AB664-Expired(13)	$539,139	--	--	--	--	$539,139
FY 15 Reserve		FG0138	MTC-AB664-FY12	$12,635	--	--	--	--	$12,635
FY 16 Reserve		FG0139	FTA-5337FG-FY15	--	$198,870	--	--	--	$198,870
FY 16 Reserve		FG0139	MTC-AB664-FY14	--	$323,923	--	--	--	$323,923
FY 17 Reserve		FG0140	FTA-5337FG-FY16	--	--	$4,520,600	--	--	$4,520,600
FY 17 Reserve		FG0140	SFCTA-PropK-EP22M	--	--	$1,130,150	--	--	$1,130,150
FY 18 Reserve		FG0141	FTA-5337FG-FY17	--	--	--	$758,576	--	$758,576
FY 18 Reserve		FG0141	SFCTA-PropK-EP22M	--	--	--	$189,644	--	$189,644
FY 19 Reserve		FG0142	FTA-5337FG-FY18	--	--	--	--	$6,000,000	$6,000,000
FY 19 Reserve		FG0142	SFCTA-PropK-EP22M	--	--	--	--	$1,500,000	$1,500,000
L-Line Track Replacement Project	2 - CER	FG0122	FTA-5337FG-FY18	--	--	--	--	$705,454	$705,454
L-Line Track Replacement Project	2 - CER	FG0122	MTC-AB664-FY14	--	--	--	--	$176,364	$176,364

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
L-Line Track Replacement Project	4 - DD	FG0122	FTA-5337FG-FY18	--	--	--	--	$1,939,998	$1,939,998
L-Line Track Replacement Project	4 - DD	FG0122	SFCTA-PropK-EP22M	--	--	--	--	$485,000	$485,000
Market Street F-Line Track Pavement Repair	5 - CON	FG0102	FTA-5337FG-FY14	--	$1,852,843	--	--	--	$1,852,843
Market Street F-Line Track Pavement Repair	5 - CON	FG0102	FTA-5309FG-FY12	--	$547,157	--	--	--	$547,157
Market Street F-Line Track Pavement Repair	5 - CON	FG0102	MTC-AB664-Expired(13)	--	$600,000	--	--	--	$600,000
Market/Haight Street Transit/ Pedestrian Improvements	5 - CON	FG0134	CCSF-IPIC(MO) FY14	$210,000	--	--	--	--	$210,000
Muni Metro Sunset Tunnel Rail Rehabilitation	--	FG0123	FTA-5337FG-FY13	$2,793,120	--	--	--	--	$2,793,120
Muni Metro Sunset Tunnel Rail Rehabilitation	--	FG0123	SFMTA Bond 2013(A)-FY14	$698,280	--	--	--	--	$698,280
Muni Metro Twin Peaks Track Replacement	5 - CON	FG0124	FTA-5309FG-FY10	$13,622,271	--	--	--	--	$13,622,271
Muni Metro Twin Peaks Track Replacement	5 - CON	FG0124	FTA-5309FG-FY12	$10,376,752	--	--	--	--	$10,376,752
Muni Metro Twin Peaks Track Replacement	5 - CON	FG0124	FTA-5309FG-FY12	$848,282	--	--	--	--	$848,282
Muni Metro Twin Peaks Track Replacement	5 - CON	FG0124	SFMTA Bond 2013(A)-FY14	$15,099,326	--	--	--	--	$15,099,326

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Muni Metro Twin Peaks Track Replacement	5 - CON	FG0124	FTA-5309FG-FY11	$130,554	--	--	--	--	$130,554
Muni Metro Twin Peaks Track Replacement	5 - CON	FG0124	FTA-5337FG-FY13	$888,115	--	--	--	--	$888,115
Pole Replacement on 21 Trolley Lines	2 - CER	FG0121	FTA-5337FG-FY17	--	--	--	$200,000	--	$200,000
Pole Replacement on 21 Trolley Lines	2 - CER	FG0121	MTC-AB664-FY14	--	--	--	$50,000	--	$50,000
Pole Replacement on 21 Trolley Lines	4 - DD	FG0121	FTA-5337FG-FY17	--	--	--	$672,000	--	$672,000
Pole Replacement on 21 Trolley Lines	4 - DD	FG0121	MTC-AB664-FY14	--	--	--	$168,000	--	$168,000
Pole Replacement on 21 Trolley Lines	5 - CON	FG0121	FTA-5337FG-FY18	--	--	--	--	$5,924,400	$5,924,400
Pole Replacement on 21 Trolley Lines	5 - CON	FG0121	SFCTA-PropK-EP22M	--	--	--	--	$1,481,100	$1,481,100
Rail Grinding FY15	5 - CON	FG0105	FTA-5309FG-FY12	$800,000	--	--	--	--	$800,000
Rail Grinding FY15	5 - CON	FG0105	MTC-AB664-FY13	$200,000	--	--	--	--	$200,000
Rail Grinding FY16	5 - CON	FG0106	FTA-5337FG-FY13	--	$195,347	--	--	--	$195,347
Rail Grinding FY16	5 - CON	FG0106	FTA-5309FG-FY12	--	$604,653	--	--	--	$604,653
Rail Grinding FY16	5 - CON	FG0106	MTC-AB664-FY14	--	$200,000	--	--	--	$200,000
Rail Grinding FY17	5 - CON	FG0107	FTA-5337FG-FY16	--	--	$800,000	--	--	$800,000
Rail Grinding FY17	5 - CON	FG0107	MTC-AB664-FY13	--	--	$200,000	--	--	$200,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Rail Grinding FY18	5 - CON	FG0108	FTA-5337FG-FY16	--	--	--	$800,000	--	$800,000
Rail Grinding FY18	5 - CON	FG0108	MTC-AB664-FY13	--	--	--	$200,000	--	$200,000
Rail Grinding FY19	5 - CON	FG0109	FTA-5337FG-FY18	--	--	--	--	$800,000	$800,000
Rail Grinding FY19	5 - CON	FG0109	SFCTA-PropK-EP22M	--	--	--	--	$200,000	$200,000
Repair of Special Trackwork at Miscellaneous Locations (Surface)	5 - CON	FG0103	FTA-5337FG-FY14	--	$2,200,655	--	--	--	$2,200,655
Repair of Special Trackwork at Miscellaneous Locations (Surface)	5 - CON	FG0103	FTA-5309FG-FY12	--	$199,345	--	--	--	$199,345
Repair of Special Trackwork at Miscellaneous Locations (Surface)	5 - CON	FG0103	MTC-AB664-FY14	--	$600,000	--	--	--	$600,000
Replace M-Line Curve Tracks at 19th Ave & Rossmoor	5 - CON	FG0128	FTA-5337FG-FY17	--	--	--	$3,200,000	--	$3,200,000
Replace M-Line Curve Tracks at 19th Ave & Rossmoor	5 - CON	FG0128	SFCTA-PropK-EP22M	--	--	--	$800,000	--	$800,000
Replacement of LRV Antennea	5 - CON	FG0135	FTA-5309FG-FY08	$4,062,485	--	--	--	--	$4,062,485
Replacement of LRV Antennea	5 - CON	FG0135	Caltrans-PTMISEA-Interest	$2,200,000	--	--	--	--	$2,200,000
Replacement of LRV Antennea	5 - CON	FG0135	FTA-5309FG-FY09	$4,737,515	--	--	--	--	$4,737,515
Replacement of Manual Trolley Switch System	2 - CER	FG0118	FTA-5337FG-FY15	--	$88,000	--	--	--	$88,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Replacement of Manual Trolley Switch System	2 - CER	FG0118	MTC-AB664-FY13	--	$22,000	--	--	--	$22,000
Replacement of Manual Trolley Switch System	4 - DD	FG0118	FTA-5337FG-FY15	--	$264,000	--	--	--	$264,000
Replacement of Manual Trolley Switch System	4 - DD	FG0118	MTC-AB664-FY13	--	$66,000	--	--	--	$66,000
Replacement of Manual Trolley Switch System	5 - CON	FG0118	FTA-5337FG-FY15	--	--	$1,848,000	--	--	$1,848,000
Replacement of Manual Trolley Switch System	5 - CON	FG0118	SFCTA-PropK-EP22M	--	--	$462,000	--	--	$462,000
San Jose Substation Upgrade Phase I	2 - CER	FG0116	FTA-5337FG-FY15	--	--	$89,600	--	--	$89,600
San Jose Substation Upgrade Phase I	2 - CER	FG0116	MTC-AB664-FY14	--	--	$22,400	--	--	$22,400
San Jose Substation Upgrade Phase I	4 - DD	FG0116	FTA-5337FG-FY15	--	--	$268,800	--	--	$268,800
San Jose Substation Upgrade Phase I	4 - DD	FG0116	MTC-AB664-FY14	--	--	$67,200	--	--	$67,200
San Jose Substation Upgrade Phase I	5 - CON	FG0116	FTA-5337FG-FY15	--	--	--	$1,881,600	--	$1,881,600
San Jose Substation Upgrade Phase I	5 - CON	FG0116	SFCTA-PropK-EP22M	--	--	--	$470,400	--	$470,400
Special Trackwork Replacement in the Subway	2 - CER	FG0114	FTA-5309FG-FY09	--	$268,000	--	--	--	$268,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Special Trackwork Replacement in the Subway	2 - CER	FG0114	MTC-AB664-FY13	--	$67,000	--	--	--	$67,000
Special Trackwork Replacement in the Subway	4 - DD	FG0114	FTA-5337FG-FY13	--	$808,000	--	--	--	$808,000
Special Trackwork Replacement in the Subway	4 - DD	FG0114	MTC-AB664-FY13	--	$202,000	--	--	--	$202,000
Special Trackwork Replacement in the Subway	5 - CON	FG0114	FTA-5337FG-FY16	--	--	$10,479,400	--	--	$10,479,400
Special Trackwork Replacement in the Subway	5 - CON	FG0114	FTA-5337FG-FY15	--	--	$414,726	--	--	$414,726
Special Trackwork Replacement in the Subway	5 - CON	FG0114	SFCTA-PropK-EP22M	--	--	$2,723,531	--	--	$2,723,531
Subway Replacement Wiring	2 - CER	FG0111	FTA-5337FG-FY16	--	--	$280,000	--	--	$280,000
Subway Replacement Wiring	2 - CER	FG0111	MTC-AB664-FY14	--	--	$70,000	--	--	$70,000
Subway Replacement Wiring	4 - DD	FG0111	FTA-5337FG-FY16	--	--	$720,000	--	--	$720,000
Subway Replacement Wiring	4 - DD	FG0111	SFCTA-PropK-EP22M	--	--	$180,000	--	--	$180,000
Subway Replacement Wiring	5 - CON	FG0111	FTA-5337FG-FY16	--	--	--	$4,576,000	--	$4,576,000
Subway Replacement Wiring	5 - CON	FG0111	SFCTA-PropK-EP22M	--	--	--	$1,144,000	--	$1,144,000
Subway Track Fastener Replacement	2 - CER	FG0120	FTA-5337FG-FY17	--	--	--	$176,000	--	$176,000
Subway Track Fastener Replacement	2 - CER	FG0120	MTC-AB664-FY14	--	--	--	$44,000	--	$44,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Subway Track Fastener Replacement	4 - DD	FG0120	FTA-5337FG-FY17	--	--	--	$384,000	--	$384,000
Subway Track Fastener Replacement	4 - DD	FG0120	MTC-AB664-FY14	--	--	--	$96,000	--	$96,000
Subway Track Fastener Replacement	5 - CON	FG0120	FTA-5337FG-FY17	--	--	--	--	$8,256,000	$8,256,000
Subway Track Fastener Replacement	5 - CON	FG0120	SFCTA-PropK-EP22M	--	--	--	--	$2,064,000	$2,064,000
Train Signal Prioritization for L Line (Formerly N Line Also)	4 - DD	FG0126	FTA-5337FG-FY17	--	--	--	$925,344	--	$925,344
Train Signal Prioritization for L Line (Formerly N Line Also)	4 - DD	FG0126	SFCTA-PropK-EP22M	--	--	--	$231,336	--	$231,336
Train Signal Prioritization for L Line (Formerly N Line Also)	5 - CON	FG0126	FTA-5337FG-FY17	--	--	--	--	$9,100,080	$9,100,080
Train Signal Prioritization for L Line (Formerly N Line Also)	5 - CON	FG0126	SFCTA-PropK-EP22M	--	--	--	--	$2,275,020	$2,275,020
Ultrasonic Rail Testing	5 - CON	FG0125	FTA-5309FG-FY12	$360,000	--	--	--	--	$360,000
Ultrasonic Rail Testing	5 - CON	FG0125	MTC-AB664-FY12	$90,000	--	--	--	--	$90,000
Upgrade System Feeder Book and Maps Into Digital Format	5 - CON	FG0110	FTA-5337FG-FY16	--	--	$400,000	--	--	$400,000
Upgrade System Feeder Book and Maps Into Digital Format	5 - CON	FG0110	SFCTA-PropK-EP22M	--	--	$100,000	--	--	$100,000
Subtotal				**$75,067,739**	**$26,727,695**	**$33,084,057**	**$23,946,900**	**$66,085,100**	**$224,911,492**

