#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
1	Accessibility	Accessible Wayside Lift At San Jose/Geneva	Replaces the wayside mechanical lifts at San Jose and Geneva with wayside platforms. New wayside platforms will be fully ADA compliant. The four mechanical lifts on Market Street will be replaced as part of the Better Market Street project.	Replacement of wayside lifts with platforms will improve system access by ensuring that passengers using mobility aids can access the light rail system. Providing accessible boarding platforms will reduce boarding time and maintenance while improving system reliability.	Enhance	$1,275,000
2	Accessibility	Accessible Station Escalators And Elevators	Rehabilitation of street and platform elevators at Muni-only transit stations. Project includes 12 elevators that will be upgraded with new cabs, glass-paneled doors, door operators, hydraulics, controllers and cameras. Existing escalators in transit stations will be rehabilitated or replaced to conform with current building codes and incorporate modern safety features. Project includes a total of 23 more escalators (five outdoor escalators have already been rehabilitated). Addition of Americans with Disabilities Act (ADA) compliant elevators are included in the Muni Metro Elevator Augmentation Program.	The project will improve the reliability of station elevators and escalators and ensure consistent and safe access to stations for persons with disabilities.	Enhance	$46,577,431
3	Accessibility	Transit Stop Boarding Islands And Features (Program)	Provides for the phased rehabilitation and upgrade of the light rail system's 136 passenger boarding platforms. Each boarding island has a useful life of 50 years.	Provide a safe and accessible transit system by keeping assets in a state of good repair. Enhance the customer experience.	Enhance	$126,593,811
4	Accessibility	Muni Metro Elevator Augmentation (Program)	Install new ADA compliant street and platform elevators at Muni-Only Metro Stations and at shared Muni/BART Stations. 16 elevators would be installed at stations that currently only provide one elevator, or where a fully ADA compliant elevator is not available.	The new elevators will ensure consistent and fully ADA compliant access to the underground Metro stations for people with mobility impairments and others needing the elevator for access to the stations.	Expand	$64,000,000
5	Accessibility	Accessible Light Rail Stops (Program)	Design and construct 13 new accessible light rail stops at the 7 locations identified in the Accessible Key Stops Feasibility Study (M679.0). The project will design and construct at least one accessible stop per year. Locations: Church at 15th, Inbound only, San Jose Avenue at Nantucket Ave/San Juan, Taraval at 17th/18th, Taraval at 30th, Taraval at 42nd, West Portal at 14th Ave, Muni Right-of-way at Ocean (M Line)	This project will improve passenger access to light rail transit, particularly for people with mobility impairments.	Enhance	$13,750,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
6	Accessibility	SF Paratransit Operations & Maintenance Facility	Includes the planning, design and construction of a Paratransit Operations & Maintenance Facility.	The project will provide a fully equipped permanent City-owned Paratransit facility.	Enhance	TBD
7	Accessibility	Accessible Stop Spot Improvement Program	Implement small light rail and bus and stop improvements to improve accessibility for persons with disabilities. Improvements could include: repair/replacement of damaged railings, signage and attenuators at Key Stops; installation of NextMuni/Push-to-Talk at transit shelters; improving crosswalks, and installing or upgrading curb ramps adjacent to transit stops.	This project will improve passengers' access, wayfinding, and safety to transit stops, particularly for people with mobility impairments.	Enhance	$1,500,000
8	Bicycle	Citywide Bicycle Strategy - Base System	San Francisco's Bicycle Strategy, building on the 2009 Bicycle Plan, lays out the key investments needed for the City to promote cycling for everyday transportation. The Strategy proposed investments to enhance and expand the City's bike network to accomplish its goal of 20% bicycle mode share. The Bicycle Strategy Base System proposes improvements that will increase mode share to 8%. This project programmatically funds completion of the existing bicycle network identified in the 2009 Bicycle Plan, upgrades to 20 miles of existing bicycle network, upgrade of 20 intersections for bicycle circulation and control, increasing safety and comfort, installation of 8,000 bicycle parking spaces to reduce theft and increase bicycle network accessibility.	As the population of San Francisco grows and increases in density, traffic congestion will increase unless the City is thoughtful and efficient about the use of its limited public right-of-way. Currently, the bicycle network accommodates a 3.5% bicycle mode. SFMTA's Bicycle Strategy builds upon the 2009 Bicycle Plan and lays out key investments needed to promote cycling for everyday transportation. As cycling becomes a more popular mode, it is important that the streets of San Francisco are safe and accessible for everyone. Additionally, the more people that use the system, the more it will need to be expanded and improved.	Enhance	$118,000,000
9	Bicycle	Citywide Bicycle Strategy - Enhanced System	San Francisco's Bicycle Strategy, building on the 2009 Bicycle Plan, lays out the key investments needed for the City to promote cycling for everyday transportation. The Strategy proposes investments to enhance and expand the City's bike network to accomplish its goal of 20% bicycle mode share. The Bicycle Strategy Enhanced System proposes improvements that will increase mode share to 10%. This project programmatically funds upgrades to an additional 20 miles of the bicycle network, addition of approximately 10,000 bicycle parking spaces, 1,800 bicycles to the Bay Area Bike Share system in the City, and addition of 10 miles of new bicycle facilities to San Francisco's bicycle network.	As the population of San Francisco grows and increases in density, traffic congestion will increase unless the City is thoughtful and efficient about use of its limited public right-of-way. Currently, the bicycle network accommodates a 3.5% bicycle mode share. SFMTA's Bicycle Strategy builds upon the 2009 Bicycle Plan and lays out key investments needed to promote cycling for everyday transportation. As cycling becomes a more popular mode, it is important that the streets of San Francisco are safe and accessible for everyone. Additionally, the more people that use the system, the more it will need to be improved and expanded.	Expand	$108,000,000
10	Bicycle	Citywide Bicycle Strategy - Full Build Out	San Francisco's Bicycle Strategy, building on the 2009 Bicycle Plan, lays out the key investments needed for the City to promote cycling for everyday transportation. The Strategy proposes investments to enhance and expand the City's bike network to accomplish its goal of 20% bicycle mode share. Full Build-Out of the Bicycle Strategy is designed to provide a system in San Francisco that offers cycling as an equal choice for transportation compared to other modes. Investments in this category will lead to safer routes and connections for bikes citywide, secure parking for bikes, and access to shared bicycles. The Bicycle Strategy Expanded Full Build-Out proposes improvements that will increase mode shift up to 20%.	As the population of San Francisco grows and increases in density, traffic congestion will increase unless the City is thoughtful and efficient about the limited use of the public right-of-way. Currently, the existing bicycle network accommodates a 3.5% bicycle mode. SFMTA's Bicycle Strategy builds upon the 2009 Bicycle Plan and lays out key investmetns needed to promote cycling for everyday transportation. As cycling becomes a more popular mode, it is important that the streets of San Francisco are safe and accessible for everyone. Additionally, the more people that use the system, the more it will need to be expanded.	Expand	$255,000,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
11	Bicycle	Maintain Bicycle Network (Program)	Rehabilitates bicycle network elements such as soft hit posts, green bicycle lanes, sharrows, bicycle signals, striping and signage, bicycle racks and corrals, and bicycle counters.	Rehabilitating the bicycle network encourages bicycling and maintains the network in a State-of-Good-Repair. These investments contribute to meeting the goals established in the SFMTA's Bicycle Strategy.	Maintain	$33,825,000
