

THIS PRINT COVERS CALENDAR ITEM NO. : 17

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

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

SUMMARY:

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

ENCLOSURES:

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

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION
BE RETURNED TO Frank Markowitz

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

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

GOAL

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

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

Objective 4.2. Ensure efficient and effective use of resources.

DESCRIPTION

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

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

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

Previously Adopted Capital Program

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

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

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

Recent State of Good Repair achievements include:

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

Key enhancement/expansion achievements include:

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

Proposed Capital Program

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

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

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

Further details are provided in Attachments A and B.

PAGE 4.

NEXT STEPS

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

ALTERNATIVES CONSIDERED

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

FUNDING IMPACT

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

The City Attorney has reviewed this report.

RECOMMENDATION

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

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

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

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
State of Good Repair: Replacement									
FAREBOX REPLACEMENT PROGRAM-Cost	Systemwide	100	-	-	-	-	-	-	-
FAREBOX REPLACEMENT PROGRAM-Revenues	Systemwide	100	-	-	22,422,153	9,848,074	-	-	32,270,227
BUS VIDEO SYSTEM REPLACEMENT-Cost	Systemwide	100	-	15,000,000	-	-	-	-	15,000,000
BUS VIDEO SYSTEM REPLACEMENT-Revenues	Systemwide	100	-	-	-	-	-	-	-
RADIO REPLACEMENT PROGRAM -Cost	Systemwide	100	6,308,637	18,904,550	26,466,383	22,685,466	7,712,884	1,040,000	83,117,920
RADIO REPLACEMENT PROGRAM -Revenues	Systemwide	100	87,655,480	-	-	-	-	-	87,655,480
ATCS SYSTEM MANAGEMENT CENTER (C3)-Cost	LRV	100	-	500,000	5,000,000	3,900,000	-	-	9,400,000
ATCS SYSTEM MANAGEMENT CENTER (C3)-Revenues	LRV	100	10,000,000	-	-	-	-	-	10,000,000
WAYSIDE/CENTRAL TRAIN CONTROL SYSTEM-Cost	LRV	100	25,976,039	9,430,000	9,380,000	9,180,000	7,375,000	9,375,000	70,716,039
WAYSIDE/CENTRAL TRAIN CONTROL SYSTEM-Revenues	LRV	100	25,892,452	8,150,000	9,375,000	9,375,000	7,375,000	9,375,000	69,542,452
ISLAIS CREEK FACILITY-Cost	Motor Coach	100	13,517,085	22,182,915	36,400,000	48,100,000	-	-	120,200,000