Transit Optimization & Expansion

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
10 Townsend: Sansome Contraflow Signals	5 - CON	TE0161	CCSF-GOBOND-FY15	$1,000,000	--	--	--	--	$1,000,000
14 Mission: Downtown Mission Transit and Streetscape Enhancements	4 - DD	TE0104	CCSF-GOBOND-FY17	--		$2,000,000	--	--	$2,000,000
14 Mission: Downtown Mission Transit and Streetscape Enhancements	4 - DD	TE0104	CCSF-GOBOND-FY18				$1,600,000		$1,600,000
14 Mission: Downtown Mission Transit and Streetscape Enhancements	5 - CON	TE0104	CCSF-GOBOND-FY19	--	--		--	$16,000,000	$16,000,000
14 Mission: Inner Mission Transit and Streetscape Enhancements	5 - CON	TE0105	CCSF-GOBOND-FY16		$1,500,000	--	--	--	$1,500,000
14 Mission: Outer Mission Transit and Streetscape Enhancements	4 - DD	TE0106	CCSF-GOBOND-FY15	$550,000					$550,000
14 Mission: Outer Mission Transit and Streetscape Enhancements	4 - DD	TE0106	CCSF-GOBOND-FY16		$1,100,000	--	--	--	$1,100,000
14 Mission: Outer Mission Transit and Streetscape Enhancements	5 - CON	TE0106	CCSF-GOBOND-FY17	--		$2,200,000	--	--	$2,200,000
19 Polk: Polk Street Transit Enhancements	5 - CON	TE0196	SFMTA Bond 2013(A)-FY14	$1,000,000	--	--	--	--	$1,000,000
19 Polk: Polk Street Transit Enhancements	5 - CON	TE0196	SFMTA Bond 2014(A)-FY15	$350,000	--	--	--	--	$350,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	3 - CER	TE0114	CCSF-GOBOND-FY15	$1,933,333	--	--	--	--	$1,933,333
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	5 - CON	TE0114	CCSF-GOBOND-FY18	--	--	--	$14,700,000	--	$14,700,000
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	3 - CER	TE0114	CCSF-IPIC(EN) FY15	$300,000	--	--	--	--	$300,000
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	5 - CON	TE0114	FTA-TIGER	--	--	--	$6,000,000	--	$6,000,000
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	5 - CON	TE0114	CCSF-IPIC(EN) FY17	--	--	$3,000,000	--	--	$3,000,000
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	4 - DD	TE0114	CCSF-GOBOND-FY15		--	--	--	--	--
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	4 - DD	TE0114	CCSF-GOBOND-FY17			$2,666,667			$2,666,667
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	4 - DD	TE0114	CCSF-GOBOND-FY16	--	$2,300,000	--	--	--	$2,300,000
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	3 - CER	TE0114	CCSF-IPIC(EN) FY14	$845,000	--	--	--	--	$845,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1	5 - CON	TE0114	SFCTA-PropK-EP10	--	--	--	$3,000,000	--	$3,000,000
22nd Ave & Irving Fast Track Transit Enhancements and Pavement Rehabilitation	5 - CON	TE0176	SFMTA Bond 2014(A)-FY15	$200,000	--	--	--	--	$200,000
24th Street and Castro Fast Track Transit Enhancements	5 - CON	TE0197	SFMTA Bond 2014(A)-FY15	$350,000	--	--	--	--	$350,000
28 19th Avenue: 19th Ave Transit and Pedestrian Enhancements	5 - CON	TE0115	CCSF-GOBOND-FY17	--		$13,200,000	--		$13,200,000
28 19th Avenue: 19th Ave Transit and Pedestrian Enhancements	5 - CON	TE0115	CCSF-GOBOND-FY18				$3,300,000		$3,300,000
30 Stockton: Eastern Segment Transit Enhancements	5 - CON	TE0109	CCSF-GOBOND-FY16	--	$3,400,000	--	--	--	$3,400,000
5 Fulton: McAllister Street Fast Track Transit Enhancements	5 - CON	TE0180	SFMTA Bond 2013(A)-FY14	$800,000	--	--	--	--	$800,000
5 Fulton: Mid-Route Transit Enhancements	5 - CON	TE0113	CCSF-GOBOND-FY16		$14,187,500	--	--	--	$14,187,500
5 Fulton: Outer Route Fast Track Transit Enhancements	5 - CON	TE0101	SFMTA Bond 2013(A)-FY14	$1,200,000	--	--	--	--	$1,200,000
5 Fulton: Outer Route Fast Track Transit Enhancements	5 - CON	TE0101	OTHER-DPW-PropB	$1,600,000	--	--	--	--	$1,600,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
71 Haight-Noriega: Haight Street Fast Track Transit and Streetscape Enhancements	5 - CON	TE0112	Caltrans-Prop1B(PTMISEA)-FY14	$1,500,000	--	--	--	--	$1,500,000
5 Fulton: Mid-Route Transit Enhancements	5 - CON	TE0113	CCSF-GOBOND-FY17			$8,512,500			$8,512,500
71 Haight-Noriega: Haight Street Transit and Streetscape Enhancements	5 - CON	TE0183	CCSF-GOBOND-FY15	$6,600,000	--	--	--	--	$6,600,000
8X Bayshore Express: Geneva Ave Transit Enhancements	5 - CON	TE0108	CCSF-GOBOND-FY15	$6,200,000	--	--	--	--	$6,200,000
8X Bayshore Express: Geneva Ave Transit Enhancements	5 - CON	TE0108	FTA-5309BLiv-FY11	$2,050,000	--	--	--	--	$2,050,000
8X Bayshore Express: Mid-Route Transit Enhancements	5 - CON	TE0194	CCSF-GOBOND-FY16	--	$1,000,000		--	--	$1,000,000
8X Bayshore Express: Mid-Route Transit Enhancements	5 - CON	TE0194	CCSF-GOBOND-FY17	--	--	$2,750,000		--	$2,750,000
9 San Bruno: 11th St and Bayshore Blvd Transit and Pedestrian Enhancements	5 - CON	TE0102	CCSF-GOBOND-FY15	$4,400,000	--	--	--	--	$4,400,000
9 San Bruno: 11th St and Bayshore Blvd Transit and Pedestrian Enhancements	5 - CON	TE0102	MTC-TPI(MC)-FY15	$4,133,000	--	--	--	--	$4,133,000
Balboa Park Station Access and Safety	5 - CON	TE0142	MTC-RM2SR2T-FY14	$278,521	--	--	--	--	$278,521
Balboa Park Station Area Improvements: Phase 1	5 - CON	TE0188	OTHER-DPW-PropB	$968,000	--	--	--	--	$968,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Balboa Park Station Area Improvements: Phase 1	5 - CON	TE0188	SFCTA-PropK-EP13	$1,722,000	--	--	--	--	$1,722,000