12	Bicycle	Bicycle Sharing (Program)	Coverage area will expand as bicycle sharing fleet increases from the initial launch of 350 bicycles in 2013. Includes replacement of bicycles every seven years.	Bicycle sharing facilities encourage bicycling as a viable transportation option, primarily for short trips, which contributes towards a reduction in automobile trips and transit overcrowding. Can help public transit users complete their trip, often called a "last mile" solution and eliminate the need to bring a bicycle on board transit vehicles. Reduces noise and air quality impacts through a reduction in the number of auto trips.	Expand	$54,000,000
13	Bicycle	Bicycle Parking (Program)	Includes the installation of 1,200 bicycle racks per year (e.g., sidewalk racks, on-street racks); wheel stops; bollards; corrals and other measures to facilitate bicycle parking at various locations throughout San Francisco. Also includes the installation of 2-3 bicycle parking stations, which are self-service or attended facilities that have controlled access for secure storage of a bicycle; and the installation of 100 bicycle lockers per year. Secure bicycle lockers provide flexible, shared use, on-demand bicycle parking options.	These facility improvements serve the entire system through the provision of safe, convenient bicycle parking so that cyclists can access desired land uses at the end of their trips. These facilities serve the entire system by providing for bicycle storage needs, making bicycle transportation a safer, more viable, attractive mode in San Francisco.	Expand	$22,800,000
14	Bicycle	Bicycle Safety Education (Program)	Provides educational courses on bicycle safety for both bicyclists and motorists who interact with bicyclists as part of their job (taxi, truck, Muni Operators, etc.). Courses for bicyclists are taught for all skill levels. Topics covered include proper handling of a bicycle, rules of the road, hazards for bicyclists, and legal responsibilities.	Providing proper training and education allows for new cyclists to feel more comfortable and experienced cyclists to refresh their knowledge or get up to date on the most recent laws. Educating non-cyclists may result in a greater understanding of the rights and responsibilities of both cyclists and non-cyclists.	Enhance	$12,000,000
15	Communications/IT Infrastructure	Maintain Existing Communications/Information Technology Infrastructure Program	Provides for the replacement of various existing Communications/Information Technology assets, including SCADA, Bus On-Board Video, and the Incident Management/Tracking system.	Providing for the timely replacement of these systems supports a safe and reliable transit system.	Maintain	$148,494,354

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
16	Communications/IT Infrastructure	On Board Clipper Reader Replacement and Upgrades	Replacement of the existing Clipper readers (approx. 3500 units). Currently the readers are not able to integrate with Radio and only support Clipper. Replacing the existing readers with units that integrate with Radio, support NFC (open payment), QR/Barcodes and are field proven will address future compatibility issues and current equipment performance issues.	The Clipper system is due to be replaced by 2019, however the existing equipment was installed in 2007 and has an operating life of 5 years. The current equipment needs to be replaced to address its on going performance reliability issues. Replacing the equipment at this juncture will allow for integration with the new Radio system providing single sign on for operators and enable the agency to leverage newer technology as an adjunct to the Clipper system.	Maintain	$9,300,000
17	Communications/IT Infrastructure	VoIp Implementation	Migrate the agency phone system from the legacy PBX system(s) that are currently utilized across the various facilities to a unified Lync Based Voice over Internet Protocol (VoIP) solution. This will reduce the operating cost for telephone service while adding features to the phone system that will integrate with Lync and Exchange. With an estimated useful life of 10 years this program provides for the replacement of the current system and two subsequent replacements over the next 20 years.	Implementation of a VoIP solution will provide additional features and communications options while reducing the operational costs of Telephony in the agency. The capital investment is primarily for desktop phones that are Session Initiation Protocol (SIP) compatible.	Maintain	$3,433,226
18	Communications/IT Infrastructure	Wi-Fi Across Entire Agency	This project will implement Wi-Fi across all of the agency facilities and offices. 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. Expanding Wi-Fi connectivity to all sites will allow the agency to leverage mobile/portable computing and supports agency initiatives like Enterprise Asset Management (EAM) and Virtual Mobile Infrastructure (VMI).	Implementing a standard Wi-Fi solution will allow the agency to leverage Wi-Fi dependent technologies and improve communications. Utilization of tablets and portable computers to improve efficiencies is dependent on a solid enterprise Wi-Fi network. As part of this implementation fiber connectivity will be completed to all SFMTA sites and redundant links will be implemented for key facilities.	Expand	$3,100,000
19	Communications/IT Infrastructure	SFMTA Disaster Recovery Site	Planning and implementation of an IT server site to provide operations in the event of a disaster. This would be approached in two phases, implement and test key systems, then expand the site to support all systems. High Availability is not covered by this site and is already addressed with the agency's existing infrastructure.	The SFMTA currently does not have a disaster recovery site and in the event of a disaster that renders both of its primary data centers inoperable it would not be able to operate any of its IT systems in any capacity. A Disaster Recovery site is required to enable the operation of key systems in the event of a disaster.	Enhance	$2,807,000
20	Facility	Cable Car Museum Renovation	Renovates and improves the Cable Car Museum, located at the Cable Car Barn at 1201 Mason Street.	While this project will not provide operational benefits, it will help maintain a key tourist attraction, as well as a source of agency revenue.	Maintain	$13,000,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
21	Facility	Maintain Cable Car Barn	Rehabilitate and replace major systems of the Cable Car Barn facility. Major functions of the facility including storage and running repair of vehicles, as well as the cable and winding machines that makes the cable car.	Maintaining existing cable car facility and fixed equipment in a state of good repair will help ensure safe and reliable transit service.	Maintain	$182,230,381
22	Facility	Maintain Existing Facility Infrastructure (Non-Real Estate Vision Projects)	Rehabilitate and replace facility infrastructure and fixed equipment, primarily the building structure and internal systems (e.g., HVAC, piping, electrical). Projects identified in the Real Estates Vision are listed separately.	Timely replacement and rehabilitation of SFMTA facilities improves the agency's ability to provide reliable service. This project is critical to maintaining facilities in a state-of-good-repair.	Maintain	$521,745,927
23	Facility	Maintain Operator Convenience Stations	Includes major rehabilitation, preservation, and improvement of 25 existing restroom facilities at 6 locations, including Operations Central Control (OCC), subway stations, etc. and construction of new operator restrooms.	This project will improve and enhance employee facilities, potentially leading to healthier working environments.	Maintain	$3,100,000
24	Facility	Operations, Maintenance, Administration Shop Equipment (Program)	Provides for ongoing acquisition and replacement of the equipment needed to support all aspects of SFMTA operations, maintenance and administrative functions.	Timely replacement and enhancement of the shop equipment increases SFMTA's ability to provide reliable service and reduce incidents stemming from faulty equipment. This project is critical to maintaining a state-of-good-repair of the equipment that support operations, maintenance, and administration functions.	Maintain	$172,319,470

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
25	Facility	Subway Station Rehabilitation (Program)	Provides for ongoing rehabilitation and improvement projects in the Metro Subway stations. It includes rehabilitation of substructure, superstructure, Heating, Ventilating, and Air Conditioning (HVAC) systems, electrical systems, plumbing systems, as well as painting and platform edge detection tile replacement.	Well-maintained subway station facilities will reduce the risk of safety hazards due to deteriorating systems. Timely replacement of assets allows for consistent and efficient station operations, i.e., replaces old systems with energy-efficient ones.	Maintain	$1,163,370,072