ISLAIS CREEK FACILITY-Revenues	Motor Coach	100	49,818,137	10,100,000	2,537,659	-	-	-	62,455,796
CENTRAL CONTROL - NEW FACILITY (C3)-Cost	Systemwide	100	1,352,494	1,760,000	1,760,000	34,650,000	82,500,000	20,097,506	142,120,000
CENTRAL CONTROL - NEW FACILITY (C3)-Revenues	Systemwide	100	26,801,055	10,000,000	10,000,000	6,983,000	-	-	53,784,055
POTRERO/PRESIDIO-TC LIFTS-Cost	Trolley Coach	100	600,865	2,904,243	-	-	-	-	3,505,108
POTRERO/PRESIDIO-TC LIFTS-Revenues	Trolley Coach	100	5,115,835	-	-	-	-	-	5,115,835
MUNI METRO EAST - PHASE II - RESTORE SCOPE-Cost	LRV	100	-	21,700,000	11,500,000	10,300,000	6,500,000	-	50,000,000
MUNI METRO EAST - PHASE II - RESTORE SCOPE-Revenues	LRV	100	-	-	-	-	-	-	-
CENTRAL CONTROL INTERIM FACILITY (C3)-Cost	Systemwide	100	-	110,000	6,930,000	10,890,000	17,215,000	11,495,000	46,640,000
CENTRAL CONTROL INTERIM FACILITY (C3)-Revenues	Systemwide	100	-	-	-	-	-	-	-
ATCS INDUCTIVE LOOP CABLE IN THE MUNI METRO SUBWAY (TIER 1)-Cost	LRV	100	-	333,333	333,333	333,334	-	-	1,000,000
ATCS INDUCTIVE LOOP CABLE IN THE MUNI METRO SUBWAY (TIER 1)-Revenues	LRV	100	-	-	-	-	-	-	-
SHOP EQUIP PROGRAM-Cost	Systemwide	100	-	4,326,400	4,499,456	4,679,434	4,866,612	5,061,276	23,433,178
SHOP EQUIP PROGRAM-Revenues	Systemwide	100	1,207,870	-	-	-	-	-	1,207,870
INCIDENT MANAGEMENT CENTER (C3)-Cost	Systemwide	100	-	220,000	1,492,000	348,000	-	-	2,060,000
INCIDENT MANAGEMENT CENTER (C3)-Revenues	Systemwide	100	900,000	-	-	-	-	-	900,000
MOTIVE POWER SCADA SYSTEM (C3)-Cost	Systemwide	100	-	66,000	374,000	-	-	-	440,000
MOTIVE POWER SCADA SYSTEM (C3)-Revenues	Systemwide	100	-	-	-	-	-	-	-
SUBWAY FIRE ALARM & DETECTION-Cost	LRV	91	16,287	402,713	1,023,000	1,064,000	1,500,000	-	4,006,000
SUBWAY FIRE ALARM & DETECTION-Revenues	LRV	91	1,875,481	-	-	-	-	-	1,875,481
SUBWAY PA & PDS SYSTEM REPLACEMENT (C3)-Cost	LRV	91	-	550,000	1,100,000	3,000,000	4,150,000	7,700,000	16,500,000
SUBWAY PA & PDS SYSTEM REPLACEMENT (C3)-Revenues	LRV	91	-	-	-	-	10,000,000	13,000,000	23,000,000
PRESIDIO FIRE DETECTION SYSTEM-Cost	Trolley Coach	91	-	1,427,227	1,484,317	-	-	-	2,911,544
PRESIDIO FIRE DETECTION SYSTEM-Revenues	Trolley Coach	91	-	-	-	-	-	-	-
SUBWAY BLUE-LIGHT PHONE REPLACEMENT (C3)-Cost	LRV	83	-	3,161,000	2,331,000	-	-	-	5,492,000
SUBWAY BLUE-LIGHT PHONE REPLACEMENT (C3)-Revenues	LRV	83	1,819,000	-	-	-	-	-	1,819,000
MOTOR COACH REPLACEMENT - NABI-Cost	Motor Coach	75	804,009	39,328,582	800,000	-	-	-	40,932,591
MOTOR COACH REPLACEMENT - NABI-Revenues	Motor Coach	75	357,334	35,757,125	4,496,907	321,224	-	-	40,932,590
TROLLEY COACH REPLACEMENT- FUTURE-Cost	Trolley Coach	75	-	8,613,659	31,426,631	31,426,631	32,512,904	-	103,979,825
TROLLEY COACH REPLACEMENT- FUTURE-Revenues	Trolley Coach	75	-	40,800,000	20,000,000	-	-	-	60,800,000
WOODS-FUEL, WASH & LIFTS-Cost	Motor Coach	75	21,058,916	-	-	-	-	-	21,058,916
WOODS-FUEL, WASH & LIFTS-Revenues	Motor Coach	75	19,151,788	584,009	584,009	-	-	-	20,319,806
RAIL REPLACEMENT-Cost	LRV	75	78,603,039	32,561,000	12,998,000	1,816,000	30,124,000	12,502,000	168,604,039
RAIL REPLACEMENT-Revenues	LRV	75	43,286,000	30,465,000	12,863,000	12,863,000	14,863,000	12,863,000	-