Balboa Park Station Area Improvements: Phase 2	5 - CON	TE0189	SFCTA-PropK-EP13	--	$470,087	--	--	--	$470,087
Bicycle and Pedestrian Safety Coordination with Transit Enhancements	1 - PLN	TE0133	SFCTA-PropK-EP1	$200,000	--	--	--	--	$200,000
Transit Enhancements-Planning and Conceptual Engineering for Groups 1 & 2	2 - CER	TE0198	SFCTA-PropK-EP1	$5,100,000	--	--	--	--	$5,100,000
Columbus Street Fast Track Transit Enhancements	5 - CON	TE0178	SFMTA Bond 2014(A)-FY15	$700,000	--	--	--	--	$700,000
Customer First (Vehicle Branding, Colored Lanes, Stop Enhancements) on Rapid Network	3 - CER	TE0163	CCSF-GF-FY16	--	$2,000,000	--	--	--	$2,000,000
Customer First (Vehicle Branding, Colored Lanes, Stop Enhancements) on Rapid Network	5 - CON	TE0163	CCSF-GF-FY17	--	--	$4,000,000	--	--	$4,000,000
Customer First (Vehicle Branding, Colored Lanes, Stop Enhancements) on Rapid Network	5 - CON	TE0163	CCSF-GF-FY18	--	--	--	$600,000	--	$600,000
Customer First (Vehicle Branding, Colored Lanes, Stop Enhancements) on Rapid Network	5 - CON	TE0163	CCSF-GF-FY19	--	--	--	--	$900,000	$900,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Customer First (Vehicle Branding, Colored Lanes, Stop Enhancements) on Rapid Network	5 - CON	TE0163	MTC-TPI(MC)-FY15	$3,000,000	--	--	--	--	$3,000,000
F Market & Wharves Extension	1 - PLN	TE0190	SFCTA-PropK-EP11	$205,611	--	--	--	--	$205,611
FY 16 Reserve		TE0191	SFMTA-Operating-FY16	--	$500,000	--	--	--	$500,000
FY 17 Reserve		TE0192	SFMTA-Operating-FY17	--	--	$500,000	--	--	$500,000
Geary Bus Rapid Transit	4 - DD	TE0160	SFCTA-PropK-EP1	$3,800,000	--	$14,950,000	--	--	$18,750,000
Geary Bus Rapid Transit	5 - CON	TE0160	CCSF-GF-FY19	--	--	--	--	$3,100,000	$3,100,000
Glen Park Transportation Improvements	0 - All	TE0193	SFCTA-PropK-EP16	$496,000	--	--	--	--	$496,000
Harney Way / Geneva Avenue Bus Rapid Transit (Developer Segment)	2 - CER	TE0140	OTHER-DEVELOPER-VARIOUS	$13,500,000	--	--	--	--	$13,500,000
Harney Way / Geneva Avenue Bus Rapid Transit (Developer Segment)	3 - ENV	TE0140	OTHER-DEVELOPER-VARIOUS	$3,000,000	--	--	--	--	$3,000,000
Harney Way / Geneva Avenue Bus Rapid Transit (Developer Segment)	4 - DD	TE0140	OTHER-DEVELOPER-VARIOUS	--	$31,500,000	--	--	--	$31,500,000
Hunters Point Transit Center	2 - CER	TE0136	OTHER-DEVELOPER-VARIOUS	--	$600,000	--	--	--	$600,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Hunters Point Transit Center	4 - DD	TE0136	OTHER-DEVELOPER-VARIOUS	--	--	--	--	$1,400,000	$1,400,000
Hunters Point Transit Center	5 - CON	TE0136	OTHER-DEVELOPER-VARIOUS	--	--	--	--	$16,000,000	$16,000,000
Irving Street Fact Track Transit Enhancements	5 - CON	TE0179	MTC-TPI(MC)-FY15	$2,000,000	--	--	--	--	$2,000,000
J Church: Transit Enhancements	5 - CON	TE0116	CCSF-GOBOND-FY18				$6,466,667		$6,466,667
J Church: Transit Enhancements	5 - CON	TE0116	CCSF-GOBOND-FY17	--	--	$3,233,333	--	--	$3,233,333
J Church: Transit Enhancements	4 - DD	TE0116	CCSF-GOBOND-FY15	$1,100,000		--	--	--	$1,100,000
L Taraval: Transit and Streetscape Enhancements	4 - DD	TE0129	CCSF-GOBOND-FY15	$1,100,000		--	--	--	$1,100,000
L Taraval: Transit and Streetscape Enhancements	5 - CON	TE0129	CCSF-GOBOND-FY19	--	--		--	$5,700,000	$5,700,000
L Taraval: Transit and Streetscape Enhancements	5 - CON	TE0129	CCSF-GOBOND-FY18	--	--	--	$3,700,000	--	$3,700,000
M Line / 19th Ave	2 - ENV	TE0166	SFCTA-PropK-EP16	--	--	$3,000,000	--	--	$3,000,000
M Line / 19th Ave	1 - PLN	TE0166	OTHER-DEVELOPER-VARIOUS	$147,000	--	--	--	--	$147,000
M Line / 19th Ave	1 - PLN	TE0166	OTHER-OPERATING-SPP	$75,000	--	--	--	--	$75,000
M Line / 19th Ave	1 - PLN	TE0166	MTC-PDA-FY14	$492,000		--	--	--	$492,000
M Line / 19th Ave	1 - PLN	TE0166	SFCTA-PropK-EP44	$306,000	--	--	--	--	$306,000
Market Street	5 - CON	TE0167	CCSF-GOBOND-FY19	--	--		--	$52,450,000	$52,450,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Market Street	5 - CON	TE0167	SFCTA-OBAG-FY17	--	--	$30,392,808	--	--	$30,392,808
Market Street	4 - DD	TE0167	CCSF-GOBOND-FY17	--	--	$17,800,000	--	--	$17,800,000
Market Street	4 - DD	TE0167	CCSF-GOBOND-FY15	$1,000,000		--	--	--	$1,000,000
Market Street	4 - DD	TE0167	CCSF-GOBOND-FY16		$18,325,000	--	--	--	$18,325,000
Market Street	4 - DD	TE0167	CCSF-GOBOND-FY18	--	--	--	$3,300,000	--	$3,300,000
Market Street	5 - CON	TE0167	SFCTA-PropK-EP1	$244,419	--	--	--	--	$244,419
Mission and Silver Fast Track Transit Enhancements	5 - CON	TE0184	SFMTA Bond 2014(A)-FY15	$250,000	--	--	--	--	$250,000
Mission and Silver Fast Track Transit Enhancements	5 - CON	TE0184	SFMTA Bond 2014(A)-FY15	$150,000	--	--	--	--	$150,000
Muni Metro Subway Improvements	5 - CON	TE0169	CCSF-GOBOND-FY17	--	--	$5,000,000	--	--	$5,000,000
Muni Metro Subway Improvements	5 - CON	TE0169	SFCTA-PropAA-FY17	--	--	$1,099,919	--	--	$1,099,919
Muni Metro Subway Improvements	5 - CON	TE0169	SFCTA-PropAA-FY15	$287,000	--	--	--	--	$287,000
Muni Metro Subway Improvements	5 - CON	TE0169	SFCTA-PropAA-FY16	--	$965,000	--	--	--	$965,000
Muni Metro Subway Improvements	5 - CON	TE0169	SFCTA-PropAA-FY18	--	--	--	$1,099,919	--	$1,099,919
Muni Metro Subway Improvements	5 - CON	TE0169	SFCTA-PropAA-FY19	--	--	--	--	$1,099,919	$1,099,919
N Judah: Transit Enhancements	5 - CON	TE0182	CCSF-GOBOND-FY17		--	$7,300,000	--	--	$7,300,000