26	Facility	Real Estate Vision For The 21St Century - Real Estate Property Acquisition (Program)	Allows for the selective leasing or acquisition of new property to better accommodate the real estate needs of the agency, particularly transit operations. This program allows the agency to be proactive in planning for its future needs.	A new bus operations facility would provide the flexibility to implement the RE Vision in a shorter timeline, increasing SFMTA vehicle facility capacities and maintenance capabilities sooner.	Expand	$80,000,000
27	Facility	Real Estate Vision For The 21St Century - Transit Oriented Development (Program)	SFMTA owns many properties that are no longer necessary for the operation of the system and that are, in some cases, functionally obsolete. These sites include Presidio South, Potrero, and the Upper Yard. By selling or ground leasing the land to developers, revenue earned through the TODs can be used to finance the Real Estate Acquisition Program or the Facility Rehabilitation Program.	Fully utilizing existing SFMTA properties provides resources to operate and maintain the Muni fleet.	Expand	$20,000,000
28	Facility	Cable Car Barn Facility Safety Improvements	Constructs office space on the first floor mezzanine level of the building for maintenance management and staff. Includes the construction of an emergency fire escape hatch from the welding shop. Also installs and replaces the fresh air and exhaust ventilation systems for the cable car machinery area.	Improvements will enhance maintenance efficiency and safety for the cable car system. It will indirectly result in safer, more reliable service and increases in cable car use. Improvements will also help maintain a healthy working environment for employees.	Enhance	$7,000,000
29	Facility	Electronic L.E.D. Signage System - Expansion To NextMuni (Program)	Includes purchase and installation of public information signage at the entrances of all subway stations to alert and inform Muni passengers of the status of Muni services, i.e., a modernization and expansion of the NextBus system.	This project will improve safety and reliability, and allow passengers to make informed transit access decisions.	Enhance	$2,100,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
30	Facility	Facility Safety Improvements	Features a series of facility safety improvement projects at all SFMTA facilities, as appropriate. Projects include: Eye Wash Stations, Pigeon Abatement, Pit Drain Sump Systems, Pit Safety Nets, Motive Power Emergency Lights, Potrero Storeroom Isolative Wall, and Presidio Power Shutoff Switches.	These project improve the safety of the work environment. Investments in safety infrastructure also assist in promoting a culture of safety.	Enhance	$4,350,000
31	Facility	Install New Operator Convenience Stations (Program)	Includes major rehabilitation, preservation, and improvement of 15 new restroom facilities at 9 locations, including Operations Central Control (OCC), subway stations, etc. and construction of new operator restrooms.	This project will improve and enhance employee facilities, potentially leading to healthier working environments.	Expand	$4,500,000
32	Facility	Muni Metro Station Wayfinding Project	The project will design and install new wayfinding signage at the Metro Muni stations (on-street, concourse and platform levels). All signage will adhere to MTC/BART Station Style Guidelines. At Embarcadero, Montgomery, Powell, and Civic Center, signage will be designed for the Muni-paid areas. At Van Ness, Church, Castro, Forest Hill and West Portal, signage will be designed for the street, concourse and platform levels.	Comprehensive wayfinding can support trip making, enhance the transit user experience, highlight desired paths of travel, and orient travelers to correct trains as well as towards final out-of-station destinations. Wayfinding programs are especially useful for new or infrequent system users.	Enhance	$1,625,375
33	Facility	Rubber Tire Division Wash Rack Replacement	Provides new industry standard wash racks for all five Rubber Tire Transit Divisions. Wash racks will be able to handle standard and/or articulated motor coaches depending on the division in which they are installed.	This project will result in cleaner buses, with the potential of improving customer satisfaction. It will also improve the working environment by providing more effective and modernized equipment that reduces water resource consumption and efficiently utilizes necessary cleaning chemicals.	Enhance	$12,000,000
34	Facility	Transit Operations Facilities Solar Panels	Installation of solar panels at the Woods, Potrero, Presidio and Flynn Transit Facilities. Each facility has an abundance of open, clear roof space where solar panels could be installed. The resulting electrical generation could be used to power each facility and excess energy could be returned to the power grid.	This project will improve energy efficiency and would result in cost savings. It would also support the agency's sustainability goals by reducing SFMTA's use of non-renewable resources.	Enhance	$20,000,000
35	Facility	Interim Paint Booth Implementation	Replace obsolete and too small paint booths at Woods and Potrero to bridge period until new Paint and Body Facility is built at Muni Metro East in 5-7 years.	Existing paint booths are obsolete, too small, and borderline concerning safety issues.	Maintain	TBD
36	Facility	Implement Fire Safety improvements at multiple facilities	Implement fire safety improvements at Flynn, Kirkland, Scott, Green and Potrero.	Remain in compliance with safety regulations.	Enhance	TBD
37	Facility	Implement Fall protection improvements at multiple facilities	Implement fall protection improvements at Flynn, Kirkland, Scott, Green, Potrero, Cable Car Barn, Presidio, MME and Duboce.	Remain in compliance with safety regulations.	Enhance	TBD

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
38	Facility	SIE Group Consolidation - acquisition of real estate and outfit of new facility	Consolidate diverse work groups in SIE (Security, Investigations and Enforcement) into one facility owned - or long term leased by SFMTA.	Improved coordination of SIE Group, end short-term lease of inferior facilities, provide adequate space for SIE group job functions.	Enhance	TBD
39	Facility	Burke Facility Reconfiguration	Reconfigure Burke to improve storage capacity, and move component rebuild from Woods to Burke.	Maximize use of building owned by SFMTA, free up maintenance space at Woods by moving component rebuild to Burke.	Expand	TBD
40	Facility	Woods Division Facility Renovations	Replace paint booth, replace wash racks with washer that can handle 60' buses, improve maintenance areas after component rebuild is moved to Burke, modify some maintenance bays to accept 60' buses, upgrade existing equipment throughout the facility.	Upgrade Woods to achieve better performance in maintenance areas, and to have facilities that can accommodate 60' buses.	Enhance	TBD
41	Facility	Muni Metro East - Historic Streetcar Canopy	Build a new historic streetcar canopy or shelter at MME on the site formerly to receive a paint and body shop.	As historic streetcars are a long-term investment, they are better protected with sheltered storage.	Maintain	TBD
42	Facility	Muni Metro East - Upgrade Existing Shops to become a fully functional rail facility	Fully equip shops at MME to end requirement of shuttling LRVs or historic streetcars to Green, because some maintenance functions are only available at Green.	Make MME fully operational and eliminate hours lost to shuttling LRVs and historic streetcars between the SFMTA rail divisions.	Expand	TBD
43	Facility	Muni Metro East - Build Paint and Body Shop for entire Muni fleet	Build a new paint and body shop to serve the entire Muni fleet of LRVs, streetcars, buses and trolley buses. The shop would also assist with mid-life overhaul of transit vehicles.	Moving paint and body to one location will result in a cost savings, and end duplication of this function that currently exists at Muni facilities.	Expand	TBD
44	Facility	Beach Track Rebuild	Rebuild tracks at Beach Yard (formerly Geneva), which is located across the street from Green Division. Once old maintenance building is removed and canopy removed (or not), reconfigure and rebuild tracks for storage. The historical streetcar canopy matalso be removed.	Storage is needed to accommodate future projected SFMTA LRV and historic streetcar fleets.	Maintain	TBD
45	Facility	Marin Site - New Use Project	Use for storage of buses and light maintenance in the short term (through 2020)	Muni needs space to store buses and trolley buses, and this space located next to the Islais Creek Division will serve well as an annex type of facility.	Expand	TBD