ENCLOSURE 2

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
									127,203,000
AUTOMATIC FARE COLLECTION-Cost	Systemwide	75	1,874,151	28,080,000	15,403,849				45,358,000
AUTOMATIC FARE COLLECTION-Revenues	Systemwide	75	43,210,718						43,210,718
CABLE CAR KIOSKS-Cost	Cable Car	75	-	350,000					350,000
CABLE CAR KIOSKS-Revenues	Cable Car	75	-						-
CHANGE MACHINES (TIER 1)-Cost	LRV	75	40,000						40,000
CHANGE MACHINES (TIER 1)-Revenues	LRV	75	-						-
DATA PROCESSING - FUTURE PHASE-Cost	Systemwide	75	-	5,791,407					5,791,407
DATA PROCESSING - FUTURE PHASE-Revenues	Systemwide	75	-						-
PARATRANSIT VANS FUTURE-Cost	Paratransit	68	-	2,379,000	-	-	2,097,499	-	4,476,499
PARATRANSIT VANS FUTURE-Revenues	Paratransit	68	653,532	1,949,429	-	-	2,133,767	-	4,736,728
ACCESSIBLE LIFT REPLACEMENT-Cost	LRV	68	-	3,202,452					3,202,452
ACCESSIBLE LIFT REPLACEMENT-Revenues	LRV	68	-						-
FLYNN VENTILATION SYSTEM & ROOF-Cost	Motor Coach	67	-	3,585,070	2,625,200	2,730,208			8,940,478
FLYNN VENTILATION SYSTEM & ROOF-Revenues	Motor Coach	67	5,160,866						5,160,866
MOTOR COACH REPLACE-FUTURE-Cost	Motor Coach	56	-	-	-	-	1,110,088	205,059,000	206,169,088
MOTOR COACH REPLACE-FUTURE-Revenues	Motor Coach	56	-	-	-	-	52,344,189	147,635,669	199,979,858
PARKING CONTROL SIGN RENOVATION & REPLACEMENT PROGRAM-Cost	Parking	56	-	2,704,000	2,812,160	2,924,646	3,041,632	3,163,298	14,645,736
PARKING CONTROL SIGN RENOVATION & REPLACEMENT PROGRAM-Revenues	Parking	56	-						-
GREEN - LRV WASHER REPLACEMENT-Cost	LRV	56	-	912,490	948,989				1,861,479
GREEN - LRV WASHER REPLACEMENT-Revenues	LRV	56	-						-
GREEN FACILITY DOOR REPLACEMENT-Cost	LRV	56	-	2,349,856	2,443,850	2,541,604			7,335,310
GREEN FACILITY DOOR REPLACEMENT-Revenues	LRV	56	-						-
2225 JERROLD AVE. TENANT IMPROVEMENTS-Cost	Signs & Striping	50	-	1,000,000	1,000,000	1,000,000	12,000,000		15,000,000
2225 JERROLD AVE. TENANT IMPROVEMENTS-Revenues	Signs & Striping	50	-						-
BUS YARD WORKSTATION REPLACEMENT-Cost	Motor Coach	50	-	100,000					100,000
BUS YARD WORKSTATION REPLACEMENT-Revenues	Motor Coach	50	-						-
NON-REVENUE VEHICLE REPLACEMENT PROGRAM-Cost	Systemwide	37	-	2,442,403	2,540,099	2,641,703	2,747,371	2,857,266	13,228,843
NON-REVENUE VEHICLE REPLACEMENT PROGRAM-Revenues	Systemwide	37	-						-
TRAINING CENTER - MUNI WIDE-Cost	Systemwide	37	-	39,477,953					39,477,953
TRAINING CENTER - MUNI WIDE-Revenues	Systemwide	37	-						-
INSTALL NEW PARKING METERS CITYWIDE-Cost	Parking	26	-	6,750,000		6,750,000		6,750,000	20,250,000
INSTALL NEW PARKING METERS CITYWIDE-Revenues	Parking	26	-						-
State of Good Repair: Rehabilitation									
FAREBOX REHABILITATION-Cost	Systemwide	100	20,150,000						20,150,000
FAREBOX REHABILITATION-Revenues	Systemwide	100	20,150,000						20,150,000
LRV-OVERHAUL PROGRAM-Cost	LRV	100	2,708,913	34,470,893	11,965,143	19,005,000	19,765,200	20,555,808	108,470,957
LRV-OVERHAUL PROGRAM-Revenues	LRV	100	58,799,958	5,900,000	5,900,000	6,011,966			76,611,924
LRV REPAIR, 8 CARS-Cost	LRV	100	21,783,000	3,417,000	2,600,000	2,808,450			30,608,450
LRV REPAIR, 8 CARS-Revenues	LRV	100	21,783,000	3,417,000	2,600,000	2,808,450			30,608,450
HISTORIC VEHICLE PROGRAM-Cost	Historic Streetcar	91	80,174,330	7,500,000	12,500,000	18,216,366	4,030,491	-	122,421,187
HISTORIC VEHICLE PROGRAM-Revenues	Historic Streetcar	91	54,556,137	26,547,057	30,868,235	5,396,628		5,018,362	122,386,419