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Residential Transportation Demand Management		TE0195	SFCTA-TFCA(PM)-FY15	$400,000	--	--	--	--	$400,000
N Judah: Transit Enhancements	5 - CON	TE0182	CCSF-GOBOND-FY16		$7,300,000				$7,300,000
Schlage Lock Transit and Pedestrian Enhancements	5 - CON	TE0164	CCSF-GOBOND-FY16	--	$1,500,000	--	--	--	$1,500,000
Schlage Lock Transit and Pedestrian Enhancements	5 - CON	TE0164	OTHER-DEVELOPER-VARIOUS	--	$5,900,000	--	--	--	$5,900,000
Schlage Lock Transit and Pedestrian Enhancements	5 - CON	TE0164	OTHER-SFCTA-PropK	--	$2,000,000	--	--	--	$2,000,000
Traction Power Study	1 - PLN	TE0171	SFMTA-Operating-FY16	--	$500,000	--	--	--	$500,000
Transit Enhancements - Group 1 Design	4 - DD	TE0185	SFCTA-PropK-EP1	$7,800,000	--	--	--	--	$7,800,000
Transit Enhancements - Group 3 Conceptual Engineering	3 - CER	TE0187	SFCTA-PropK-EP1	--	--	$3,879,000	--	--	$3,879,000
Transit Expansion Planning and Analysis	1 - PLN	TE0165	CCSF-GF-FY16	--	$500,000	--	--	--	$500,000
Transit Expansion Planning and Analysis	1 - PLN	TE0165	CCSF-GF-FY18	--	--	--	$2,000,000	--	$2,000,000
Transit Optimization and Expansion Reserve (and MTC TPI Match)	5 - CON	TE0173	SFCTA-PropK-EP10	--	--	--	$1,069,063	--	$1,069,063
Transit Spot Improvements	0 - All	TE0172	SFCTA-PropK-EP16	$1,532,612	--	--	--	--	$1,532,612
Transit Spot Improvements	0 - All	TE0172	SFCTA-PropK-EP16	--	$2,230,448	--	--	--	$2,230,448

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Transit Spot Improvements	5 - CON	TE0172	CCSF-GF-FY18	--	--	--	$1,400,000	--	$1,400,000
Treasure Island Intermodal Station	3 - CER	TE0170	OTHER-DEVELOPER-VARIOUS	$1,200,000	--	--	--	--	$1,200,000
Treasure Island Intermodal Station	4 - DD	TE0170	OTHER-DEVELOPER-VARIOUS	--	$2,800,000	--	--	--	$2,800,000
Treasure Island Intermodal Station	5 - CON	TE0170	OTHER-DEVELOPER-VARIOUS	--	--	--	--	$21,000,000	$21,000,000
Van Ness Bus Rapid Transit	4 - DD	TE0141	FTA-5309SS-FY16	--	--	$30,000,000	--	--	$30,000,000
Van Ness Bus Rapid Transit	5 - CON	TE0141	FTA-5309SS-FY14	$30,000,000	--	--	--	--	$30,000,000
Van Ness Bus Rapid Transit	5 - CON	TE0141	CCSF-Central Freeway Proceeds	--	$5,272,499	$4,218,102	$3,163,534	--	$12,654,135
Van Ness Bus Rapid Transit	5 - CON	TE0141	Caltrans-SHOPP-FY17	--	--	$6,326,897	--	--	$6,326,897
Van Ness Bus Rapid Transit	5 - CON	TE0141	Caltrans-SHOPP-FY18	--	--	--	$977,971		$977,971
Van Ness Bus Rapid Transit	4 - DD	TE0141	CCSF-CPMC-FY14	$2,100,000	--	--	--	--	$2,100,000
Van Ness Bus Rapid Transit	4 - DD	TE0141	FTA-5309SS-FY11	$6,371,063	--	--	--	--	$6,371,063
Van Ness Bus Rapid Transit	5 - CON	TE0141	CCSF-CPMC-FY15	--	$400,000	--	--	--	$400,000
Van Ness Bus Rapid Transit	5 - CON	TE0141	CCSF-CPMC-FY16	--	--	$1,250,000	--	--	$1,250,000
Van Ness Bus Rapid Transit	5 - CON	TE0141	CCSF-CPMC-FY17	--	--	--	$1,250,000	--	$1,250,000
Van Ness Bus Rapid Transit	5 - CON	TE0141	FTA-5337FG-FY15	--	$14,728,000	--	--	--	$14,728,000
Van Ness Bus Rapid Transit	4 - DD	TE0141	SFCTA-PropK-EP1	$1,594,280	--	--	--	--	$1,594,280

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Van Ness Bus Rapid Transit	5 - CON	TE0141	SFMTA-Bond-FY17	--	--	$26,053,479	--	--	$26,053,479
Van Ness Bus Rapid Transit	5 - CON	TE0141	SFCTA-PropK-EP1	--	$27,730,984	--	--	--	$27,730,984
Van Ness Bus Rapid Transit	5 - CON	TE0141	SFCTA-PropK-EP22M	--	$3,682,000	--	--	--	$3,682,000
Waterfront Transportation Assessment Transit and Streetscape Improvements	1 - PLN	TE0139	CCSF-GF-FY16	--	$1,500,000	--	--	--	$1,500,000
Subtotal				**$126,130,839**	**$153,891,518**	**$193,332,705**	**$53,627,153**	**$117,649,919**	**$644,632,134**

All Capital Programs

Project	Phase	CIP #	Fund	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	CIP Total
Total	--	--	--	**$878,380,529**	**$805,071,897**	**$662,062,978**	**$511,191,615**	**$451,344,033**	**$3,308,051,053**

4. Five-Year CIP: Carryforward Projects I

The following is a summary of carryforward projects listed by Capital Program that will be completed during the FY-2015 to FY-2019 Capital Improvement Plan period. The following projects will also receive new funds during the FY-2015 to FY-2019 Capital Improvement Plan period. The values listed are as of March 2014.

Accessibility

Not applicable.

Bicycle

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
2nd Street Bike Lanes	BI0101	$516,768	--	$410,180
7th Street Streetscape	BI0103	$90,000	--	$90,000
Bicycle Safety Education Class	BI0148	$646,597	$123,969	$163,363
Bicycle Wayfinding-Citywide	BI0105	$185,000	--	$124,861
Bike Share Expansion Phase I	BI0114	$1,787,840	$20,756	$1,181,503
Embarcadero Enhancement Project	BI0120	$600,000	--	$556,339
Euclid Avenue Bicycle Improvements	BI0153	$10,240	--	$10,240

Carryforward projects are projects that were funded in previous years, and that will be continued or completed during the 2015-2019 CIP period.

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Folsom and Essex Streets Pilot	BI0121	$503,651	--	$92,779
Folsom Street Streetscape	BI0154	$1,299,871	$528,731	$703,242
Innovative Bike Treatments	BI0124	$348,231	--	$348,231
Masonic Avenue Streetscape	BI0155	$487,365	--	$353,062
Polk Street Improvement Project	BI0127	$173,000	--	$173,000
Short Term Bike Parking-Citywide	BI0133	$2,212,573	--	$232,537
Western Addition - Downtown Bikeway Connector	BI0136	$150,000	--	$149,105
Subtotal		**$9,011,136**	**$673,456**	**$3,966,972**

Central Subway

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Central Subway	CS0001	$785,401,079	$209,491,542	$113,350,675
Subtotal		**$785,401,079**	**$209,491,542**	**$113,350,675**

Communications & IT Infrastructure

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Enterprise Asset Management System (EAMS) Phase II	TI0109	$9,050,000	$24	$8,122,639
Communications Systems Replacement	TI0111	$91,935,956	$57,508,537	$15,830,658
Subtotal		**$100,985,956**	**$57,508,561**	**$23,953,297**

Facility

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Fall Protection	FA0140	$1,616,281	$136,424	$58,955
Islais Creek Phase II	FA0136	$84,270,071	$1,499,936	$30,815,072
Operator Convenience Facilities Phase 2	FA0111	$6,204,331	$378,430	$1,704,654
Subtotal		**$92,090,683**	**$2,014,790**	**$32,578,681**

Fleet

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Cable Car Renovation	FL0109	$19,364,326	$852,742	$2,249,078
Light Rail Vehicle Truck Rebuild	FL0135	$60,086,805	$18,720,866	$8,904,157
LRV COLLISSION REPAIRS	FL0144	$23,440,878	$6,413,893	$1,006,726
LRV PURCHASE PHASE II	FL0145	$516,938,292	$2,613,217	$1,250,650
Replace 34 Neoplan 40' Motor Coaches (2015)	FL0110	$44,463,740	$11,069,182	$3,889,754
Replace 50 Neoplan 60'Motor Coaches (2015)	FL0115	$4,298,103	--	$4,273,443
Replace 60 New Flyer 60' Trolley Coaches (2015)	FL0106	$82,244,318	$106,964	$81,343,995
Subtotal		**$210,457,292**	**$30,749,754**	**$100,660,427**

Parking

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Parking Access and Revenue Control System (PARCS)	PA0103	$15,000,000	--	$15,000,000
Subtotal		**--**	**--**	**$15,000,000**

Pedestrian

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
6th Street Improvements Project	PE0102	$226,903	--	$123,232
Pedestrian Improvements-Franklin & Gough Intersections Placeholder	PE0120	$298,767	$67,530	$182,067
Subtotal		**$525,670**	**$67,530**	**$305,298**

School

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Alamo Elementary SRTS	SC0101	$264,350	--	$37,199
James Denman Middle School	SC0102	$124,000	--	$11,143
Longfellow Elementary School	SC0103	$22,444	--	$1,723
Redding School Pedestrian Safety	SC0104	$222,000	--	$46,869
Tenderloin Safe Routes to School	SC0109	$169,939	--	$36,588
Subtotal		**$1,263,798**	**--**	**$592,641**

Security

Not applicable.