46	Facility	Reconfiguration of Flynn as "pivot" facility	Reconfigure Flynn by adding overhead wires and other changes to allow it to serve as a division for buses and trolley buses. It would become the "pivot division that would host division fleets from other locations as the other division is rebuilt.	A pivot facility is needed to implement the Real Estate vision recommendations. It will likely be located at Flynn, or at the projected new division.	Enhance	TBD
47	Facility	Rebuild Presidio Division	Complete rebuild Presidio Division - fleet moves to pivot facility to remain in service while rebuild is underway.	The division facility is over 100 years old and is obsolete and needs to be replaced. The resulting improvements will provide safer and healthier working conditions and will ensure that the transportation system is more efficient. Efficient and properly designed facilities are key to maintaining the Muni Fleet in a state of good repair.	Maintain	TBD
48	Facility	Rebuild Potrero Division	Complete rebuild Presidio Division - fleet moves to pivot facility to remain in service while rebuild is underway.	The division facility is over 100 years old and is obsolete and needs to be replaced. The resulting improvements will provide safer and healthier working conditions and will ensure that the transportation system is more efficient. Efficient and properly designed facilities are key to maintaining the Muni Fleet in a state of good repair.	Maintain	TBD

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
49	Facility	Rebuild Kirkland Division	Complete rebuild Kirkland Division - fleet moves to pivot facility to remain in service while rebuild is underway.	The division facility is over 60 years old and is obsolete and needs to be replaced. It is too small, and is located among non-conforming interests. The resulting improvements will provide safer and healthier working conditions and will ensure that the transportation system is more efficient. Efficient and properly designed facilities are key to maintaining the Muni Fleet in a state of good repair.	Maintain	TBD
50	Fleet	Light Rail Vehicle Replacement (Program)	Includes replacement of the entire fleet of Breda light rail vehicles when they reach the end of their useful life, with 151 new light rail vehicles (LRVs) that meet the operational and capacity needs of the Metro light rail system.	This project will provide for the modernization of the existing light rail vehicle (LRV) fleet and will also allow for greater speed, reliability and comfort.	Maintain	$879,235,416
51	Fleet	Light Rail Vehicle Mid-Life Overhauls (Program)	Includes the systematic midlife rehabilitation and overhaul of 175 Siemens light-rail vehicles and new vehicles from future expansion. This program includes Heating Ventilating and Air Conditioning (HVAC), brakes, couplers, pantograph, propulsion, doors, car body, seats, and cab.	This rehabilitation will ensure a higher state of system reliability throughout the life of the vehicles and will reduce maintenance costs.	Maintain	$221,264,542
52	Fleet	Light Rail Vehicle Fleet Expansion (45 Vehicles)	Current contract provides for the option to purchase 45 additional light rail vehicles to increase the level of transit service. To a total of 260 LRVs. Earlier expansions of 24 and 40 LRVs are already funded.	This project will provide for increased service along existing and under construction light rail lines. Expansion of the Light Rail fleet with modern vehicles should allow for greater speed, reliability and comfort.	Expand	$280,280,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
53	Fleet	Motor Coach Replacement (Program)	Entails the replacement of 511 existing standard and articulated motor coaches (hybrid and diesel) with hybrid motor coaches through 2034. This program seeks to replace the existing aging fleet to a state of good repair, replacing old, severely overtaxed equipment with the latest and most advanced hybrid technology available.	The new coaches will offer greater reliability and safety with enhanced transmission-based brake retarders, composite materials, slip resistant flooring, and better mirrors. As a result, this project will improve agency safety and security, as well as improved transit reliability, on-time efficiency, and customer satisfaction.	Maintain	$804,528,000
54	Fleet	Motor Coach Midlife Overhaul (Program)	Provides for the systematic mid-life overhaul of all 564 vehicles in the motor coach fleet and new vehicles from future expansion. The program includes rehabilitation and replacement of engines; transmissions; differentials; suspension systems; wheelchair lifts; passenger and driver seats; glass; and body repair and paint.	The primary focus of this program is to maintain the motor coach fleet in a state of good repair by replacing key components midway through the vehicle's useful life. Mid-life rehabilitation of the motor coach fleet ensures that the vehicles operate in a safe and secure manner, reducing safety hazards and vandalism. In addition, this rehabilitation program will allow each vehicle to reach its full useful life before needing to be replaced. Timely rehabilitation of the motor coach fleet reduces the number of breakdowns and improves service reliability.	Maintain	$363,332,000
55	Fleet	Motor Coach Expansion (Program)	Expansion of the motor coach fleet, both in number of vehicles and vehicle capacity, to accommodate projected growth. Between 2013 and 2032, the motor coach fleet will expand from 460 to 581 buses (increase of 121 buses), as shown in the Transit Fleet Management Plan. These expansion vehicles include those needed to provide expanded service to planned major developments (Parkmerced, Treasure Island, Hunters Point/Candlestick Point Shipyard).	The expansion of the motor coach fleet is needed to meet projected ridership demand. In addition, new fleet procurements will help meet operational needs for larger capacity vehicles and help meet zero emissions targets.	Expand	$180,188,000
56	Fleet	Trolley Coach Replacement (Program)	Provides for the systematic replacement of the 333 vehicles in the trolley coach fleet. This project replaces the trolley coach vehicles at the end of their 15-year useful life, maintaining the trolley coach fleet in a state-of-good-repair. During replacement the mix of vehicles sizes may be adjusted to align with the Transit Fleet Management Plan projections of ridership (more 60' vehicles, fewer 40' vehicles).	Timely replacement of trolley coach vehicles reduces the number of incidents and breakdowns from vehicle deterioration and age, contributing to greater reliability and a cleaner and more comfortable experience for the customer and employee.	Maintain	$921,600,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
57	Fleet	Trolley Coach Midlife Overhaul (Program)	Implements systematic mid-life overhauls of all 333 vehicles in the trolley coach fleet and new vehicles from future expansion. This program includes the rehabilitation and replacement of frames, inverter replacement, battery management, and minor overhaul of major components. This program of rebuilds and overhauls involve modernization of equipment to meet current standards (e.g., accessibility).	The primary focus of this program is to maintain the trolley coach fleet in a state of good repair by overhauling vehicle components midway through the vehicle's useful life.	Maintain	$230,400,000
58	Fleet	Historic Vehicle Rehabilitation (Program)	This program consists of the systematic rehabilitation of all currently in use historic streetcar vehicles (44 total), featuring an end-of-life rehabilitation (to like-new condition). It includes Americans with Disabilities Act (ADA) rehabilitation, brake interlock system, backup master controller, major overhaul, and fare box procurement.	This program will maintain a high level of system reliability, safety, and productivity, providing quality service to patrons.	Maintain	$127,372,680
59	Fleet	Cable Car Vehicle Rehabilitation (Program)	Encompasses phased overhaul and reconstruction of the 40 vehicle Cable Car fleet. Includes major rehabilitation of 17 Powell Cars and 11 California Cars, and minor rehabilitation of 10 Powell Cars and 2 California Cars.	This program will maintain a high level of system reliability, safety, and productivity, providing quality service to this top tourist attraction.	Maintain	$31,585,678

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
60	Fleet	Paratransit Fleet Replacement (Program)	Provides for the purchase of approximately 67 large-sized vans, designed to carry one to two wheelchairs and 12 seated passengers, based on a replacement cycle of five years. Revenue vehicles only.	This project will replace the current fleet, providing for newer, modern vehicles and better access for the physically-challenged.	Maintain	$18,243,280