ENCLOSURE 2

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
ESCALATOR & ELEVATOR REHABILITATION-Cost	LRV	91	1,163,356	10,000,000	10,400,000				21,563,356
ESCALATOR & ELEVATOR REHABILITATION-Revenues	LRV	91	14,731,567	311,436	3,092,000	-			18,135,003
SUBWAY STATION TALKING SIGNS-Cost	LRV	91	-	3,374,592					3,374,592
SUBWAY STATION TALKING SIGNS-Revenues	LRV	91	-						-
REGULATORY/COMPLIANCE HAZMAT PROGRAM-Cost	Systemwide	91	-	3,500,000					3,500,000
REGULATORY/COMPLIANCE HAZMAT PROGRAM-Revenues	Systemwide	91	-						-
GREEN ROOF/HVAC REHABILITATION-Cost	LRV	83	514,688	2,201,500	2,237,282				4,953,470
GREEN ROOF/HVAC REHABILITATION-Revenues	LRV	83	6,643,978						6,643,978
WOODS LIFTS HEAVY MAINT SHOP-Cost	Motor Coach	83	210,000	880,000	3,119,444				4,209,444
WOODS LIFTS HEAVY MAINT SHOP-Revenues	Motor Coach	83	5,913,140						5,913,140
SAFETY, SECURITY & TRAINING FACILITY IMPROVEMENTS-Cost	Systemwide	83	-	409,000	1,052,000	1,094,080	185,000		2,740,080
SAFETY, SECURITY & TRAINING FACILITY IMPROVEMENTS-Revenues	Systemwide	83	-						-
MOTOR COACH REHAB - 170 NEOPLANS-Cost	Motor Coach	67	-	200,000	42,090,052				42,290,052
MOTOR COACH REHAB - 170 NEOPLANS-Revenues	Motor Coach	67	11,089,977	4,800,000	4,800,000				20,689,977
CABLE CAR VEHICLE REHAB-Cost	Cable Car	67	13,439,713	1,102,500	1,157,625	1,215,506	1,276,282	1,777,762	19,969,388
CABLE CAR VEHICLE REHAB-Revenues	Cable Car	67	15,460,480	1,558,843	1,634,427	1,518,542	1,581,715	1,379,518	23,133,525
HISTORIC VEHICLE REHAB-Cost	Historic Streetcar	67	-	16,941,146					16,941,146
HISTORIC VEHICLE REHAB-Revenues	Historic Streetcar	67	4,542,991						4,542,991
TROLLEY COACH REBUILD 40 ARTICS-Cost	Trolley Coach	67	1,322,009	3,200,629					4,522,638
TROLLEY COACH REBUILD 40 ARTICS-Revenues	Trolley Coach	67	4,522,638						4,522,638
MOTOR COACH REPOWER-Cost	Motor Coach	67	4,928,435						4,928,435
MOTOR COACH REPOWER-Revenues	Motor Coach	67	4,928,435						4,928,435
OVERHEAD REHAB-Cost	Trolley Coach	67	138,655,294	21,037,500	12,755,000	11,100,000	14,748,944	12,700,000	210,996,738
OVERHEAD REHAB-Revenues	Trolley Coach	67	135,544,719	16,040,000	12,290,000	10,000,000	10,000,000	10,000,000	193,874,719
CABLE CAR INFRA. REHAB-Cost	Cable Car	67	6,892,872	11,905,000	14,800,000	18,130,000	16,060,000	14,680,000	82,467,872
CABLE CAR INFRA. REHAB-Revenues	Cable Car	67	37,752,826	-	9,375,000	9,375,000	9,375,000	9,375,000	75,252,826
PRESIDIO MAINTENANCE AREA FACILITY MODS-Cost	Trolley Coach	67	-	584,929	608,326				1,193,256
PRESIDIO MAINTENANCE AREA FACILITY MODS-Revenues	Trolley Coach	67	-						-
MC RESERVE-END OF LIFE REHAB-Cost	Motor Coach	50	-			13,508,709			13,508,709
MC RESERVE-END OF LIFE REHAB-Revenues	Motor Coach	50	8,500,000						8,500,000
TROLLEY COACH MID-LIFE REBUILD-Cost	Trolley Coach	50	53,167,332	-	-	-	-	16,210,000	69,377,332
TROLLEY COACH MID-LIFE REBUILD-Revenues	Trolley Coach	50	-						-
FIXED FACILITY REHABILITATION-Cost	Systemwide	50	1,218,940						1,218,940
FIXED FACILITY REHABILITATION-Revenues	Systemwide	50	-						-
BRYANT STREET FACILITY SEISMIC-Cost	Trolley Coach	50	-		2,500,000	11,250,000	11,250,000		25,000,000
BRYANT STREET FACILITY SEISMIC-Revenues	Trolley Coach	50	-						-
GREEN FACILITY MAINTENANCE-Cost	LRV	50	-	2,330,000	2,423,200	7,510,000	7,810,400		20,073,600
GREEN FACILITY MAINTENANCE-Revenues	LRV	50	-						-
WEST PORTAL FACILITY MAINTENANCE-Cost	LRV	45	-	3,000,000					3,000,000
WEST PORTAL FACILITY MAINTENANCE-Revenues	LRV	45	-						-
POTRERO REHABILITATION-Cost	Trolley Coach	34	2,834,166	4,365,834					7,200,000
POTRERO REHABILITATION-Revenues	Trolley Coach	34	3,025,873						3,025,873
SUBWAY STATION IMPROVEMENTS-Cost	LRV	34	-	5,835,578					5,835,578