Taxi

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Alternative Fuel Taxi Vehicle Incentive Program	TX0112	$70,875	--	$3,248
Electric Vehicle Charging Network	TX0111	$380,001	--	$359,042
Subtotal		**$450,876**	**--**	**$362,290**

Traffic Calming

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Inner Sunset Phase 3: Bulb-Outs (6)	TC0113	$210,000	--	$146,234
Mansell Corridor Improvement	TC0115	$1,004,676	--	$797,153
Minna Natoma Home Zone	TC0117	$84,654		$84,654
Subtotal		**$1,299,330**	**--**	**$2,242,717**

Traffic & Signals

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
7th/Lincoln Signal Modification Supplementary Funds	TS0130	$190,844	--	$180,727
8th/Natoma New Signal	TS0102	$55,000	--	$55,000
Contract 62 - New Traffic Signals Design (5)	TS0101	$315,000	--	$315,000
Eddy/Ellis Signal Upgrade (3)	TS0108	$365,000	--	$365,000
Masonic Corridor Signal Upgrade (5)	TS0107	$205,000	--	$50,280
Subtotal		**$1,130,844**	**--**	**$966,006**

Transit Fixed Guideway

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
33 Stanyan Overhead Replacement Project	FG0127	$2,223,212	--	$1,819,144
Advanced Train Control System Replacement Parts	FG0113	$2,500,000	--	$2,500,000
ATCS Final Cutover	FG0137	$7,571,562	$5,561,575	$6,046,831
Cable Car Barn-Propulsion Gear Boxes	FG0129	$50,000	--	$49,428
Market/Haight Street Transit/Pedestrian Improvements	FG0134	$5,766,000	$2,897,472	$1,784,246
Muni Metro Sunset Tunnel Rail Rehabilitation	FG0123	$25,838,024	$17,341	$24,370,770
Muni Metro Twin Peaks Track Replacement	FG0124	$3,005,458	$17,146	$2,223,084
Rail Grinding FY15	FG0105	$10,000	--	$10,000
Train Signal Prioritization for L Line (Formerly N Line Also)	FG0126	$385,560	--	$305,977
Subtotal		**$47,349,816**	**$8,493,534**	**$39,109,479**

Transit Optimization & Expansion

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Balboa Park Station Access and Safety	TE0142	$2,798,096	$858,796	$744,737
Balboa Park Station Area Improvements: Phase 1	TE0188	$1,746,493	--	$1,288,468
Glen Park Transportation Improvements	TE0193	$3,856,568	$26,142	$1,930,351
M Line / 19th Ave	TE0166	$67,000	--	$16,413
Van Ness Bus Rapid Transit	TE0141	$19,221,221	$397,990	$14,284,083
Subtotal		**$27,689,378**	**$1,282,928**	**$18,264,052**

All Capital Programs

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Total		**$1,295,454,089**	**$310,866,094**	**$350,191,206**

5. Five-Year CIP: Carryforward Projects II

The following is a summary of carryforward projects listed by Capital Program that will be completed during the FY-2015 to FY-2019 Capital Improvement Plan period. The following projects will not receive new funds during the FY-2015 to FY-2019 Capital Improvement Plan period. The values listed are as of March 2014.

Accessibility

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Accessibility Program - Accessible Key Stops Feasibility Study	AC0117	$250,000	--	$160,959
Escalator Rehabilitation - Phase II	AC0118	$22,817,662	$503,260	$15,856,870
METRO ACCESSIBILITY IMPROVEMENTS	AC0119	$13,334,915	--	$2,328
TROLLEY BUS OPERATION & MAINT	AC0120	$4,009,318	--	$2,959
Subtotal		**$40,411,895**	**$503,260**	**$16,023,115**

Carryforward projects are projects that were funded in previous years, and that will be continued or completed during the 2015-2019 CIP period.

Bicycle

Project	CIP #	Carrforward Budget	Encumbrances	Remaining Balance
1131S BICYCLE CIRCULATION/SAFETY PROGRAM	BI0162	$30,414	--	$1,327
2012 BICYCLE SAFETY & OUTREACH 68K011	BI0163	$136,000	$7,468	$57,457
686791 JOHN MUIR BIKE LANES	BI0164	$283,892	--	$47,841
686792 11-13 MCCOPPIN BIKEWAY	BI0165	$60,404	--	$6,843
686892-BIKEWAY IMPLEMENTATION PROGRAM	BI0166	$122,021	--	$9,997
686B49 BICYCLE TRANSIT SYSTEM INTEG (686B49)	BI0167	$180,000	--	$117,974
68K056 SAN JOSE AVE-I-280 RD DIET PILOT	BI0168	$68,012	--	$36,970
68K062 POLK DEMONSTRATION PROJECT	BI0169	$65,000	--	$65,000
Polk St. Northbound Separated Bikeway	BI0126	$722,000	$584,000	$138,000
68K100 CORRIDOR IMPROVEMNTS BIKE SHARING	BI0170	$200,000	--	$200,000
68K118 AUTO BIKE COUNTERS UPGRADE DESIGN	BI0171	$331,000	--	$328,075
Bayshore Blvd. Plan-Environmental (PTC043CSIF03)	BI0172	$59,911	--	$1,967
Bayshore/Paul Bike Improvements	BI0173	$34,005	--	$34,005
Bicycle Counters	BI0174	$20,000	--	$2,081
Bicycle Safety Program FY07 (PTC043CSIF03)	BI0175	$754,000	--	$57,412
Bike Projects (686973)	BI0176	$355,000	$1,211	$113,216
Bike Safety, Education & Outreach (686775)	BI0177	$75,000	--	$865
BIKE TO WORK DAY (686B58)	BI0178	$162,000	$57,057	$17,636
C.Chavez St Bike Lane Kansas-Penn (686A30)	BI0179	$201,000	--	$93,696

Project	CIP #	Carrforward Budget	Encumbrances	Remaining Balance
Colored Bicycle Lane Experiment (PTC043CSIF03)	BI0180	$450,000	--	$72,730
Commute By Bike	BI0181	$158,986	$25,306	$76,950
Fell & Oak Bikeway Improve-Design (686919)	BI0182	$377,500	--	$189,107
FY 10/11 BICYCLE MAINTENANCE 686726	BI0183	$100,516	$4,582	$71,046
Green Wave[CF]	BI0184	$188,276	--	$98,174
Illinois St, 16th To Cargo Way-Bike (686768)	BI0185	$316,000	--	$316,000
Intersection Bike Guide Marking (686A02)	BI0186	$75,000	--	$40,033
JFK DR Parking-Buffered Bike (686992)	BI0187	$492,000	$1,924	$57,281
John Muir Bike Lanes (686971)	BI0188	$66,900	--	$44,261
Kirkham Street Bicycle Lanes (686470)	BI0189	$230,000	--	$16,563
Laguna & Honda Blvd Bi-Lanes (686321)	BI0190	$21,000	--	$1,744
LINKED PRICED ELECTRIC BIKESHARING	BI0191	$153,747	$54,215	$99,173
Market/Valencia Bike Improvement/Gap Closure (686A27)	BI0192	$177,000	--	$76,222
Mississippi St Bi-Lanes (PTC043CSIF03)	BI0193	$17,000	--	$9,352
Potrero Avenue Bike Lanes (PTC043CSIF03)	BI0194	$350,000	--	$28,370
San Bruno Ave, Bike Lanes (686899)	BI0195	$19,566	--	$19,566
Shared Roadway Bicycle Markings (686727)	BI0196	$480,000	--	$18,516
Sloat Blvd (686B81)	BI0197	$88,431	--	$8
Sloat Blvd Bi-Lanes (PTC043CSIF03)	BI0198	$116,000	--	$116,000

Project	CIP #	Carrforward Budget	Encumbrances	Remaining Balance
Various Bike Network Improvements (PTC043CSIF01)	BI0199	$200,000	--	$1,972
Various Bike Network Improvements (PTC043CSIF03)	BI0200	$30,000	--	$6,607
Subtotal		**$7,245,581**	**$151,763**	**$2,552,039**

Central Subway

Not applicable.