61	Fleet	Non-Revenue Vehicle Replacement (Program)	Consists of the purchase and replacement of non-revenue vehicles, such as specialized maintenance vehicles, as well as light and heavy duty trucks and sedans that are used throughout the agency. This project will replace existing non-revenue vehicles at the end of their useful life.	On-time replacement of non-revenue vehicles ensures that employees can effectively support the operations of the transportation system and efficiently access locations where there are service incidents and perform corrective measures.	Maintain	$223,361,290
62	Fleet	Maintain On-Board Fare Collection Equipment	Includes the following activities: replaces 1,250 fare boxes; procures new probing equipment; refurbishes vault equipment; procures 72 additional fare boxes to serve as a float when a batch of fare boxes is being refurbished; and purchases a data collection system at the yard and a new central computer for reporting and data storage.	This project will effectively improve system accountability as well as passenger boarding. In addition, it will lead to better system reliability and reductions in travel time.	Maintain	$49,442,800
63	Fleet	Rail Training Simulator (LRV simulatior to be delivered as part of the Siemens LRV contract.	Purchase and installation of one full-scale rail training simulator and virtual learning environment. The project also includes the purchase of Audio Visual and multimedia setup for five classrooms. This project will modernize SFMTA's existing training system with state-of-the-art rail training simulators and a virtual learning environment. Potential sites for the simulator include Muni Metro East and 2650 Bayshore.	Trained operators would use what they have learned to improve the comfort and safety of the passengers that they carry. Personnel would have a better understanding of the rail vehicle and the rail system and would be better prepared to pass required operational exams.	Enhance	$2,000,000
64	Fleet	Bus Operator Training Simulators	Includes purchase and installation of two 360-degree, computer-based graphic training stations. These simulators will be used to train transit operators to provide control over difficult weather conditions, equipment malfunctions, traffic behaviors and other real-world situations. Potential locations for the simulators include Muni Metro East or 2650 Bayshore.	This project will provide for greater safety training, for the purposes of being better prepared in times of emergency and under inclement weather conditions. Operators will have a better understanding of the vehicles they operate.	Maintain	$1,000,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
65	Parking	Maintain Parking Facilities	Restoration of 38 parking facilities that provide nearly 15,000 parking spaces, 90,000 sq. ft. of retail space and generate over $85M in annual gross revenues. Includes major rehabilitation, preservation, and improvement of existing parking facilities to enhance parking infrastructure and improve parking management. Implements improvements to elevators, energy efficient lighting, and mechanical systems (e.g., HVAC, sump pumps), CCTV surveillance systems, and bike parking as well as compliance with ADA regulations and various Planning, Building and Fire Codes.	When completed, this project will extend the useful life of major revenue-generating assets, enhance safety of public facilities, as well as help provide better services for those bicycling, carpooling and carsharing.	Maintain	$744,557,372
66	Parking	Maintain Parking Meters Citywide	Replaces and modernizes equipment for all 27,000 metered parking spaces. All on-street parking meters were replaced in 2014. This estimate accounts for two additional replacements within the next 20 years.	Modernizing existing parking meters will improve reliability and increase driver convenience by accepting non-cash forms of payment. Modernized meters will also allow for demand-responsive pricing.	Maintain	$79,475,805
67	Parking	Parking Facility Structural and Seismic Upgrades	Most of SFMTA's parking structures are at least 20 years old (oldest garage was built in 1941). Performing a structural analysis to assess the integrity of the SFMTA garages is the first and necessary step to ensure the viability of SFMTA parking assets. The second step is to implement structural and seismic upgrades, where needed.	Improving the seismic and structural integrity of existing parking structures increases the resiliency of the facilities in the event of a natural disaster.	Expand	$79,000,000
68	Parking	Electric Vehicle Charging Infrastructure	To enable drivers to shift from gasoline to Electric Vehicles (EVs), San Francisco has begun providing public chargers at city-owned parking garages to extend the range EV drivers can travel away from their “home” chargers. The City is installing public chargers at 20 city-owned locations – primarily at parking garages that already have sufficient electrical service to support the EV chargers. In order to broaden the public infrastructure to all parts of the City, EV chargers will be installed at city-owned locations, such as parking garages.	Providing EV chargers at multiple locations throughout the city encourages the use of EVs, thus reducing greenhouse gas emissions, noise pollution, and other harmful pollution.	Enhance	$5,000,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
69	Parking	Implement Parking Vehicle Detection Technology	Implement vehicle detection technology to measure parking occupancy. This will support demand-responsive meter rate adjustments and help provide parking availability information to the public.	Improving parking availability and providing information to the public will make it easier to find a parking space. This reduces vehicle miles traveled and greenhouse gas emissions.	Enhance	$10,000,000
70	Parking	Parking Access Revenue Control System	Replacement of the Parking Access and Revenue Control Systems (PARCS) software, hardware, ticket dispensers, gate arms, registers, ticket acceptors, ticket readers, and pay stations at 20 SFMTA off-street parking garages.	The PARCS equipment is antiquated and requires regular maintenance. Due to the different hardware and software versions, staff cannot get a coherent report from the parking garages. Parking equipment replacement parts in some of the garages are no longer available.	Enhance	$45,000,000
71	Pedestrian	Citywide Pedestrian Strategy Core Projects and Pilots	Core Projects as identified in the Pedestrian Strategy include implementation of proven engineering tools that improve safety on streets for those who choose to walk, particularly on high injury corridors and intersections, including: installing 15 mph speed signs; re-opening closed crosswalks; installing countdown signals and other engineering improvements. This program will also implement pilot tests for innovative treatments to improve safety and walkability throughout San Francisco.	Implementing these projects will makes streets safer and more accessible for all users, specifically vulnerable citizens - seniors, people with disabilities, and children, who are more likely to be severely injured if involved in collisions. Increasing walking by improving street safety results in many benefits, not only for individual health, but also for economic development, neighborhood vitality, and environmental sustainability. The strategy will reduce injuries and collisions in neighborhoods and increase walking trips by improving the walking environment for those who choose to walk, contributing to the City's mode-shift goal.	Enhance	$66,000,000
72	Pedestrian	Citywide Pedestrian Strategy Full Build-Out	A Full Build-Out of the Pedestrian Strategy would include the permanent implementation of pilot treatments that have proven successful in improving the safety and walkability of the streets of San Francisco. The City will make these improvements in concert with other planned construction wherever possible to save costs and minimize disruption to residents and businesses.	Fully funding the implementation of the San Francisco Pedestrian Strategy will reduce collisions and injuries by half in ten years with strategic capital investment on 70 key city miles. This project aims to meet Mayor Ed Lee's goal to reduce severe injuries and fatalities on San Francisco streets by 50% by 2021. This project would fund targeted investment in key permanent safety countermeasures on the 70 miles of High Injury Corridors.	Enhance	$297,000,000