ENCLOSURE 2

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
SUBWAY STATION IMPROVEMENTS-Revenues	LRV	34	-						-
CABLE CAR MUSEUM RENOVATION-Cost	Cable Car	34	-	2,096,000	9,688,000				11,784,000
CABLE CAR MUSEUM RENOVATION-Revenues	Cable Car	34	-						-
GREEN ANNEX ROOF/HVAC REHAB-Cost	LRV	34	-	311,000	3,339,000				3,650,000
GREEN ANNEX ROOF/HVAC REHAB-Revenues	LRV	34	-						-
System Improvement: Enhancement									
LRV-BREDA SAFETY MODIFICATIONS-Cost	LRV	100	5,064,924						5,064,924
LRV-BREDA SAFETY MODIFICATIONS-Revenues	LRV	100	5,064,924						5,064,924
TRANSIT EFFECTIVENESS PROJECT-Cost	Systemwide	100	-						-
TRANSIT EFFECTIVENESS PROJECT-Revenues	Systemwide	100	11,899,251						11,899,251
VAN NESS BRT-Cost	Trolley Coach	100	975,000	2,710,000	47,020,000	44,910,000	44,910,000		140,525,000
VAN NESS BRT-Revenues	Trolley Coach	100	970,000	22,067,500	70,942,750	33,459,750			127,440,000
TRANSIT PREFERENTIAL STREETS (TPS) - GENEVA STUDY-Cost	Motor Coach	100	120,564						120,564
TRANSIT PREFERENTIAL STREETS (TPS) - GENEVA STUDY-Revenues	Motor Coach	100	150,000						150,000
TRANSIT RESTROOM FACILITY PROGRAM-Cost	Systemwide	100	2,845,880	1,060,000	1,991,000	2,527,000	2,628,080	2,733,203	13,785,163
TRANSIT RESTROOM FACILITY PROGRAM-Revenues	Systemwide	100	5,700,000						5,700,000
ELECTRONIC LED SIGNAGE SYSTEM-EXPANSION TO NEXTBUS-Cost	Signs & Striping	100	-	266,000	867,000	901,680			2,034,680
ELECTRONIC LED SIGNAGE SYSTEM-EXPANSION TO NEXTBUS-Revenues	Signs & Striping	100	-						-
RAIL TRAINING SIMULATOR-Cost	LRV	100	-	950,000					950,000
RAIL TRAINING SIMULATOR-Revenues	LRV	100	-						-
DRIVE CAM-VEHICLE DRIVERS RISK MANAGEMENT SYSTEM-Cost	Motor Coach	100	-	1,200,000	800,000				2,000,000
DRIVE CAM-VEHICLE DRIVERS RISK MANAGEMENT SYSTEM-Revenues	Motor Coach	100	2,000,000						2,000,000
SUPERVISORY CONTROL & DATA ACQUISITION (SCADA SYSTEM) (C3)-Cost	Systemwide	100	-	1,000,000	1,478,000	2,356,000	3,526,000		8,360,000
SUPERVISORY CONTROL & DATA ACQUISITION (SCADA SYSTEM) (C3)-Revenues	Systemwide	100	-						-
DRIVER TRAINING SIMULATORS-Cost	Systemwide	100	-	934,000					934,000
DRIVER TRAINING SIMULATORS-Revenues	Systemwide	100	-						-
PARATRANSIT VANS/DEBIT CARDS-Cost	Paratransit	91	5,095,613						5,095,613
PARATRANSIT VANS/DEBIT CARDS-Revenues	Paratransit	91	6,799,957						6,799,957
DVAS VEHICLE RETROFIT-Cost	Systemwide	91	12,852	2,997,276	3,117,167	3,241,854	3,371,528		12,740,677
DVAS VEHICLE RETROFIT-Revenues	Systemwide	91	-						-
METRO ACCESSIBILITY PROGRAM-Cost	LRV	91	13,322,283						13,322,283
METRO ACCESSIBILITY PROGRAM-Revenues	LRV	91	-						-
INSTALL COUNTDOWN & ACCESSIBLE PEDESTRIAN SIGNALS (APS)-Cost	Pedestrian	91	1,125,114						1,125,114
INSTALL COUNTDOWN & ACCESSIBLE PEDESTRIAN SIGNALS (APS)-Revenues	Pedestrian	91	-						-
CURB RAMP REMEDIATION-Cost	Pedestrian	91	-	300,000					300,000
CURB RAMP REMEDIATION-Revenues	Pedestrian	91	-						-
METRO ACCESSIBILITY-BEYOND KEY STOPS-Cost	LRV	91	-		1,077,618	-	1,120,723	-	2,198,340
METRO ACCESSIBILITY-BEYOND KEY STOPS-Revenues	LRV	91	-						-
FALL PROTECTION SYSTEMS-Cost	Systemwide	91	773,136	99,337					872,473
FALL PROTECTION SYSTEMS-Revenues	Systemwide	91	773,708						773,708
SCHOOL PEDESTRIAN SAFETY PROJECTS-Cost	Pedestrian	83	1,488,014	880,400	592,400	553,400	388,600		3,902,814
SCHOOL PEDESTRIAN SAFETY PROJECTS-Revenues	Pedestrian	83	2,287,873	392,223	382,673	238,323	238,323		3,539,415
SIGNAL PROGRAM-Cost	Traffic Signals	83	79,451,686						79,451,686
SIGNAL PROGRAM-Revenues	Traffic Signals	83	17,326,000						17,326,000