Communications & IT Infrastructure

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
ADVANCE TRAIN CONTROL SYS REPLMN	TI0113	$20,748,180	--	$11,314
AUTO PUBLIC INFO SYSTEM - ALLOCATED CHG	TI0114	$351,509	--	$8,000
C3 ISR Integrated System Replacement	TI0115	$82,258,012	$24,065,103	$23,447,305
Capital Program Controls System Procurement & Implementation	TI0116	$4,598,713	$1,588,347	$478,314
Clipper Limited Use	TI0117	$8,380,000	$3,980,190	$4,380,000
CPCS EXPANSION & ENHANCEMENTS	TI0118	$1,500,000	$500,000	$1,000,000
IT SERVER REPLACEMENT PROJECT PHASE 1	TI0119	$762,195	--	$2,702
Subtotal		**$118,598,608**	**$30,133,640**	**$29,327,635**

Facility

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
FACILITIES IMPROVEMENTS	FA0143	$847,062	--	$60,564
FACILITIES REHAB - REVENUE	FA0144	$10,409,387	--	$124
FACILITY PRESERV.WOODS/PRESIDIO ROOF REP	FA0145	$2,385,952	--	$2,340
FACILITY SAFETY IMPROVEMENTS	FA0146	$335,584	--	$83,702
FIXED FACILITY IMPROVEMENTS-UNPROGRAMMED	FA0147	$1,307,792	--	$52,335
Flyn Facility Design	FA0148	$3,593,598	--	$6,549
GREEN FACILITY ROOF STUDY	FA0149	$645,211	--	$128,827
Green Rail Center Roof Rehabilitation	FA0150	$5,924,500	$311,835	$300,556
HARRISON DIVISION CONSTRUCTION	FA0151	$1,683,529	--	$742,502
METRO CENTER IMPROVEMENT	FA0152	$6,452,000	--	$126,505
MISSION-STEUART ST. HOTEL DEVELOPMENT	FA0153	$2,516,180	--	$258,449
POTRERO ROOF & DECK REPLACEMENT	FA0154	$3,028,965	--	$194,695
Presidio ETI Bus Hoist Lifts	FA0155	$3,641,502	--	$2,310,052
REAL ESTATE VISION PLAN SCOPE DEVELOPMNT	FA0156	$150,000	--	$150,000
SFMRIC 19 TANK CLEAN UP GRANT	FA0157	$215,318	--	$34,681
SIGNAL EQPMT & TRANSIT FAC IMPRVMENT	FA0158	$4,482,095	$535,472	$3,023,758
Subway Fire Alarm Replacement	FA0159	$2,337,760	$1,050	$518,439
TRANSIT SERVICE IMPROVEMENT SUPPORT	FA0160	$7,000,000	$3,719,553	$2,271,544
TRIPPING HAZARD CORRECTION	FA0161	$259,039	--	$14,384

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
VAN NESS STN ELEVATOR MODERNIZATION	FA0162	$2,447,312	$895,062	$1,432,761
Woods Division Lifts Replacement	FA0163	$7,612,758	$927,167	$1,821,791
WOODS DOG PATCH MINI PLAYGROUND	FA0164	$20,000	--	$19,914
WOODS FACILITY SEISMIC STUDY-REVENUE	FA0165	$175,079	--	$77
YR 1 FFP FACILITY ENGINEERING-REVENUE	FA0166	$129,167	--	$4,225
Subtotal		**$67,599,790**	**$6,390,139**	**$13,558,772**

Fleet

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Cable Car Renovation	FL0109	$19,364,326	$852,742	$2,249,078
DIESEL BUS PURCHASE	FL0141	$25,339,680	--	$564,410
HISTORIC CAR REHAB	FL0142	$22,690,667	--	$22,544,548
HISTORIC PHOTO PRESERVATION	FL0143	$146,738	--	$5,559
LRV COLLISSION REPAIRS	FL0144	$23,440,878	$6,413,893	$1,006,726
LRV PURCHASE PHASE II	FL0145	$516,938,292	$2,613,217	$1,250,650
MID-LIFE REHAB OF NEOPLAN BUSES	FL0146	$20,724,387	$5,717,994	$806,005
MOTOR COACH NABI REPLACEMENT	FL0147	$58,200,575	$4,426,703	$3,237,635
MUNI METRO BREDA LRV RETROFIT	FL0148	$6,683,920	--	$1,275,924
NEOPLAN LIFE CYCLE REHAB-SUPPLEMT APT106	FL0149	$250,000	--	$26,763
PARATRANSIT 35 VANS	FL0150	--	--	$4,163,725
PARATRANSIT VAN MOBILE DATA TERMINALS	FL0151	$875,780	--	$5,198
Paratransit Vans Procurement 2012	FL0152	$2,668,232	--	$321,529
PARTICULATE MATTER TRAPS - FLEET	FL0153	$8,707,141	$57,247	$18,215
SCHEDULING & OPERATING DISPATCH	FL0154	$4,200,000	$256,562	$38,608
SFMTA STREETCAR REHAB & OVERHAUL PROGRAM	FL0155	$25,827,722	$2,711,153	$2,548,817
TROLLEY BUS PURCHASE	FL0156	$234,367,601	$5,924	$34,145
Subtotal		**$1,165,360,791**	**$22,272,692**	**$215,142,924**

Parking

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
68K122 SFMTA PARKING PRICING STUDY	PA0113	$525,000	--	$525,000
Parking Guidance Project (686680)	PA0114	$7,200,000	$227,546	$1,103,672
Parking Meter	PA0115	$4,270,000	$3,919,798	$221,420
PARKING METER CAPITALIZED	PA0116	$17,281,613	$16,116,670	$1,164,943
Parking Meter Revenue Bonds (DPWAACPF1356)	PA0117	$28,948,287	--	$6,047
SF Park Expansion & Enhancements (365093)	PA0118	$38,200,000	$1,712,782	$51,588
SFMTA METER LOT ADA RENOVATION - PHASE I	PA0119	--	--	$907,071
WATERPROOFING & VENTILATION VAR GARAGES	PA0120	--	--	$4,196,740
Subtotal		**$96,424,900**	**$21,976,795**	**$8,176,481**

Pedestrian

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
14th & Market Street Curb Bulb (686844)	PE0164	$70,000	--	$17,081
24th/Mission Bart Station Pedestrian Improvements (PTC043CSIF03)	PE0165	$1,160,000	--	$516,076
686A82-83 CROSSWALK MAINTENANCE 11/12	PE0166	$74,897	--	$3,923
686D03 GEARY-GOUGH PETER YORKE BULBOUT	PE0167	$183,500	--	$86,218
68K012 DISTRICT 4 CROSSWALK RESTRIPING	PE0168	$20,000	--	$3,432
68K042 PRE DEVT PEDESTRIAN IMPRMNTS	PE0169	$50,000	--	$16,287
68K067 CONTINENTAL CROSSWALKS-PLANNING	PE0170	$923,905	$559,648	$238,002
Accessible Pedestrian Signals (8152S) (PTC043CSIF03)	PE0171	$1,873,000	--	$98,529
Bay View Opera House	PE0172	$4,023,783	$769,950	$304,655
Church & Dubose Ped Improvements	PE0173	$47,000	--	$15,730
Fulton Curb Ramps PE Phase (686544)	PE0174	$244,562	--	$111,912
Golden Gate Park Ped Improvements (686553)	PE0175	$813,743	--	$233,661
Golden Gate Park Pedestrian Improvements (686411)	PE0176	$284,000	--	$6,095
HSIP Continental Crosswalks (686999)	PE0177	$441,140	--	$345,979
Inner Sunset Pedestrian Refuge Islands (PTC043CSIF03)	PE0178	$262,000	--	$118,436
Minna-Natoma Ph 1 Construction (686A01)	PE0179	$381,007	--	$301,157
Mission/Geneva Pedestrian Improvements (35A202)	PE0180	$2,306,006	--	$354,633
New Pedestrian Signals PCS#2 (686787)	PE0181	$430,956	--	$31,115
O'Shaughnessy & Del Vale	PE0182	$160,707	--	$130,339
Persia Triangle Improvements (PTC043CSIF02)	PE0183	$929,734	--	$846,446
Re-Opening Closed Crosswalks (686548)	PE0184	$369,064	--	$33,356
REVIEW/RECOMMENDATIONS-SIDEWALK/CURB CRG	PE0185	$5,000	--	$54
SF PEDESTRIAN SAFETY & ENCOURAGE	PE0186	$215,414	$9,414	$30,772
Sunset Ped Countdown Signal -Design STIP (686978)	PE0187	$147,000	--	$16,840
Tenderloin Pedestrian Improvements (PTC043CSIF01)	PE0188	$2,848,000	--	$1,763,248
VAR LOCS SIGNAL MODS (10)CON 2013 68K017	PE0189	$1,683,000	$1,148,661	$438,272
WALK FIRST PED INVEST STRATEGY	PE0190	$175,000	--	$135,257
Subtotal		**$20,122,419**	**$2,487,673**	**$6,197,505**

School

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
68K020 CHINATOWN SAFE ROUTES TO SCHOOL	SC0111	$587,930	$357,300	$194,468
68K027 BALBOA-DENMAN SRTS PROP K	SC0112	$77,733	--	$38,784
ANZA/EWING/MASONIC SIGNAL2-TARGET DD CON	SC0113	$500,000	$117,689	$318,540
Buena Vista Safe Routes To School (686664)	SC0114	$854,000	--	$392,975
Buena Vista Safe Routes to School Match (PTC043CSIF03)	SC0115	$108,000	--	$56,775
Chinatown Safe Routes To Schools (PTC043CSIF01)	SC0116	$348,500	--	$71,460
Commodor/Monroe Safe Routes to School (PWE473CIFSTA)	SC0117	$900,000	--	$316,401
Jefferson Safe Routes To School (PTC043CSIF01)	SC0118	$244,000	--	$2,038
Leonard Flynn Safe Routes To School (470341)	SC0119	$900,000	--	$54,473
Outer Sunset Safe Routes to School - DES (686936)	SC0120	$100,000	--	$7,261
Safe Schools Project (PTC043CSIF01)	SC0121	$398,408	--	$40,351
School Area: Bike, Ped & Traffic Safety (PTC045NCPF01)	SC0122	$252,582	--	$29,159
West Portal SR2S Improve School Access (686A63)	SC0123	$645,182	$9,337	$172,997
Subtotal		**$5,916,335**	**$484,326**	**$1,695,680**