73	Security	All-Hazard Emergency Mitigation, Preparedness, & Response	Implementation of high-priority emergency mitigation and preparedness projects to protect critical SFMTA facilities, assets and infrastructure. Projects include facility improvements/renovations, equipment procurement, and/or contractual services to address natural or manmade disaster needs of the SFMTA, with an emphasis on Rail Transit Security projects.	Improve safety and security for employees and customers and reduce the costs and consequences of disasters.	Enhance	$13,778,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
74	Security	Incident Management Planning and Response	Implementation of facilities improvements at the Department Operation Center, satellite communications equipment, and a dedicated incident response vehicle. Projects are driven by after-action reports from incident response exercises.	These projects provide the proper equipment and supplies for the Emergency Operations Center, which greatly enhances SFMTA incident planning and response capabilities. Further, an audit finding will result if the SFMTA does not review and implement the recommendations in the exercise after-action reports and improvement plans.	Enhance	$3,195,000
75	Security	Surveillance, Access Control, and Security System Enhancements	Implementation of recommendations in Threats and Vulnerability Assessment (TVA) Studies. Encompasses a set of security enhancement programs, centered on surveillance, access control, employee preparedness, and cyber security systems.	The implementation of TVA recommendations is mandated by the Transportation Security Administration (TSA) and California Public Utilities Commission (CPUC). Failure to comply will result in audit findings.	Enhance	$19,087,000
76	Security	Technology In Transportation Emergency Management	Implementation of technology projects from industry best practices to enhance rail system security and employee/customer protection during normal operations as well as to augment response capabilities for all-hazard disasters on the rail system. Systems include PROTECT chemical and contaminant detection and modeling system, digital message boards, and redundant communication systems.	These projects enhance the transportation operations and emergency management capabilities of SFMTA.	Expand	$20,475,000
77	Taxi	Accessible Taxi Rebate Program	Establish a rebate program for new purpose built accessible vehicles purchased by companies or medallion holders to incentivize the purchase of wheelchair accessible vehicles. This program will subsidize costs for one of the more expensive vehicle types in the taxicab fleet which provides arguably one of the most important services. Greater incentives may be provided to operators willing to purchase alternative fuel accessible vehicles.	Improve mobility options for those unable to use other transportation options for some or all trips.	Expand	$20,000,000
78	Taxi	Implement Taxi Driver Rest Stops	Analyze the need for taxi operator break facilities and implement across the city. Could include parklets, restrooms, or other facilities to improve taxi driver break conditions. The predevelopment phase includes a $250,000 planning study to assess demand for these facilities.	This installation would provide multiple benefits, including: 1) provide a rest stop to the drivers , 2) disperse taxis throughout the city, and 3) act as a pseudo-taxi stand.	Expand	$10,000,000
79	Taxi	Increase Taxi Stands (and Pilot Increase Special Event Monitoring of Taxi Zones)	In an effort to increase service to the outer city, 15 additional taxi stands will be established around major hail hubs to better manage and direct taxi flow and utilization. A pilot program will also test using monitoring personnel during special events to improve taxi flow.	Taxi stands establish locations so that taxis can be easier found throughout the city and aids in movement throughout the city for individuals or groups who chose, or require, taxis as their travel mode.	Enhance	$10,000,000
80	Taxi	Bicycle Racks For Taxis	This will start as a pilot program, providing bicycle racks to willing drivers. The program will then expand to ensure that every taxi vehicle will have bicycle racks.	This allows for taxis to better serve multi-modal connections, allowing those who own or rent bicycles a higher connectivity to the rest of San Francisco.	Enhance	$575,000
81	Taxi	Taxi Cab Pooling Pilot	Taxis would operate to augment existing overburdened transit service to focus on common origins/destinations. Taxis would be provided a Scrolling LED light to indicate the Cab-Pooling service. Drivers will then utilize a standard rate and drive along established set pickup locations. The driver will then pick-up as many riders along the route and drop off riders at any point along the route, allowing a faster, more flexible transportation alternative if you require a seat, storage, or are in a rush.	Provides for supplementary service along corridors with transit capacity or congestion constraints for persons with personal belongings that require space on overcrowded vehicles or when shared ride services are preferred over transit.	Enhance	$750,000
82	Taxi	Taxi Clean Fuel Rebate Program	Rebate program to incentivize the purchase of clean fuel vehicles. Greater incentives are provided to operators willing to purchase the cleanest vehicles available.	In an effort to make a 100% green taxi fleet; the SFMTA offers drivers a rebate incentive for the purchase of a clean fuel vehicle. This incentive is given to offset the increased costs of purchasing a non-clean fuel vehicle.	Enhance	$37,200,000

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83	Taxi	Taxi Management System	Provide funding for the creation and implementation of a fleet management system for taxicabs. This system would include the ability to monitor vehicle location, affiliation, insurance and inspection status. There will also be an interface that allows the system to integrate driver information from other databases which will allow staff to track driver history, complaints, and compliments as well as allow staff to issue real-time citations to drivers in the field. There will also be a function that allows drivers and taxi companies to pay fees through various user interface portals.	This project will help streamline taxicab regulation management by allowing multiple functions to be managed in one database through one system. Currently there are numerous databases and paper files to track activity in the industry including vehicle management, and as the industry expands it is becoming increasingly difficult to manage the growth through paper files.	Enhance	$10,000,000
84	Taxi	Taxi Toplight Improvement	Provide or incentivize new toplights that will provide taxi vehicles with higher visibility, emergency/panic lights on exterior, advertising space that does not interfere with the availability indicator, and unique SF brand identity. These toplights will not be controlled by the meter and will be operated manually.	Toplights will clearly communicate taxi availability, increase driver and passenger safety, and emulate the unique look and feel of San Francisco.	Maintain	$1,350,000
85	Traffic & Signals	Maintain Existing Signal and Sign Infrastructure	Encompass upgrades of existing traffic control devices, including modifications to existing signals that lack a pedestrian feature, mast arms or related amenities. The project also includes the upgrade or replacement of signal equipment that is at the end of its useful life (50 years). Funded sign work in this category includes the graffiti program, where existing signs are replaced with signs that have higher reflectivity, and a coating that eases graffiti removal.	Support the Vision Zero program by improving safety, reducing the number of injuries through improved traffic control (e.g., where pedestrian countdown signals and signal visibility improvements are provided as part of a signal modification effort).	Maintain	$578,944,881
86	Traffic & Signals	Maintain Traffic Management Assets	This includes street paint marking/striping, parking control curb painting, and existing traffic management infrastructure (e.g., CCTV & video detection cameras).	Maintaining existing infrastructure in a state of good repair will help ensure a safe and reliable street network.	Enhance	$26,399,218
87	Traffic & Signals	Automated Photo Traffic Enforcement	Provides for the upgrade of photo enforcement for 14 approaches from wet film to digital technology, and theoretical expansion of red light or turn restriction enforcement to 14 approaches.	Automated Photo Enforcement systems improve intersection safety by improving compliance, reducing the number of vehicle crashes. Established systems include red light photo and illegal turn enforcement. Others, like speed, require state legislature approval.	Enhance	$7,000,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