ENCLOSURE 2

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
19TH & ROSSMOOR LRV GRADE CROSSING REDESIGN-Cost	LRV	83	-	2,156,000					2,156,000
19TH & ROSSMOOR LRV GRADE CROSSING REDESIGN-Revenues	LRV	83	-				1,000,000		1,000,000
EUREKA PORTAL FENCING-Cost	LRV	83	297,633						297,633
EUREKA PORTAL FENCING-Revenues	LRV	83	297,633						297,633
SUBWAY RELAY ROOM SECURITY /ACCESS-Cost	LRV	83	-	324,000					324,000
SUBWAY RELAY ROOM SECURITY /ACCESS-Revenues	LRV	83	-						-
CABLE CAR BARN CCTV-Cost	Cable Car	83	-	102,000					102,000
CABLE CAR BARN CCTV-Revenues	Cable Car	83	-						-
FACILITY SAFETY IMPROVEMENTS-Cost	Systemwide	83	28,727	447,623					476,350
FACILITY SAFETY IMPROVEMENTS-Revenues	Systemwide	83	1,357,974	210,000		800,000			2,367,974
PRESIDIO CCTV IMPROVEMENT-Cost	Trolley Coach	83	-	110,000					110,000
PRESIDIO CCTV IMPROVEMENT-Revenues	Trolley Coach	83	-						-
HOMELAND SECURITY NEEDS-SYSTEMWIDE IMPROVEMENTS-Cost	Systemwide	83	-	37,639,680	39,145,267	40,711,078	42,339,521	44,033,102	203,868,648
HOMELAND SECURITY NEEDS-SYSTEMWIDE IMPROVEMENTS-Revenues	Systemwide	83	7,824,584	3,699,000	3,699,000	3,607,000	8,511,000	8,412,000	35,752,584
FACILITY VIDEO CAMERAS CONNECTIVITY -Cost	Systemwide	83	-	990,000	5,200,000	2,080,000	2,308,000		10,578,000
FACILITY VIDEO CAMERAS CONNECTIVITY -Revenues	Systemwide	83	-						-
GPS/GPM UPGRADES-Cost	Systemwide	83	-	266,000	867,000	901,680			2,034,680
GPS/GPM UPGRADES-Revenues	Systemwide	83	-						-
SECURITY SINAGE PROGRAM-Cost	Systemwide	83	-	266,000	867,000	901,680			2,034,680
SECURITY SINAGE PROGRAM-Revenues	Systemwide	83	-						-
SECURITY SOFTWARE-Cost	Systemwide	83	-	100,000					100,000
SECURITY SOFTWARE-Revenues	Systemwide	83	-						-
SECURITY VIDEO DISPLAYS -Cost	Systemwide	83	-	200,000					200,000
SECURITY VIDEO DISPLAYS -Revenues	Systemwide	83	-						-
TUNNEL INTRUSION SYSTEM-Cost	LRV	83	-	311,000	689,000				1,000,000
TUNNEL INTRUSION SYSTEM-Revenues	LRV	83	-						-
SECURITY PROGRAM-Cost	Systemwide	83	-	2,301,109	2,301,109	2,393,000	2,488,720	2,588,269	12,072,207
SECURITY PROGRAM-Revenues	Systemwide	83	-	2,301,109	2,301,109	2,393,000	2,488,879	2,588,435	12,072,532
AUTOMATIC PASSENGER COUNTING SYSTEM-Cost	Systemwide	75	2,710,505	1,318,895					4,029,400
AUTOMATIC PASSENGER COUNTING SYSTEM-Revenues	Systemwide	75	4,029,400						4,029,400
CABLE CAR SHOP EQUIPMENT-Cost	Cable Car	75	-			1,000,000	-	-	1,000,000
CABLE CAR SHOP EQUIPMENT-Revenues	Cable Car	75	-						-
RED LIGHT PHOTO ENFORCEMENT-Cost	Traffic Signals	62	-	900,000	1,400,000				2,300,000
RED LIGHT PHOTO ENFORCEMENT-Revenues	Traffic Signals	62	-						-
YARD INTRUSION ALARM SYSTEMS -Cost	Systemwide	62	-	266,000	867,000	901,680			2,034,680
YARD INTRUSION ALARM SYSTEMS -Revenues	Systemwide	62	-						-
ATCS TEST & REPAIR SHOP- GREEN-Cost	LRV	60	-	108,864					108,864
ATCS TEST & REPAIR SHOP- GREEN-Revenues	LRV	60	-						-
SF PARK - PARKING MANAGEMENT-Cost	Parking	56	-	18,600,000					18,600,000
SF PARK - PARKING MANAGEMENT-Revenues	Parking	56	-						-
SF PARK - VARIABLE MESSAGE SIGNS-Cost	Parking	56	-	6,250,000					6,250,000
SF PARK - VARIABLE MESSAGE SIGNS-Revenues	Parking	56	-						-
INSTALL VEHICLE DETECTION SENSORS-Cost	Parking	56	-	13,500,000					13,500,000
INSTALL VEHICLE DETECTION SENSORS-Revenues	Parking	56	-						-
PRESIDIO DIVISION FACILITY IMPROVEMENTS-Cost	Trolley Coach	50	-	1,680,000	9,350,000	4,160,000	5,231,000		20,421,000
PRESIDIO DIVISION FACILITY IMPROVEMENTS-Revenues	Trolley Coach	50	-						-