Security

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Cameras, Monitors, CCTV Support	SE0133	$2,222,201	$205,224	$16,043
FY 09 TSGP SECURITY GRANT	SE0134	$6,996,664	$1,081,480	$184,575
FY 2008 TRANSIT SECURITY	SE0135	$4,008,602	$43,524	$72,111
FY2008 TSGP Grant	SE0136	$1,921,193	--	$681
MISCELLANEOUS SECURITY EXPEND PROJ	SE0137	$1,512,968	--	$33,595
OPACK FY2013 TSGP EMW-2013-RA-00060 REVE	SE0138	$3,000,000	--	$3,000,000
Subway CCTV Surveillance System	SE0139	$7,388,997	$2,492,496	$203,889
TSA K9 PROJECT-FY 2006	SE0140	$1,518,995	$54,276	$293,758
VEHICLE VIDEO SURVEILLANCE REPLACEMENT	SE0141	$23,084,951	$6,796,292	$2,671,888
VIDEO SURVEILLANCE PROJECT	SE0142	$1,914,363	--	$2,918
Subtotal		**$53,568,933**	**$10,673,293**	**$6,479,460**

Taxi

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Electric Vehicle Chargers	TX0120	$200,001	$9	$21,191
SFMTA TAXI DRIVER PROJECT	TX0121	--	--	$3,967,634
SFMTA TAXI PROJECTS RESERVE	TX0122	--	--	$372,726
SFMTA TAXI RIDE INTEGRITY PROJECT	TX0123	--	--	$3,886,000
Subtotal		**$200,001**	**$9**	**$8,247,551**

Traffic Calming

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
68K056 SAN JOSE AVE-I-280 RD DIET PILOT	TC0145	$688,592	$491,360	$163,727
68K079-80 LOC TRACK TRAFFIC CALMING PRGM	TC0146	$19,500	--	$3,553
Addison and Digby Traffic Circle (686404)	TC0147	$400,000	--	$120,103
Dewey Traffic Calming Planning (686807)	TC0148	$194,491	--	$882
Hunters View Revitalize Transit Stop Construction (686B09)	TC0149	$510,160	$172,648	$13,164
Implementation/Spot Improvements (686684)	TC0150	$112,200	--	$44,803
Inner Sunset Traffic Calming /Transit (PTC043CSIF01)	TC0151	$239,030	--	$136,426
Inner Sunset Traffic Calming /Transit (PWE473CIFSTA)	TC0152	$30,970	--	$12,185
Inner Sunset Traffic Calming -CON (686528)	TC0153	$1,007,843	--	$160,068
Inner Sunset (PTC043CSIF03)	TC0154	$152,000	--	$6,354

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Ocean Ave Traffic Calming (PTC043CSIF03)	TC0155	$32,000	--	$17,843
Randolph/Farallones/Orizaba Transit (686571)	TC0156	$565,000	--	$431,052
Sunset Traffic Circle Implementation (686683)	TC0157	$173,598	--	$107,269
Traffic Calming Early Implementation (686A06)	TC0158	$215,000	--	$166,087
Traffic Calming Implementation FY10/11	TC0159	$3,962,187	$2,366	$1,139,158
Traffic Calming Implementation FY11/12	TC0160	$1,842,600	$20,286	$1,129,033
Traffic Calming Program Revision (686A57)	TC0161	$164,514	--	$666
Traffic Calming-Corridor Speed Reduction-Environment (686995)	TC0162	$28,000	--	$28,000
Traffic Island/Chicanes (PTC043CSIF03)	TC0163	$609,000	--	$136,919
Visitaction Valley Traffic Calming (686806)	TC0164	$324,707	--	$237,192
Subtotal		**$11,271,392**	**$686,659**	**$4,054,482**

Traffic & Signals

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
1021R - SIGNAL UPGRADING FY 00/01	TS0190	$5,130,000	--	$926
19TH AVE Accessible Pedestrian Signals (686A85)	TS0191	$300,000	--	$70,439
2028R-TRAFFIC ENGINEERING EQUIPT FY01-02	TS0192	$263,615	--	$26,892
2040R-DIAMOND LNS RSTRPG GEARY, O'FARREL	TS0193	$50,000	--	$20,988
2057R-TPS STOCKTON ST PROG 01-02-TA#43	TS0194	$63,000	--	$898
2ND STREET-SIGNAL REHAB/UPGRADE	TS0195	$584,000	--	$579,817
6150R-SINAGEM STRIPING & CURB PAINTING W	TS0196	$34,799	--	$4,080
686B92 HYATT SUTTER ST 400 BLK TEMP ZONE	TS0197	$9,499	--	$8,535
68K007/8 BAYSHORE/PAUL SIGNAL UPGRADE	TS0198	$341,840	$163,300	$42,107
68K028-29 SUNSET NEW SIGNAL(3) CON2013	TS0199	$916,918	$15,767	$238,409
68K031 FRANKLIN CONDUIT(22) CON2013 EP33	TS0200	$715,447	$307,195	$172,126
68K032 GOUGH CONDUIT(10) DD 2013 EP31	TS0201	$55,000	--	$5,343
68K033 GOUGH CONDUIT(10) DD 2013 EP33	TS0202	$42,905	--	$23,301
68K034 VAR LOCS SIGNAL MOD(17) 2013 EP33	TS0203	$2,048,000	$980,066	$808,915
68K035 700 BROTHERHOOD NEW SIGNL DD 2013	TS0204	$143,000	--	$86,351
68K043 VAR LOC EXCELSIOR HIST SIGNS 2013	TS0204	$5,000	--	$4,527
68K058 VAR LOC SIGNAL CON 2013 EP 31	TS0206	$48,956	--	$15,324
68K059 VAR LOC SIGNAL CON 2013 EP 33	TS0207	$452,139	$189,472	$189,473
68K086 MARKET OCTAVIA NO RT CAMERA CON	TS0208	$20,000	--	$20,000

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
68K087 3RD ST PERRY NEW SIGNAL DD 2013	TS0209	$571,369	$107,862	$286,074
68K093 MCALLISTER 2WAY STRIPING POST GSA	TS0210	$15,695	--	$1,347
68K104 131.907027 RES.14-20 CT61 NEW SIG	TS0211	$1,745,000	--	$1,744,803
68K127 GOUGH CONDUIT(11) CON 2013 SOGR	TS0212	$437,000	$335,604	$101,396
68K129 1068J CESAR CHAVEZ SIGN SGNL MTR	TS0213	$110,700	--	$110,700
68K140 MISSION/SILVER SIGNALS CON 2014	TS0214	$112,500	--	$112,500
68K141 WEBSTER SIGNAL CONDUITS CON 2014	TS0215	$196,000	--	$196,000
68K144 PCS IN-HOUSE INSTALL 8 CON FY2014	TS0216	$200,000	--	$200,000
701 GOLDEN GATE AT FRANKLIN SIGNAL MOD	TS0217	$9,031	--	$9,031
7081R-INSTALL PED GLS @ TFFC SGL CONTROL	TS0218	$18,806	--	$7,171
7133R-DESGIN WORK FOR THE NEW SIGNAL INS	TS0219	$69,914	--	$6,198
9120F-IMPLEMENT SFGO TRAF SGL IMPROVEMEN	TS0220	$23,239,458	$880,761	$12,413,085
Bayshore/Paul Ave Signal Upgrade (686639) Design Phase	TS0222	$85,500	--	$4,038
CT 61 NEW SIGNALS (9) CON 2014	TS0223	--	--	$4,493
Emergency Vehicle Signal Project (686607)	TS0224	$1,615,000	--	--
Fell & Masonic Red Light Camera Construction (686883)	TS0225	$241,855	--	$89,446
FRANKLIN ST SIGNAL UPGRADES-DD 2012 (PWE1M5NPFLOC)	TS0226	$112,095	--	$44,072
FURNISH/INSTALL TRAF SIGNING/PAV MARKING	TS0227	$55,615	--	$39,013
Geneva Corridor TPS Equipment Improvement (686466)	TS0228	$801,368	--	$144,811