88	Traffic & Signals	New Signals & Signs (Program)	Provides for installation of new traffic signals, signs, pavement markings and related traffic control hardware, with an emphasis on new locations. This program anticipates installing five new signals, and five new signal beacons per year and 1,250 new signs over 20 years.	Support the Vision Zero project to improve safety at crash or other problem locations. This project reduces vehicle delays, travel time and injuries by improved traffic control, often where STOP signs are inappropriate, i.e., due to traffic volumes, intersection configuration, and other such factors.	Enhance	$52,500,000
89	Traffic & Signals	SFgo (Program)	This citywide intelligent transportation management system gathers and analyzes real-time information on current transit and auto traffic flow and congestion; responds to changes in roadway conditions; provides transit priority and emergency vehicle preemption; disseminates real-time traveler and parking information to the public; facilitates the management of special events; and enhances day-to-day parking and traffic operations. It will significantly improve obsolete and deteriorating traffic signal communications facilities, and will implement a number of Intelligent Transportation System (ITS) technologies.	The SFgo Program will replace obsolete and deteriorating traffic signal communications facilities and provide real-time information on current transit and auto traffic to improve transit flow and reliability.	Enhance	$106,080,000
90	Traffic Calming	Traffic Calming - Arterial and Commercial Streets	Program to calm traffic along 7 high-injury arterial or busy commercial corridors. Examples include implementing road diets, narrowing travel lanes, and installing landscaping. Public spaces can also be created or enhanced by traffic calming projects.	Traffic calming projects improve safety by reducing speeding along arterial and commercial streets. These projects also enhance the comfort of people walking and bicycling.	Enhance	$140,000,000
91	Traffic Calming	Traffic Calming - Local Streets	Program to install traffic calming devices such as speed humps, pedestrian bulb-outs, traffic circles, median islands at various locations in the city. Some of the more intensive traffic calming projects may include features such as chicanes, traffic diverters, signalized ped crosswalks and street closures. Program is comprised of Application-Based Residential Traffic Calming, and Proactive Residential Area Improvement sub-programs. Public spaces can also be created or enhanced by traffic calming projects.	Traffic calming projects improve safety by reducing speeding in neighborhoods. These projects also enhance the comfort of people walking and bicycling.	Enhance	$54,300,000
92	Traffic Calming	School Streets Traffic Calming (Program)	Provides for the evaluation, design, and implementation of context specific traffic calming measures at approximately 150 schools. Traffic calming measures range from improved signals and signage to pedestrian bulbs and streetscape measures, to in-road treatments such as speed humps.	These projects will improve pedestrian safety, and promote walking for all school aged children in San Francisco.	Maintain	$150,000,000
93	Transit Fixed Guideway	Automatic Train Control System (Program)	Provides for the phased rehabilitation and replacement of the Automatic Train Control System (ATCS). ATCS equipment is stored at Central Control, wayside control rooms, on the tracks, and in light rail vehicles and is composed of four distinct subsystems: Vehicle, Wayside, Vehicle Control Center, and System Management Center. On board vehicle equipment includes computers that control the propulsion and braking systems. Wayside equipment includes communications systems that controls signals and switches. The Vehicle Control Center is a system that calculates and controls safe movements. The System Management Center operates and manages the overall ATCS.	A proper functioning ATCS is vital to the day-to-day operations of the San Francisco transit system. Without the ATCS trains in the Muni Metro Tunnel would be required to operate manually which increases travel time and reduces overall capacity of the Muni Metro Tunnel and the overall Muni System. Muni Metro travel time reliability is directly reliant on a functional ATCS.	Maintain	$343,322,588

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
94	Transit Fixed Guideway	Cable Car Infrastructure (Program)	Covers a wide variety of track work, cable machinery, traffic priority control, office, and maintenance equipment, totaling 19 projects through 2020 and 60 projects through 2029.	To replace track work, machinery, and communications equipment improve overall safety and increase the likelihood of attaining operational performance standards by providing updated and modern equipment which cable cars utilize.	Maintain	$384,770,420
95	Transit Fixed Guideway	Maintain Subway Tunnels	This provides for the rehabilitation of the Market Street, Sunset and Twin Peaks tunnel structures on the Muni Metro system.	Properly maintaining tunnels will support safe and reliable transit service.	Maintain	$22,184,072
96	Transit Fixed Guideway	Overhead and Traction Power System Rehabilitation (Program)	Provides for the rehabilitation, replacement, and improvement of all components of the existing Muni overhead and traction power infrastructure to support electrically-powered trolley coaches, light rail vehicles, and historic streetcars. This includes overhead wires, support poles, switches, substations, feeders, and related hardware.	The primary focus of this program is to maintain the overhead system in a state of good repair by replacing components that have reached the end of their useful life.	Maintain	$1,453,707,819
97	Transit Fixed Guideway	Rail Replacement (Program)	Provides for the phased design and replacement of the trackway and related systems serving the light rail and cable car lines.	The primary focus of this program is to maintain the light rail and cable car trackways in a state of good repair by replacing components that have reached the end of their useful life.	Enhance	$417,438,727
98	Transit Fixed Guideway	Subway Fire Alarm & Detection	This project will upgrade the current fire alarm and detection system at shared Muni Metro/BART stations. The work involves voluntarily upgrading the facilities to the fire alarm and detection requirements of San Francisco Code (2010 edition) and National Fire Protection Association (NFPA) 72 Alarm Code (2010 edition) which is currently adopted by San Francisco Fire Department. The scope of work is to replace and install fire alarm control panel (FACP), emergency voice system, audible alarm notification appliances, strobes, alarm annunciator, power supply to the FACP and emergency voice/alarm communication system. This project would be initiated and led by BART.	This system will be monitored by a Underwriters Laboratories (UL) Listed Monitoring Station and will also interface with the Central Control System and the San Francisco Fire Department (SFFD) system. This project will result in a properly functioning fire detection system, quicker detection of minor incidents, elimination of false alarms, and a universal design for the fire alarm and detection equipment.	Expand	$25,000,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
99	Transit Optimization & Expansion	T-Third Phase 3 to Fisherman's Wharf	Provides for the study and extension of the T-Third rail line approximately 1 mile north, from the planned Central Subway terminal at Stockton/Clay through North Beach and into Fisherman's Wharf. This project will provide a higher capacity service along the corridor, introducing improved speed, reliability and comfort. Cost estimate ranges from $643M - $2.6B. Future studies might include the Lombard Corrdior.	Extension would connect Fisherman's Wharf and North Beach, a regional trip generator and one of the most dense neighborhoods in San Francisco, with efficient and reliable rapid transit service.	Expand	$2,600,000,000
100	Transit Optimization & Expansion	E-Line Northern Terminal and Fort Mason Extension	Consists of two separate projects. One project creates a northern terminal that consists of an independent E-Line track loop & terminal that allows for operational independence of the F-Line, including layovers, from E-Line service. The second project extends the current F-Line terminal west from Fisherman's Wharf to Fort Mason through an abandoned railroad tunnel underneath Fort Mason. The E-Line would likely operate along this extension. Cost estimate ranges $50M-60M.	E-Line service is a component of the planned TEP service improvements and will serve the projected growth in trips along the waterfront area. A northern terminal is needed to provide the operational flexibility required for overlapping E-Line and F-Line services. A Fort Mason terminal provides access to Fort Mason and areas to the west, which have limited transit access options.	Expand	$60,000,000
101	Transit Optimization & Expansion	Geary Bus Rapid Transit	Designs and implements a rail-ready BRT project on Geary Blvd., from the Transbay Terminal to 33rd Ave. The project includes planning, environmental, design and construction. Project elements may include dedicated lanes, better shelters, and passenger information systems.	This project would increase service reliability, person capacity, passenger comfort and attractiveness and reduce travel time along the corridor.	Expand	$328,000,000
102	Transit Optimization & Expansion	Geary Light Rail Transit	Constructs a surface-subway, light rail transit (LRT) line to replace the 38 Geary bus lines. Geary is in the county's Four Corridors plan and is the next priority for major investment after the Central Subway. This is a long-term proposal with Geary Bus Rapid Transit Service providing near-term improvements until funding for the LRT can be identified.	This project will provide a higher capacity service along the corridor, providing passengers with improved speed, reliability and comfort.	Expand	$4,161,718,000
103	Transit Optimization & Expansion	Geneva/Harney Avenue Bus Rapid Transit	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 line. Along the route, vehicle conflicts will be minimized through traffic control.	This project will reduce travel time and improve reliability along the corridor that links regional transit services, Priority Development Areas, and the Candlestick Point/Hunters Point Shipyard Development.	Expand	$5,300,000
104	Transit Optimization & Expansion	Geneva Avenue Light Rail Transit Extension	Entails extending light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Operations would occur at-grade with station locations to be determined.	This project would provide for the operational flexibility needed to meet long-term rail service needs.	Expand	$603,945,000
105	Transit Optimization & Expansion	Third Street Southern Intermodal Terminal	Extends the T-Line to the Bayshore Caltrain Station. Combined with intermodal station area improvements, this will improve transit connectivity with the existing Caltrain service and with the future Geneva BRT service.	Provides for increased transit travel options and greater connectivity for residents of southeast San Francisco and Caltrain passengers.	Enhance	$50,320,000

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
106	Transit Optimization & Expansion	19th Ave / M Oceanview Subway	The 19th Avenue/M Ocean View Project is the byproduct of the 19th Avenue Transit Study and aims to improve service of all modes within the area and better serve key desinations such as San Francisco State University, Parkmerced and Stonestown Galleria. The study was approved in early 2014 and the SFMTA was charged with further planning of the project.The project calls for major capital investment to construct a light-rail tunnel under 19th Avenue between Saint Francis Circle and Parkmerced, a new track through Parkmerced, and a multimodal bridge connecting Junipero Serra Boulevard to the west of 19th Avenue with Randolph Street to the east. The project proposes completely redesigning 19th Avenue to add wider sidewalks, street greening, improved bus stop conditions, and an off-street bicycle path. Furthermore, the project benefits the capacity and reliability of the entire Muni Metro system. Cost estimate ranges $420M-780M.	Provides for improved safety and security, reduced travel time, and increased reliability. These enhancements will also provide improved transit operations for lines serving the Parkmerced development and enable SFMTA to meet projected ridership demand.	Enhance	$780,000,000
107	Transit Optimization & Expansion	Better Market Street	Includes planning, conceptual engineering, environmental review, public outreach and construction of the transportation portion of the Better Market Street Project. Concepts will be developed and evaluated for urban design of sidewalks and boarding islands, transit facilities and operations, pedestrian facilities (e.g., crosswalks), signal timing, and bicycle facilities (e.g., cycle tracks, bike lanes, parking). The study area is bounded by blocks just north of Market St., Folsom St., Octavia Blvd. and The Embarcadero.	This project will improve the quality of the public realm and optimize sustainable mobility modes (transit, walking and cycling), so that they are pleasant, reliable, efficient and comfortable for all users.	Enhance	$400,000,000
108	Transit Optimization & Expansion	Muni Forward Capital Projects	These improvements may include small signal upgrades or modifying signal phases at an intersection, adding bus or pedestrian bulbs to coordinate with a paving project, or street design changes to reduce delays for transit at busy intersections. The proposed program would increase transit ridership and improve the path of travel to transit stops and stations. It would also minimize delays encountered by Muni transit vehicles associated with customer boarding and alighting, the time required to pull into and out of bus zones, and the delays associated with traffic signals. Lines 6, 7, 8, M, 1, 22, K, 5, 28.	The improvements result in greater transit travel time reliability and on-time performance. Improved reliability and on-time performance should also result in decreased operational resource needs.	Enhance	$154,042,000
109	Transit Optimization & Expansion	Arena Transit Capacity Improvements	The Arena Transit Capacity Improvements Project is identifying transportation improvements needed to accommodate growth and planned development in the Arena neighborhood. Improvements migth include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.	Transit infrastructure needs to be substantially enhanced to accommodate planned growth and address current deficiencies. In addition, visitor travel may increase substantially with the recent opening of the Exploratorium, and with the proposed Warriors Arena retail development at Mission Rock (Seawall Lot 337) and Pier 70.	Enhance	$23,910,000
110	Transit Optimization & Expansion	Rail Capacity Strategy: Near-Term	Investments at key bottleneck locations in the existing system to bring near term relief to crowded conditions. Investments include reducing and removing modal conflicts at portal areas, improved train signalization and prioritization, and additional turnback capacity.	The SFMTA light rail system operates at capacity on a daily basis. Even minor disruptions to service have significant impacts to customers due to the overcrowded nature of the system. The RCS Near-Term investments will provide incremental capacity improvements to allow the system to continue functioning until more significant increases in capacity can be realized.	Enhance	TBD

#	Capital Program	Name	Description	Justification	Investment Type	Estimated Cost for 2015 Capital Plan
111	Transit Optimization & Expansion	Rail Capacity Strategy: Long-Term	Major corridor and infrastructure investments that provide significant increases in operating capacity of existing Muni light rail system or expansion of the existing system.	Travel demand forecasts indicate over an 80 percent increase in the numbers of peak hour light rail boardings by 2040. These major enhancements to the existing system will allow San Franciscans to continue to move efficiently even with this growth. The system expansion will provide high capacity transit service to the areas and corridors that otherwise would be over capacity. These investments are critical to the continued economic growth, enhancing urban mobility, and maintaining the quality of life in San Francisco.	Enhance	TBD
112	Transit Optimization & Expansion	Rail Capacity Strategy: Programmatic Enhancements	The Rail Capacity Technical Panel conducted a line-by-line review of current operational pain points and impediments. While major enhancements were identified along every line, a reasonable delivery timeline for these enhancements given their cost and benefits relative to the prioritized mid- and long-term concepts is beyond the horizon of the Rail Capacity study. However, less significant improvements were identified that would be implemented at a programmatic level as part of regular rail replacement or enhancement projects.	The current Muni light rail system was not designed with consideration for flexible service operations or adjustments to service disruptions. The Rail Capacity Strategy Programmatic Enhancements will leverage State of Good Repair investments to provide a necessary increase in the flexibility of both service design and adjustments, and allow for more efficient delivery of service.	Maintain	TBD