ENCLOSURE 2

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
GENEVA HISTORIC CAR ENCLOSURE-Cost	Historic Streetcar	45	4,447,365	7,305,635					11,753,000
GENEVA HISTORIC CAR ENCLOSURE-Revenues	Historic Streetcar	45	11,654,087						11,654,087
SECURITY INSPECTION SYSTEM -Cost	Systemwide	41	-	266,000	867,000	901,680			2,034,680
SECURITY INSPECTION SYSTEM -Revenues	Systemwide	41	-						-
CABLE CAR RADIO-Cost	Cable Car	37	-	196,000	-	-	-	-	196,000
CABLE CAR RADIO-Revenues	Cable Car	37	-						-
BALBOA PART STATION INTERMODAL IMPLEMENTATION-Cost	Systemwide	35	433,247	3,504,000	6,432,000	2,064,000			12,433,247
BALBOA PART STATION INTERMODAL IMPLEMENTATION-Revenues	Systemwide	35	2,645,680	1,286,400	619,200				4,551,280
BIKE PROGRAM-Cost	Bicycle	35	6,871,546	2,840,700	9,092,550	3,677,700	1,720,500	1,110,000	25,312,996
BIKE PROGRAM-Revenues	Bicycle	35	-	8,752,550	3,956,200	1,460,000	1,110,000		15,278,750
SFGO PROGRAM-Cost	Traffic Signals	35	2,932,753	5,000,000	5,000,000	2,367,247			15,300,000
SFGO PROGRAM-Revenues	Traffic Signals	35	16,684,550						16,684,550
MAINTENANCE YARDS NETWORK UPGRADE-Cost	Systemwide	35	-	108,000					108,000
MAINTENANCE YARDS NETWORK UPGRADE-Revenues	Systemwide	35	-						-
MMX TERMINAL IMPROVEMENTS-Cost	LRV	35	-			10,000,000			10,000,000
MMX TERMINAL IMPROVEMENTS-Revenues	LRV	35	-						-
GLEN PARK STATION IMPROVEMENTS-Cost	Motor Coach	35	463,618	286,382	357,170	1,800,131	1,416,050		4,323,351
GLEN PARK STATION IMPROVEMENTS-Revenues	Motor Coach	35	4,306,568						4,306,568
CAPITAL ASSET TRACKING SYSTEM-Cost	Systemwide	35	-	15,000,000	15,600,000	16,224,000			46,824,000
CAPITAL ASSET TRACKING SYSTEM-Revenues	Systemwide	35	-						-
HUMAN RESOURCES SYSTEM-Cost	Systemwide	35	-	500,000	2,337,000	1,560,000	788,000		5,185,000
HUMAN RESOURCES SYSTEM-Revenues	Systemwide	35	-						-
PORTAL EMPLOYEE ACCESS CONTROL-Cost	LRV	35	-	100,000					100,000
PORTAL EMPLOYEE ACCESS CONTROL-Revenues	LRV	35	-						-
CAPITAL PLANNING AND GRANT MANAGEMENT SOFTWARE-Cost	Systemwide	35	-	250,000					250,000
CAPITAL PLANNING AND GRANT MANAGEMENT SOFTWARE-Revenues	Systemwide	35	-						-
WORKER'S COMPENSATION SYSTEM-Cost	Systemwide	35	-	162,240	168,730				330,970
WORKER'S COMPENSATION SYSTEM-Revenues	Systemwide	35	-						-
CABLE CAR BARN FACILITY IMPROVEMENTS-Cost	Cable Car	34	-	529,000	945,000	983,000			2,457,000
CABLE CAR BARN FACILITY IMPROVEMENTS-Revenues	Cable Car	34	-						-
AUTOMATIC VEHICLE LOCATION (AVL) SYSTEM-Cost	Systemwide	30	13,589,042	4,538,043					18,127,085
AUTOMATIC VEHICLE LOCATION (AVL) SYSTEM-Revenues	Systemwide	30	17,620,072						17,620,072
BAYVIEW CONNECTIONS STATION AREA-Cost	LRV	30	2,698,034						2,698,034
BAYVIEW CONNECTIONS STATION AREA-Revenues	LRV	30	3,808,372						3,808,372
CURB EXTENSTIONS & PEDESTRIAN REFUGE ISLANDS-Cost	Pedestrian	30	30,370						30,370
CURB EXTENSTIONS & PEDESTRIAN REFUGE ISLANDS-Revenues	Pedestrian	30	-						-
PHELAN LOOP-Cost	Motor Coach	30	11,746,106						11,746,106
PHELAN LOOP-Revenues	Motor Coach	30	11,746,106						11,746,106
TRAFFIC CALMING DEVICES (CURRENT)-Cost	Traffic Calming	26	3,690,692						3,690,692
TRAFFIC CALMING DEVICES (CURRENT)-Revenues	Traffic Calming	26	1,268,822						1,268,822
MARKET STREET SAFETY ZONE-Cost	Traffic Calming	26	823,000						823,000
MARKET STREET SAFETY ZONE-Revenues	Traffic Calming	26	823,000						823,000
GREEN SPRAY CABINET AND OVEN-Cost	LRV	26	-	304,163					304,163
GREEN SPRAY CABINET AND OVEN-Revenues	LRV	26	-	304,163					304,163