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Market Street Safety Zone (686370)	TS0229	$1,200,000	--	$299,095
New Signal Contract 60 Design Phase (1105S) (686546)	TS0230	$750,000	--	$29,396
New Signal Contract 61-Design (686A84)	TS0231	$375,000	--	$167,551
NEW TRAFFIC SIGNALS	TS0232	$600,000	--	$219,088
Oak & Octavia Mast Arm (686884)	TS0233	$30,000	--	$6,591
Phelan Ave Traffic Signals (PTC043CSIF03)	TS0234	$331,939	--	$53,747
PROVIDE P.S.E. TRAF SGL-4TH/TENE FRIEND	TS0235	--	--	$2,623
SFGo -3rd Street Items (PTC043CSIF03)	TS0236	$1,400,000	--	$9,736
SFGO MARKET ST IMP (686B66)	TS0237	$490,000	--	--
Signal Construction Folsom/Russ (686A17)	TS0238	$2,190,599	--	$278,036
Signal Modification Contract 33 Design (686724)	TS0239	$654,877	--	$48,700
SIGNAL UPGRADING #25 JO 7027T	TS0240	$5,620,000	--	$239,413
Signal Upgrading FY 01-02 (PTC043CSIF03)	TS0241	$6,902,255	--	$34,653
SSD SHOPS SIGN SYSTEM PROJECT	TS0242	$175,140	--	$83
SSD SMALL PROJECTS FOR CCSF DEPARTMENTS	TS0243	$44,000	--	$15,000
SUNSET BLVD PCS SIGNL UPGRADE STIP CON20 (686B71)	TS0244	$1,097,000	$14,594	$202,223
Sunset Blvd Traffic Signal Design (686846)	TS0245	$378,000	--	$53,429
TJPA Agreement (686522)	TS0246	$1,683,140	--	$1,015,692
Traffic Control Systems (*CON3CSIFLOC)	TS0247	$1,137,879	--	$81,033
TRAFFIC ENGINEERING SVC.	TS0248	$50,000	--	$6,177

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Traffic Sign Graffiti Upgrade (686B04)	TS0249	$320,000	--	$124,294
TRAFFIC SIGNAL INSP/MOD (JA#25) JO#9015T	TS0250	$6,780,000	--	$50,775
Traffic Signal Upgrades 19th Ave. Ph. 1(6016R) (HHP473CIF001)	TS0251	$11,875,789	--	$429,721
TRAFFIC SIGNAL WORK ALLOCATION	TS0252	$150,000	--	$31,069
Trolley Line Relocation & Street Modification (PTC043CSIF03)	TS0253	$721,385	--	$200,278
TSIP PROJECTS-SOGR	TS0254	$2,223,000	$237,376	$17,684
Van Ness Corridor SFGo Management (686771)	TS0255	$12,000,000	$850,631	$10,868,782
VAR LOC SIGNAL CON 2013 EP 40	TS0256	$175,000	--	$175,000
Subtotal		**$100,216,027**	**$4,082,628**	**$32,492,497**

Transit Fixed Guideway

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
1401-BRYANT-ST-ALTERN-ANALYSIS-SDY	FG0150	$1,447,596	--	$9,593
68K113 MUNI T-LINE LIGHT RAIL SIGNAL	FG0151	$987,595	$74,665	$866,773
Bernal Station Upgrade	FG0152	$107,642,289	$904,248	$2,965,988
CABLE CAR LITIGATION 86-87 TDA	FG0153	$832,109	--	$247,289
CABLE CAR MISCELLANEOUS	FG0154	$600,000	--	$399,021
California Cable Car Infrastructure Improvements	FG0155	$21,547,897	$286,872	$958,421
Carl and Cole Street Rail Replacement	FG0156	$61,763,720	$566,009	$13,364,979
Castro Streetscape Improvements	FG0157	$3,000,000	$2,059,125	$776,261
Green Center Rail Replacement	FG0158	$39,390,000	$27,432,025	$8,146,176
LRV Overhead Sectionalizing Switch Replacement	FG0159	$1,600,000	$3,939	$685,652
Metro East Substation & Feed Svs	FG0160	$564,843,552	$90,829	$7,017,979
MINORITY BUSINESS PROGRAM	FG0162	--	--	$11,001
Miscellaneous Rail Replacement	FG0163	$92,282,646	--	$1,696,302
Mission Bay Loop (NEW)	FG0164	$6,436,824	--	$5,763,713
MISSION BAY LOOP	FG0165	$451,283	--	$140,903
MUNI LRV OPER METRO TASK	FG0166	$415,000	--	$1,736
Muni Metro Turnback Rail Rehabilitation	FG0167	$2,447,199	$6,938	$708,131
Muni Metro Turnback Water Intrusion Mitigation	FG0168	$883,819	--	$187,888
MUNI-PROJECT MANAGEMENT	FG0169	$1,115,109	--	$527

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
PUC Force Main Overhead Project	FG0170	$1,557,598	$185,729	$778,242
RAIL REPLACEMENT PROGRAM	FG0171	$1,000,000	--	$11,733
SUPPORT SFPUC FORCE MAIN PROJ	FG0172	$114,000	--	$70,130
TRAIN SIGNAL STANDARDIZATION	FG0173	$1,500,000	$164,524	$257,712
TROLLEY OF RECONST - 33 LINE	FG0174	$1,443,167	--	$70,667
Wayside Fare Collection - Phase II	FG0175	$29,099,719	$1,428,628	$4,975,404
Subtotal		**$942,401,121**	**$33,203,530**	**$50,112,222**

Transit Optimization & Expansion

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
14 Mission - Customer First Project	TE0200	$8,379,485	$168,154	$4,663,880
686750 TJPA TASK #9 (BUS STORAGE FAC)	TE0201	$7,583	--	$21,328
686A69 1150 OCEAN AVE. DEVT-AVALON BAY	TE0202	$27,316	--	$13,579
686D20 VAR LOC MCALLISTER TEP CON 2013	TE0203	$800,000	--	$784,319
68K037 BALBOA STREETSCAPE (BOND FUND)	TE0204	$126,242	$4,509	$80,427
8x Customer First	TE0205	$8,812,000	$231,919	$6,625,878
AUTO PASSENGER COUNT	TE0206	$2,730,400	--	$1,876
BALBOA PARK CIRCULATION STUDY	TE0207	$35,000	--	$1,268
BALBOA PARK REAL-TIME TRANSIT INFO	TE0208	$101,000	$4,555	$12,356
BAYSHORE AND GEARY CORRIDOR STUDY	TE0209	$11,019,965	--	$1,645,289
Eastern Neighborhoods (365070)	TE0210	$916,623	--	$7,287
Eastern Neighborhoods (686497)	TE0211	$1,774,150	--	$8,409
FINANCIAL CAPACITY STUDY	TE0212	$240,000	--	$205,578
FUNDS FOR UNFUNDED LOCAL MATCH & OH	TE0213	$14,419,579	--	$1,013,746
GEARY CORRIDOR TRANSIT IMPROVEMENTS	TE0214	$464,845	--	$11,603
MTC TRANSIT PLANNING	TE0215	$568,829	--	$83,999
N Judah Customer First	TE0216	$6,100,000	$355,815	$5,001,307
Phelan Bus Loop Relocation	TE0217	$11,478,686	$1,011,119	$1,156,821

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
PHELAN PLAZA DEVELOPMENT	TE0218	$2,335,686	$13,000	$2,096,759
SFGO Transit Priority	TE0219	$271,683	--	$31,162
Van Ness/Taraval BRT Study (PTC043CSIF03)	TE0220	$130,000	--	$27,127
Wireless Vehicle Detectors-CON (PTC043CSIF03)	TE0221	$240,000	--	$4,168
Subtotal		**$70,979,071**	**$1,789,071**	**$23,498,166**

All Capital Programs

Project	CIP #	Carryforward Budget	Encumbrances	Remaining Balance
Total		**$2,700,316,864**	**$134,835,479**	**$417,558,528**

Adopting Resolution

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 14-082

WHEREAS, The FY 2015-2019 Capital Improvement Program represents the culmination of the SFMTA's efforts to strategically plan and prioritize capital and other one-time project activities from FY 2015 to FY 2019 and is a projection of the planned expenditures and anticipated revenues; and

WHEREAS, The FY 2015-2019 Capital Improvement Program establishes a baseline of available revenues to program to specific capital investments with projects prioritized based on revenue constraints and specific scope, schedules and budgets to establish accountability in project delivery and efficient use of available financial and staff resources; and

WHEREAS, On October 15, 2013, the SFMTA Board of Directors approved the Agency's 20-Year Capital Plan for FY 2013 through FY 2032, which represents the Agency's unconstrained capital needs for the upcoming 20 years and serves as the basis for developing the fiscally constrained 5-year Capital Improvement Program (5-Year CIP); and

WHEREAS, On February 4, 2013, the SFMTA Board of Directors reviewed the key priorities and strategies to both develop and implement the proposed FY 2015 – 2019 Capital Improvement Program, including State of Good Repair, safe and complete streets, and transit travel time and reliability; and

WHEREAS, On April 15, 2014, the SFMTA Board of Directors approved the SMFTA FY 2015 and FY 2016 Capital Budget, in the amount of $562.9 million and $669.0 million respectively, which are the first two years of the 5-Year CIP; and

WHEREAS, More than 30 presentations have been made to the public and to coordinating departments and agencies, with feedback over time integrated into the final 5-Year CIP; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the FY 2015-2019 Capital Improvement Program totaling $3.30 billion for approximately 370 projects within 15 capital programs, including transit, accessibility, taxi, street, bicycle, parking, traffic and pedestrian projects.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 20, 2014.

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

The FY 2015-2019 CIP was prepared by:

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The Capital Financial Planning & Analysis Team would like to acknowledge the many individuals, community stakeholders, and SFMTA employees whose contributions made the FY 2015-2019 Capital Improvement Program possible.

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SFMTA Board of Directors

Tom Nolan, Chairman
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Jerry Lee, Director
Joél Ramos, Director
Cristina Rubke, Director

SFMTA
Municipal
Transportation
Agency