ENCLOSURE 2

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
TRAVEL MODELING/MICRO-SIMULATION-Cost	Systemwide	26	-	100,000					100,000
TRAVEL MODELING/MICRO-SIMULATION-Revenues	Systemwide	26	-						-
SBE PROGRAM DATA MGMT SYSTEM-Cost	Systemwide	26	-	108,160					108,160
SBE PROGRAM DATA MGMT SYSTEM-Revenues	Systemwide	26	-						-
PARATRANSIT VAN AVL SYSTEM-Cost	Paratransit	23	-	955,896					955,896
PARATRANSIT VAN AVL SYSTEM-Revenues	Paratransit	23	-						-
BAYVIEW OAKDALE RIDERSHIP STUDY-Cost	LRV	23	3,549	2,922					6,471
BAYVIEW OAKDALE RIDERSHIP STUDY-Revenues	LRV	23	6,287						6,287
COMMUNICATION CONNECTIVITY & PASSENGER INFO-Cost	Systemwide	18	-	2,620,000	-	-	-	-	2,620,000
COMMUNICATION CONNECTIVITY & PASSENGER INFO-Revenues	Systemwide	18	-						-
GEOGRAPHICAL INFORMATION SYSTEM-Cost	Systemwide	18	-	189,000	196,560				385,560
GEOGRAPHICAL INFORMATION SYSTEM-Revenues	Systemwide	18	-						-
System Improvement: Expansion									
THIRD STREET PHASE 2 - CENTRAL SUBWAY-Cost	LRV	100	51,370,652	181,129,348	185,050,000	306,950,000	268,250,000	213,970,000	1,206,720,000
THIRD STREET PHASE 2 - CENTRAL SUBWAY-Revenues	LRV	100	370,334,484	197,747,000	152,534,000	159,000,000	181,000,000	155,000,000	1,215,615,484
BUS RAPID TRANSIT (BRT) - GEARY-Cost	Motor Coach	100	438,876	561,124	1,308,000	18,000,000	37,750,000	100,000,000	158,058,000
BUS RAPID TRANSIT (BRT) - GEARY-Revenues	Motor Coach	100	3,895,858	28,440,000			72,910,000		105,245,858
THIRD STREET PHASE 1 - MB LOOP-Cost	LRV	100	293,226	1,516,774	3,718,000	235,154			5,763,154
THIRD STREET PHASE 1 - MB LOOP-Revenues	LRV	100	430,023	5,333,154					5,763,177
LRT-CHINATOWN/NORTH BEACH EXT-Cost	LRV	35	-			5,000,000	-	-	5,000,000
LRT-CHINATOWN/NORTH BEACH EXT-Revenues	LRV	35	-						-
LEARNING MANAGEMENT SYSTEM (LMS)-Cost	Systemwide	35	-	400,000					400,000
LEARNING MANAGEMENT SYSTEM (LMS)-Revenues	Systemwide	35	-						-
M-LINE/J-LINE TERMINAL PROJECT-Cost	LRV	35	-	8,050,000	5,950,000				14,000,000
M-LINE/J-LINE TERMINAL PROJECT-Revenues	LRV	35	-						-
SIGN INVENTORY/TRACKING SYSTEM-Cost	Signs & Striping	35	-	1,081,600					1,081,600
SIGN INVENTORY/TRACKING SYSTEM-Revenues	Signs & Striping	35	-						-
BIKE SHARING-Cost	Bicycle	35	-	200,000	9,100,000				9,300,000
BIKE SHARING-Revenues	Bicycle	35	-						-
ROUTE ELECTRIFICATION PROGRAM - 22 MISSION BAY EXTENSION-Cost	Trolley Coach	30	-	1,180,000	2,280,000	8,480,000	560,000		12,500,000
ROUTE ELECTRIFICATION PROGRAM - 22 MISSION BAY EXTENSION-Revenues	Trolley Coach	30	-						-
PARKING METERS-Cost	Parking	26	27,381,273						27,381,273
PARKING METERS-Revenues	Parking	26	-						-
LRV-JKLMN EXPANSION-Cost	LRV	23	-			500,000	25,000,000	40,000,000	65,500,000
LRV-JKLMN EXPANSION-Revenues	LRV	23	-			200,000	200,000	200,000	600,000
HISTORIC LRV EXT.-FT. MASON-Cost	Historic Streetcar	18	-	500,000	3,180,000	4,070,000	23,000,000	23,000,000	53,750,000
HISTORIC LRV EXT.-FT. MASON-Revenues	Historic Streetcar	18	500,000		1,170,000	800,000	-	-	2,470,000
Total Cost									
State of Good Repair: Replacement			150,151,521	282,606,252	183,072,267	200,961,027	215,452,990	285,100,345	1,317,344,403
State of Good Repair: Rehabilitation			349,163,050	138,663,102	133,235,072	103,838,111	75,126,317	65,923,570	865,949,222
System Improvement: Enhancement			161,041,253	145,100,325	158,625,571	147,116,810	112,236,721	50,464,574	774,585,254

ENCLOSURE 2

Project Title	Mode	Priority	Through FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Through FY 2015
System Improvement: Expansion			79,484,027	194,618,846	210,586,000	343,235,154	354,560,000	376,970,000	1,559,454,027
Total Capital Program			739,839,851	760,988,525	685,518,910	795,151,102	757,376,029	778,458,489	4,517,332,906
Total Revenues									
State of Good Repair: Replacement			322,905,548	137,805,563	82,278,728	39,390,298	86,715,956	182,873,669	851,969,762
State of Good Repair: Rehabilitation			407,945,719	58,574,336	70,559,662	35,110,586	20,956,715	25,772,880	618,919,898
System Improvement: Enhancement			137,044,848	39,012,945	81,900,932	41,958,073	13,348,202	11,000,435	324,265,436
System Improvement: Expansion			375,160,365	231,520,154	153,704,000	160,000,000	254,110,000	155,200,000	1,329,694,519
Total Capital Program			1,243,056,480	466,912,998	388,443,322	276,458,957	375,130,873	374,846,984	3,124,849,614

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

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

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

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

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

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency