# Capital Improvement Program

## Fiscal Year 2015 - Fiscal Year 2019

**DRAFT** Proposed on:
May 20, 2014

SFMTA
Municipal
Transportation
Agency


# Contents



# Executive Summary

# Executive Summary

The San Francisco Municipal Transportation Agency (SFMTA) Fiscal Year (FY) 2015-2019 Capital Improvement Program (CIP) includes 370 projects for a total investment of $3.30 billion. These projects include infrastructure investments as well as various procurements and other one-time initiatives (plans, educational programs, etc.) that improve the safety, reliability and efficiency of the transportation system.

The 2015-2019 CIP represents the agency's second comprehensive effort to present a fiscally constrained five-year program of projects. This CIP builds upon the prior FY 2013-2017 CIP, which was successful in defining fund structures, capital program areas and project phases to be implemented. The purpose of the CIP is to provide a greater level of data and transparency. Specific enhancements include expanded project descriptions, more detailed project schedules, and an index of existing "carryforward" projects, or projects funded in previous years that will be continued or completed during the five-year CIP period. Cumulatively, these improvements provide the public with a useful tool in understanding what projects are planned to occur in the next five years, along with corresponding budgets and timelines.

The CIP was developed through an extensive process that incorporated significant community input, including presentations in more than 30 public and city department forums. Feedback from these presentations formed an integral part of the CIP development process, and was integrated into the final proposed CIP for SFMTA Board Adoption. Public outreach will continue to serve an essential role in further defining and improving the projects listed in this document.

Building on the goals outlined in the SFMTA's Strategic Plan and 20-Year Capital Plan, the FY 2015 - 2019 CIP includes funding for the following: 1) State of Good Repair at an average of $329 million per year, including full replacement of the Muni bus fleet, an on-going transit fleet overhaul program, and increased funding for traffic signals and facilities; 2) Street-related improvements, including significant funding for implementation of the Vision Zero (Bicycle and Pedestrian Strategies); and 3) The Transit Effectiveness Project (TEP), along with an increase in the light rail vehicle and articulated (60-foot) bus fleets.

Finally, the CIP is a living document and projects are adjusted as needs change. Technical adjustments to the CIP are made on an ongoing basis.

## 2015-2019 CIP: Summary by Capital Program

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

# The SFMTA






# The SFMTA

## Who We Are

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

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

## What We Do

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

# The SFMTA

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

The SFMTA also manages 450,000 on and off-street parking spaces, 19 public parking garages and lots, more than 28,000 meters, nearly 282,000 street signs and 1,200 traffic signals on 946 miles of city streets. The agency is responsible for traffic calming, pedestrian and bicycle safety, traffic enforcement and the painting and striping of roads, including those that define 217 miles of the city's growing bicycle network. As a part of the SFMTA's pedestrian safety initiatives, the agency also manages the School Crossing Guard Program to keep children safe when crossing city streets.

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

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





# Core Values

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

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

*Our Core Values:*

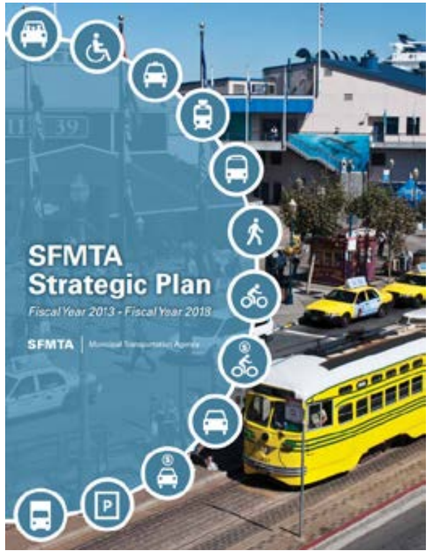
***For the transportation network:***

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

***For the team:***

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

# SFMTA Strategic Plan




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

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

The SFMTA Strategic Plan's four overarching goals will shape how the Agency prioritizes its attention, resources and staff over the next 6 fiscal years:

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





# SFMTA 20-Year Capital Plan

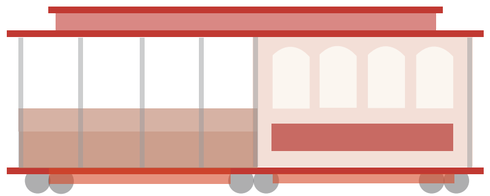

The Capital Plan is the catalog of the SFMTA's anticipated capital needs for the upcoming 20 years. It is a financially unconstrained plan and includes capital project needs for which funding has not yet been committed. The purpose of the plan is to identify the agency's capital investment needs and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

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

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

# The SFMTA's Capital Assets

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



## 40 cable cars

151 light rail vehicles

71 miles of light rail tracks

35 historic streetcars

8.8 mile of cable car tracks

## 19 facilities

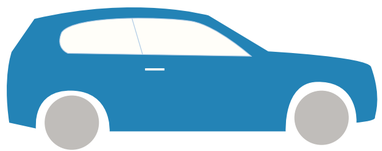
for operations, maintenance & administrative responsibilities

## 505 hybrid/diesel + 311 trolley buses

**25 miles**
of overhead wires

**14.8 miles**
of priority lanes

## 400,000 public parking spaces



**28,862**
parking meters

**40 off-street**
parking garages

## 1,088 miles of streets

**1,193**
signalized intersections

**281,000**
street signs

## 215 miles of bicycle routes, paths & lanes

**3,060** bike racks on sidewalks

**202** racks in on-street corrals

**35** bikesharing stations, with 350 bikes

# Transportation 2030

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

## WHAT IS TRANSPORTATION 2030?

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

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

BETTER ROADS

IMPROVED TRANSIT

SAFER STREETS

### WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

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

## TRANSPORTATION 2030 AND THE 5-YEAR CIP

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

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

# Capital Improvement Program





# Capital Improvement Program

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

The Capital Improvement Program:

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

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

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

# Goals & Policies

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

## 1.

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

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

## 2.

### Maintain and increase funding in Safe and Complete Streets

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

## 3.

### Fund critical Transit Travel Time and Reliability Projects

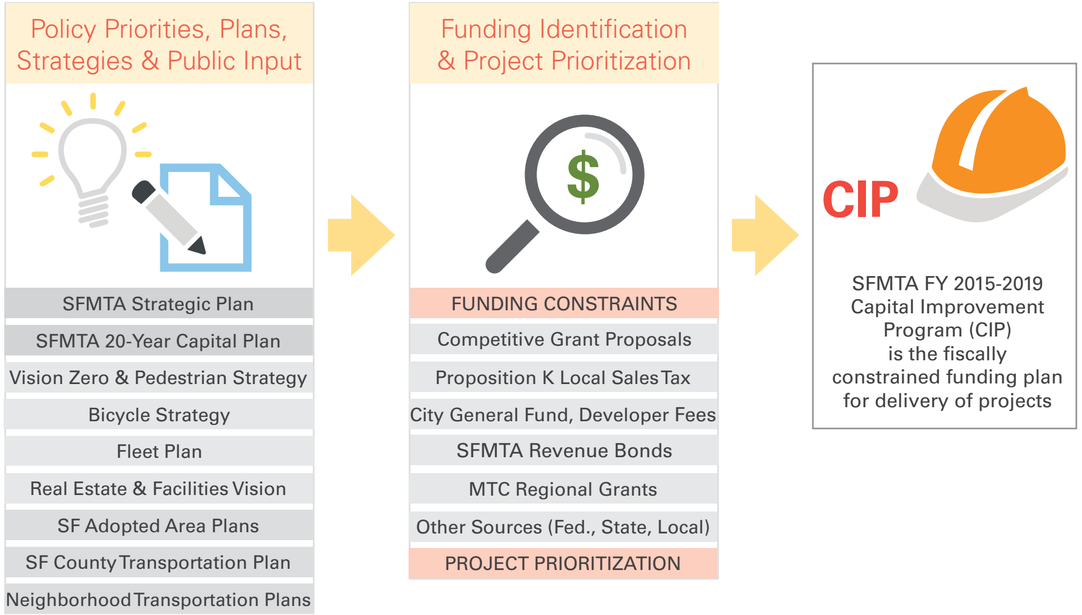
- Fund Priority Travel Time Reliability and Customer First Projects
- Integrate and fund improvements on Market Street
- Increase funding for Fleet Expansion (LRV, articulated bus fleet)





# CIP Process

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



# Creating & Modifying the CIP

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

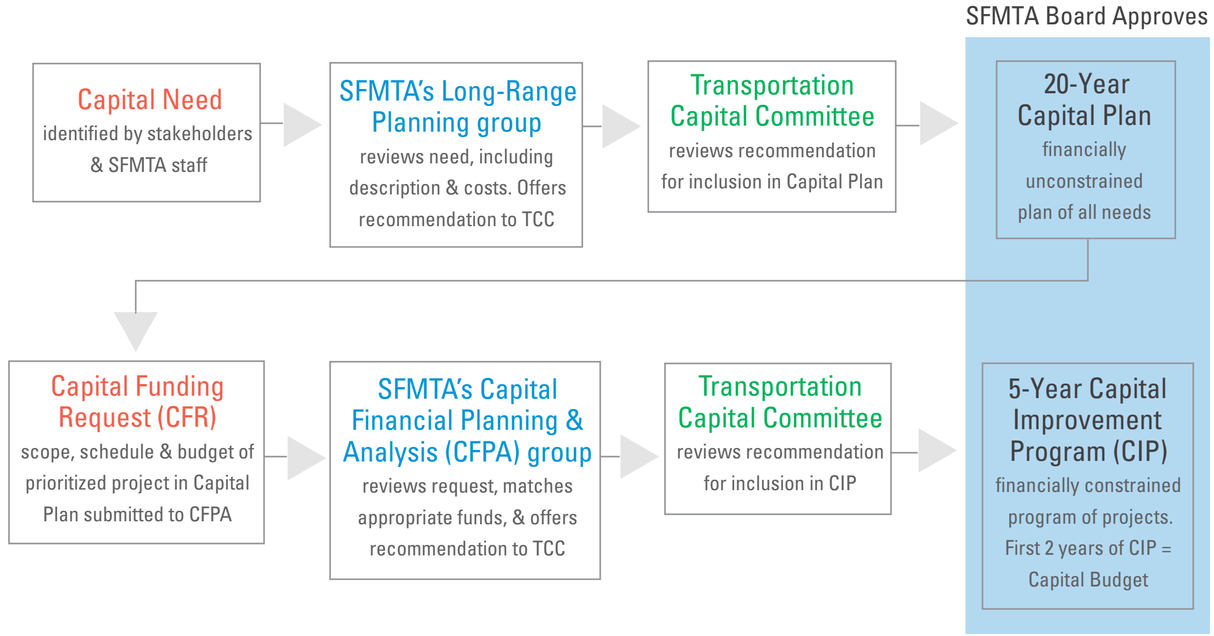
Capital needs identified by stakeholders and SFMTA staff are evaluated by the Transportation Capital Committee, which is made up representatives from each of the SFMTA divisions. The Transportation Capital Committee meets monthly to consider any changes to the Capital Plan or Capital Improvement Program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

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





# CIP Process



# Capital Program Summary

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

| Program Name | Description |
|---|---|
| **Accessibility** | Plan, design, and construct improvements to improve the accessibility of the transportation system in San Francisco |
| **Bicycle** | Plan, design and construct bicycle facilities including bicycle lanes, bicycle tracks, and bicycle parking. Support bicycle-related safety and education programs. |
| **Central Subway** | Plan, design, engineer, and construct the T-Third Line Phase II extension from Fourth and King to Chinatown |
| **Facility** | Acquire, develop, and/or rehabilitate transit station areas and maintenance facilities used for transit, traffic, and parking operations |
| **Fleet** | Purchase buses, trains, and support vehicles for transit and sustainable street needs |
| **Information Technology / Communications** | Plan, design, and implement technology infrastructure to improve the efficiency and effectiveness of the SFMTA and provide a better user experience |
| **Parking** | Plan, design, rehabilitate, and construct public parking facilities or street infrastructure related to public parking |
| **Pedestrian** | Educate, plan, design, and construct pedestrian improvements to promote walking and improve safety |





| Program Name | Description |
|---|---|
| **School** | Plan, design, and engineer improvements to streets in school zones to enable safe travel to school for children who walk and bike |
| **Security** | Plan, design, and construct or implement systems to improve the security of the transit system |
| **Taxi** | Plan, design, and construct or implement infrastructure and systems to optimize the taxi system in San Francisco to provide better experience |
| **Traffic Calming** | Plan, design, and construct street redesign projects to address traffic problems and improve safety for all |
| **Traffic / Signals** | Plan, design, engineer, and construct infrastructure and traffic signals to decrease transit travel time and improve mobility and safety of San Francisco roadways |
| **Transit Fixed Guideway** | Plan, design, and construct transit improvements to rail track, overhead wires, and train control technology |
| **Transit Optimization / Expansion** | Plan, design, engineer, and construct infrastructure to improve travel time and reliability of the transit system, including expansion of the transit system |

# Capital Projects Map

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

**The FY2015-2019 CIP**

**370** Capital Projects

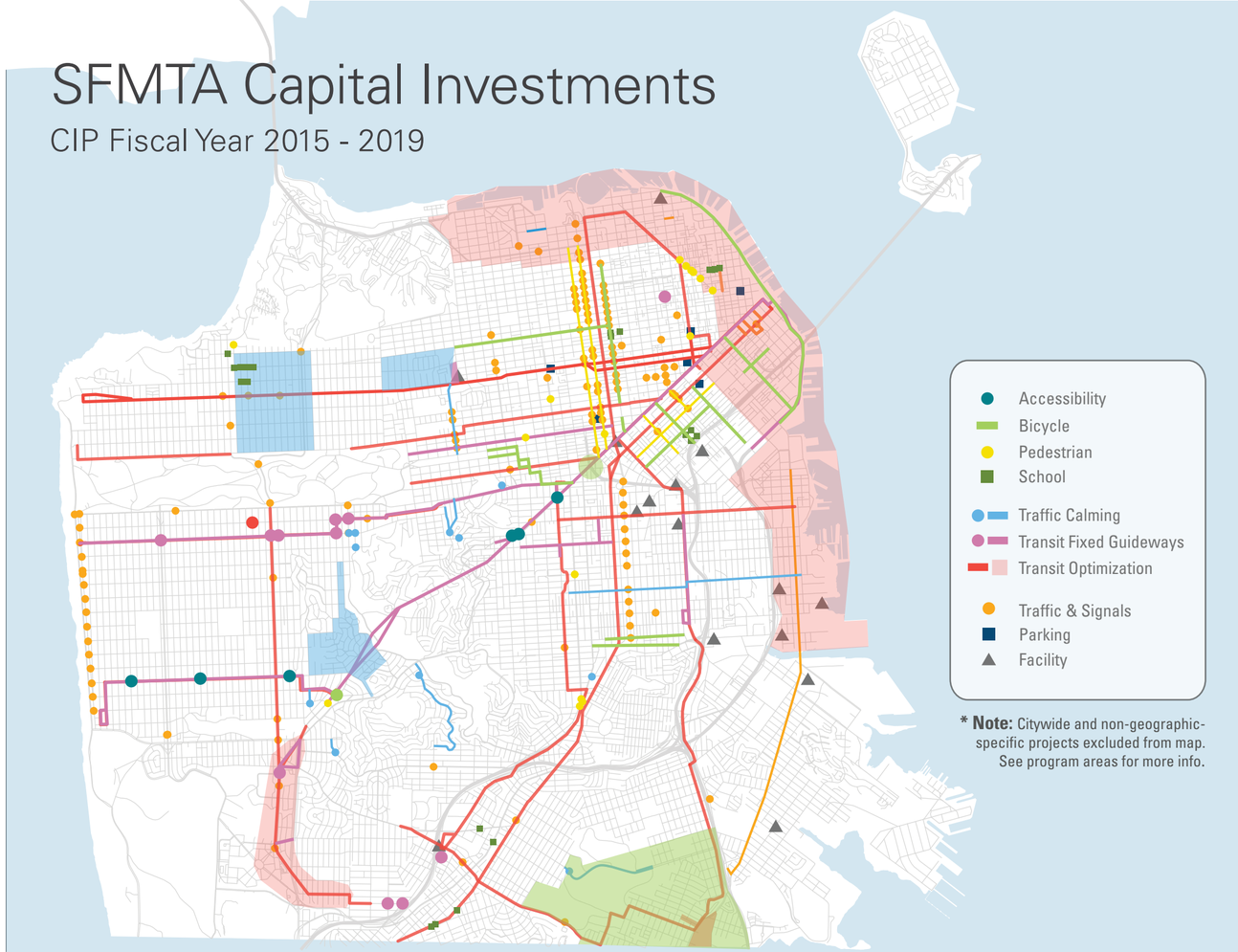
**15** Capital Programs

**$3.30 Billion**
Total Investment

## + 286 Carryforward Projects:

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





# Community Input

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

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





# Project Delivery Phases

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

**1. Pre-development / Planning**

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

**2. CER**

Addressing environmental issues, user concerns, maintenance requirements, alternative analyses, etc. for the Conceptual Engineering Report (CER)
**Deliverable: CER with conceptual plans (10-30% design)**

**3. Environmental**

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

**4. Design**

Implement conceptual engineering plans and produce final design specifications. Also includes preparation of engineer's estimates, contract packages, and analysis of construction bids.
**Deliverable: Construction ready designs & plans**

**5. Construction / Procurement**

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

# Capital Program Areas




CIP Program Areas | Accessibility

# Accessibility

**12 projects, $15M investment**

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

SFMTA strives to make public transportation accessible to every person in San Francisco. This requires planning, designing, and constructing capital projects to enhance the accessibility of the transportation system, such as installing accessible elevators at transit stops or constructing 'boarding islands' that provide easier boarding onto buses and trains.

These improvements benefit a broad spectrum of San Francisco residents and visitors. Families traveling with small children in strollers, for example, can more easily board transit vehicles and stations. Those who may be temporarily disabled from an injury will enjoy easier access. And those who are permanently disabled or wheelchair dependent will enjoy consistent access to the transportation network.

The Accessibility Program is dedicated to projects that go above and beyond basic Americans with Disabilities Act (ADA) requirements to make all modes and aspects of the transportation system accessible - from buses to streetcars to transit stops. Accessibility improvements are at the core of the SFMTA's Capital Improvement Program and are not limited to the projects listed on the following pages, but are incorporated into the design of many projects in the other Capital Programs.

Improved transit access

Upgraded facilities

Better transit experience

# Accessibility Projects

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

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





# Accessibility Projects

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

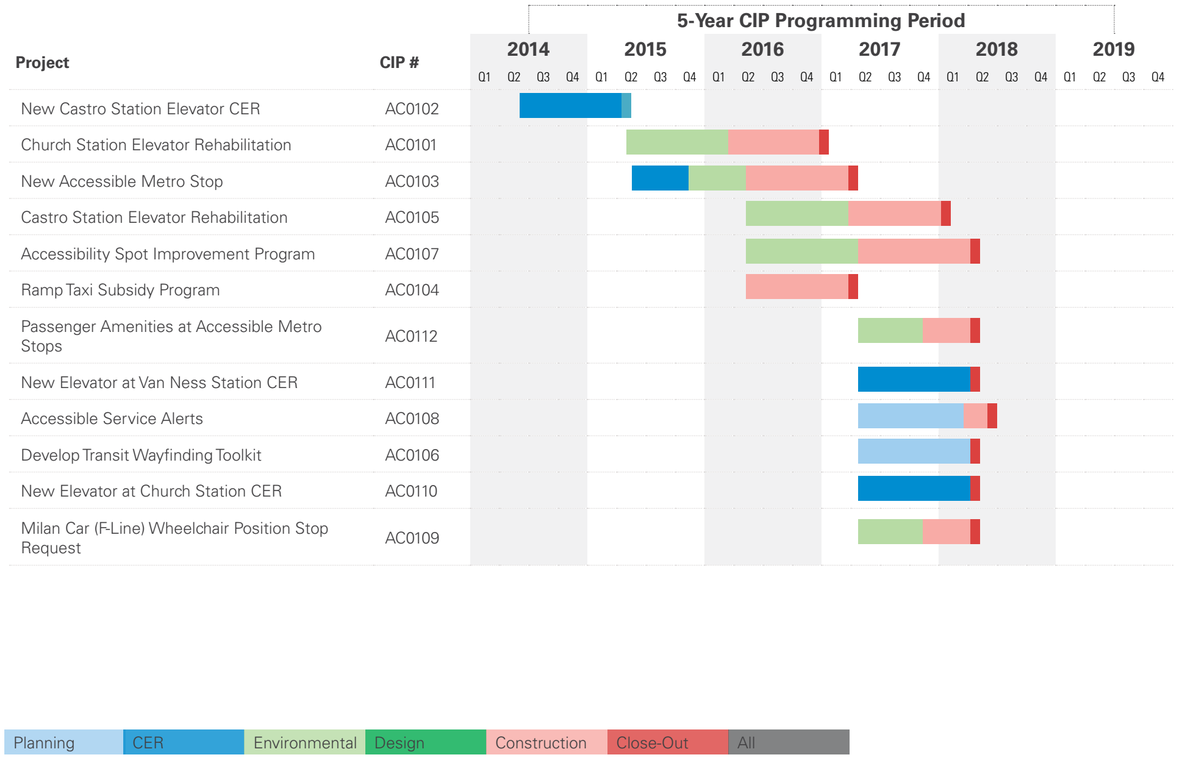
# Accessibility Program Funding Sources

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





# Accessibility Program Project Delivery



# Bicycle

**49 projects, $119M investment**

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

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

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

New lanes & cycle tracks

Improved signage

Secure parking

Safer, more enjoyable ride





# Bicycle Projects

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





Bicycle Projects

| Project | CIP # | Carryforward | CIP Total | Total |
|---|---|---|---|---|
| California Pacific Medical Center--26th and Cesar Chavez Corridor Evaluation | BI0118 | -- | $90,000 | $90,000 |
| Downtown Bike Station | BI0119 | -- | $3,690,000 | $3,690,000 |
| Embarcadero Enhancement Project | BI0120 | $600,000 | $4,110,000 | $4,710,000 |
| Folsom and Essex Streets Pilot | BI0121 | $503,651 | $174,200 | $677,851 |
| Green Bike Lane Conversion (Four Blocks Annually) | BI0122 | -- | $2,086,015 | $2,086,015 |
| Howard Streetscape Project | BI0123 | -- | $2,135,050 | $2,135,050 |
| Innovative Bike Treatments | BI0124 | $348,231 | $663,974 | $1,012,205 |
| Polk Street Improvement Project | BI0127 | $173,000 | $7,294,000 | $7,467,000 |
| Polk Street Improvement Project Evaluation | BI0128 | -- | $55,000 | $55,000 |

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

# Bicycle Projects

| Project | CIP # | Carryforward | CIP Total | Total |
|---|---|---|---|---|
| 2nd Street Improvements Education and Enforcement | BI0129 | -- | $60,000 | $60,000 |
| SFMTA Garage Unattended Long-Term Bike Parking | BI0130 | -- | $542,193 | $542,193 |
| Sharrows - Bike Plan | BI0131 | -- | $255,400 | $255,400 |
| Sharrows - Year 3 | BI0132 | -- | $52,480 | $52,480 |
| Short Term Bike Parking-Citywide | BI0133 | $2,212,573 | $3,699,615 | $5,912,188 |
| Wayfinding Pavement Markings | BI0134 | -- | $120,000 | $120,000 |
| West Portal Unattended Long-Term Bike Parking | BI0135 | -- | $574,400 | $574,400 |
| Western Addition - Downtown Bikeway Connector | BI0136 | $150,000 | $4,107,570 | $4,257,570 |
| Wiggle Neighborhood Green Corridor | BI0137 | -- | $1,401,000 | $1,401,000 |
| Market Octavia Bicycle Spot Improvements and Network Upgrades | BI0138 | -- | $875,000 | $875,000 |
| Visitation Valley Bicycle Spot Improvements and Network Upgrades | BI0139 | -- | $350,000 | $350,000 |
| Central Freeway Area Bicycle Spot Improvements | BI0140 | -- | $68,000 | $68,000 |
| Bike Safety and Connectivity Spot Treatments | BI0143 | -- | $1,242,825 | $1,242,825 |
| 7th Street Bikeway Trial Improvements | BI0144 | -- | $180,585 | $180,585 |
| 8th Street Streetscape | BI0145 | -- | $1,435,750 | $1,435,750 |





Bicycle Projects

| Project | CIP # | Carryforward | CIP Total | Total |
|---|---|---|---|---|
| Annual Multi-Modal Data Collection and Count Report | BI0146 | -- | $250,035 | $250,035 |
| Bicycle Counters (50 Locations) | BI0147 | -- | $450,000 | $450,000 |
| Bicycle Safety Education Class | BI0148 | $646,597 | $120,400 | $766,997 |
| Bicycle Strategy Network Expansion (8.5 miles) | BI0149 | -- | $4,904,724 | $4,904,724 |
| Bicycle Strategy Route Upgrades (13.5 miles) | BI0150 | -- | $16,993,269 | $16,993,269 |
| Vision Zero: Motorist and Pedestrian Safety Education & Enforcement | BI0151 | -- | $750,000 | $750,000 |
| California Pacific Medical Center–Lower Pacific Heights Bikeway Planning | BI0152 | -- | $60,000 | $60,000 |
| Euclid Avenue Bicycle Improvements | BI0153 | $10,240 | $119,000 | $129,240 |
| Folsom Street Streetscape | BI0154 | $1,299,871 | $2,205,050 | $3,504,921 |
| Masonic Avenue Streetscape | BI0155 | $487,365 | $18,240,000 | $18,727,365 |
| FY 15 Reserve | BI0156 | -- | $1,003,006 | $1,003,006 |
| FY 16 Reserve | BI0157 | -- | $9,350,477 | $9,350,477 |
| FY 17 Reserve | BI0158 | -- | $10,253,296 | $10,253,296 |
| FY 18 Reserve | BI0159 | -- | $833,973 | $833,973 |
| FY 19 Reserve | BI0160 | -- | $855,572 | $855,572 |
| **Total** | | **$9,011,136** | **$119,364,267** | **$ 128,375,403** |

# Bicycle Program Funding Sources

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


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

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





# Bicycle Program Funding Sources

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

# Bicycle Program Funding Sources

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

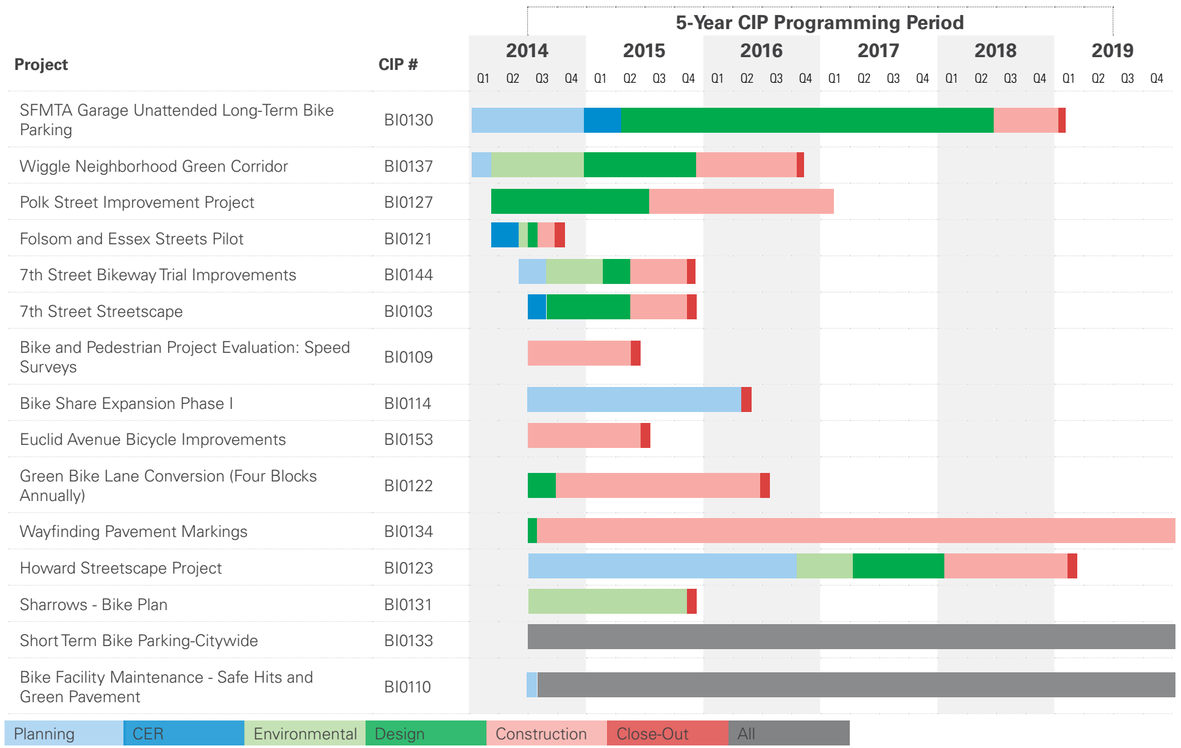




# Bicycle Program Funding Sources

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

# Bicycle Program Project Delivery

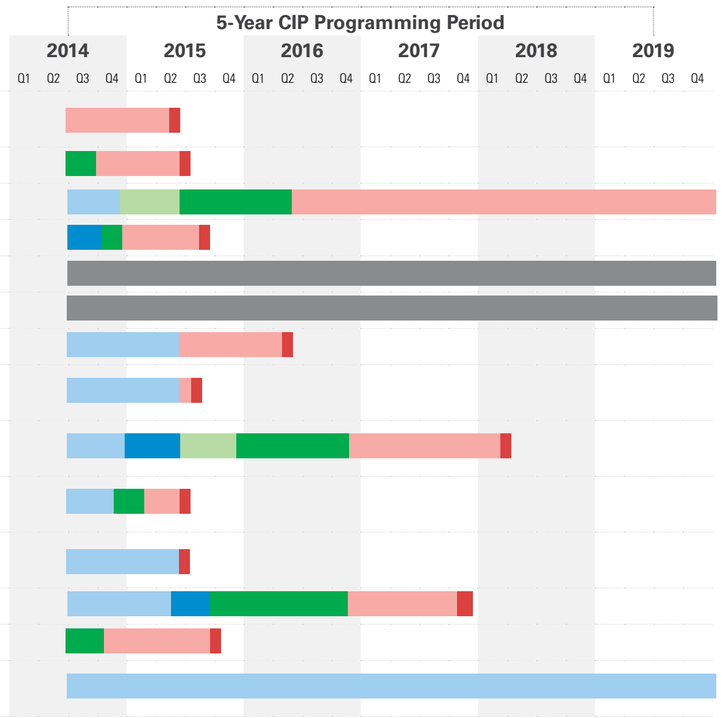



| Project | CIP # |
|---|---|
| SFMTA Garage Unattended Long-Term Bike Parking | BI0130 |
| Wiggle Neighborhood Green Corridor | BI0137 |
| Polk Street Improvement Project | BI0127 |
| Folsom and Essex Streets Pilot | BI0121 |
| 7th Street Bikeway Trial Improvements | BI0144 |
| 7th Street Streetscape | BI0103 |
| Bike and Pedestrian Project Evaluation: Speed Surveys | BI0109 |
| Bike Share Expansion Phase I | BI0114 |
| Euclid Avenue Bicycle Improvements | BI0153 |
| Green Bike Lane Conversion (Four Blocks Annually) | BI0122 |
| Wayfinding Pavement Markings | BI0134 |
| Howard Streetscape Project | BI0123 |
| Sharrows - Bike Plan | BI0131 |
| Short Term Bike Parking-Citywide | BI0133 |
| Bike Facility Maintenance - Safe Hits and Green Pavement | BI0110 |



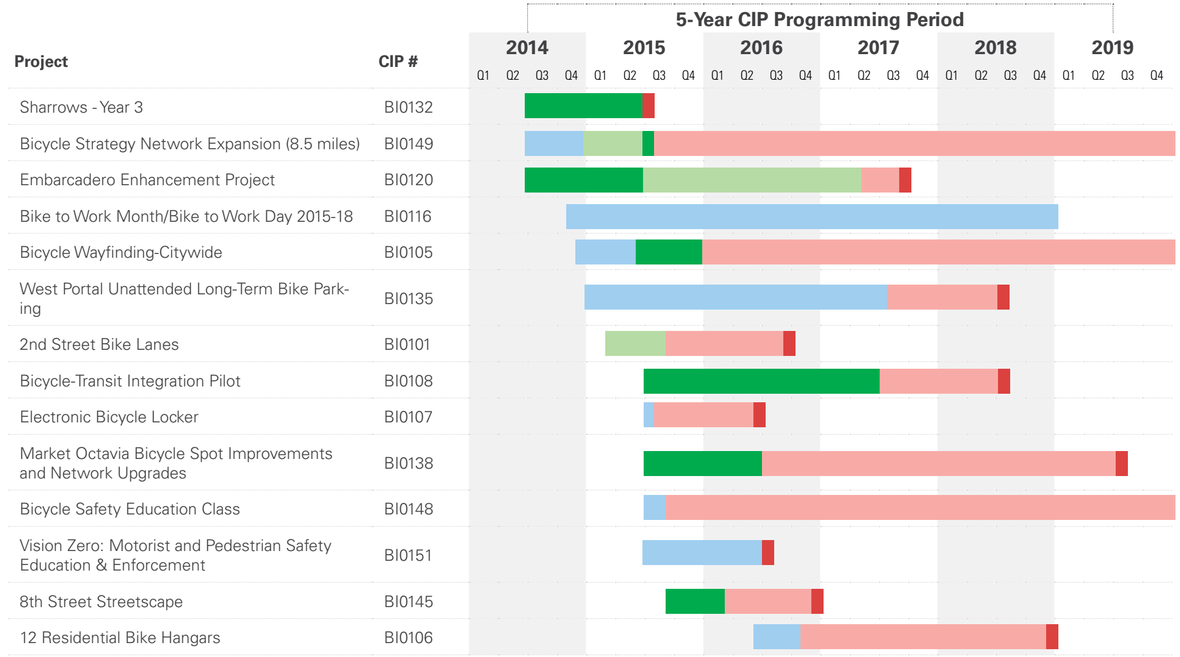


# Bicycle Program Project Delivery




| Project | CIP # |
|---|---|
| Central Freeway Area Bicycle Spot Improvements | BI0140 |
| Masonic Avenue Streetscape | BI0155 |
| Bicycle Strategy Route Upgrades (13.5 miles) | BI0150 |
| Innovative Bike Treatments | BI0124 |
| Bike Outreach Materials | BI0113 |
| Bike Safety and Connectivity Spot Treatments | BI0143 |
| Bike Marketing Campaign | BI0112 |
| California Pacific Medical Center– Bicycle Encouragement Recommendations | BI0117 |
| Western Addition - Downtown Bikeway Connector | BI0136 |
| California Pacific Medical Center–26th and Cesar Chavez Corridor Evaluation | BI0118 |
| California Pacific Medical Center–Lower Pacific Heights Bikeway Planning | BI0152 |
| Downtown Bike Station | BI0119 |
| Bicycle Barometer Installation (3 Locations) | BI0104 |
| Annual Multi-Modal Data Collection and Count Report | BI0146 |

# Bicycle Program Project Delivery



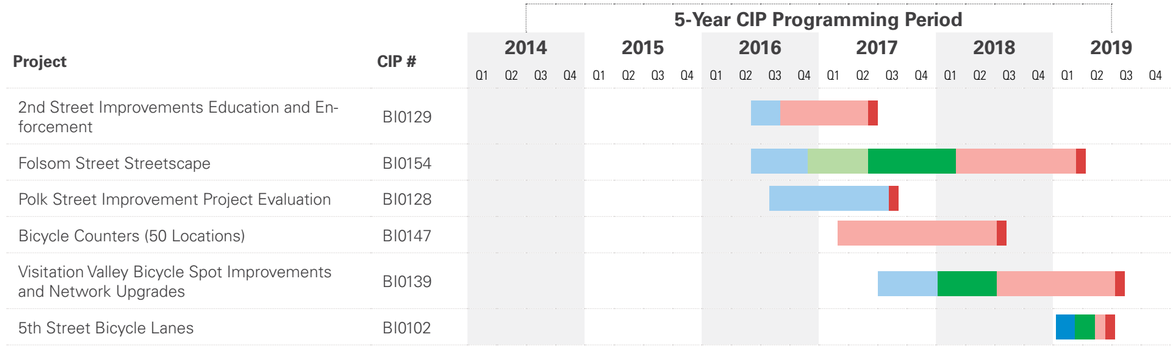

| Project | CIP # |
|---|---|
| Sharrows - Year 3 | BI0132 |
| Bicycle Strategy Network Expansion (8.5 miles) | BI0149 |
| Embarcadero Enhancement Project | BI0120 |
| Bike to Work Month/Bike to Work Day 2015-18 | BI0116 |
| Bicycle Wayfinding-Citywide | BI0105 |
| West Portal Unattended Long-Term Bike Parking | BI0135 |
| 2nd Street Bike Lanes | BI0101 |
| Bicycle-Transit Integration Pilot | BI0108 |
| Electronic Bicycle Locker | BI0107 |
| Market Octavia Bicycle Spot Improvements and Network Upgrades | BI0138 |
| Bicycle Safety Education Class | BI0148 |
| Vision Zero: Motorist and Pedestrian Safety Education & Enforcement | BI0151 |
| 8th Street Streetscape | BI0145 |
| 12 Residential Bike Hangars | BI0106 |

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





# Bicycle Program Project Delivery




| Project | CIP # |
|---|---|
| 2nd Street Improvements Education and Enforcement | BI0129 |
| Folsom Street Streetscape | BI0154 |
| Polk Street Improvement Project Evaluation | BI0128 |
| Bicycle Counters (50 Locations) | BI0147 |
| Visitation Valley Bicycle Spot Improvements and Network Upgrades | BI0139 |
| 5th Street Bicycle Lanes | BI0102 |

# Central Subway

**$1.57B investment**

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

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

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

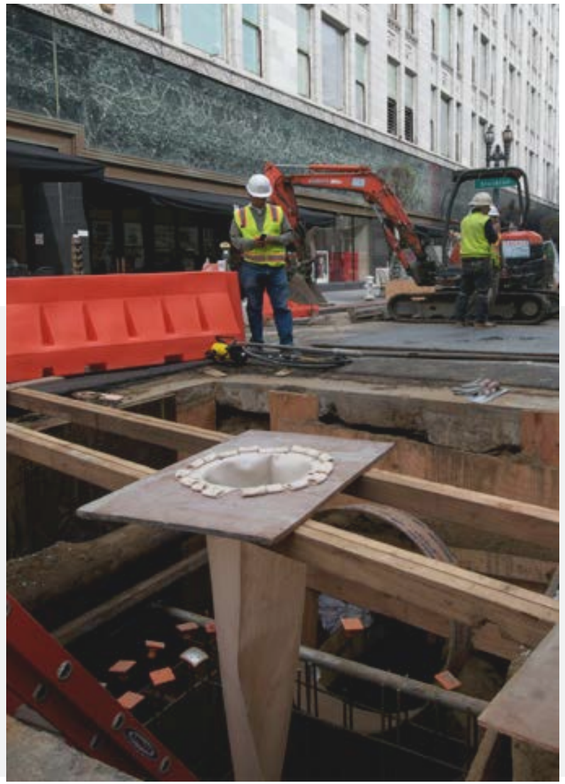
Modern, efficient light rail

New transit link

Access to jobs & cultural destinations







# Central Subway Project

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

# Central Subway Program Funding Sources

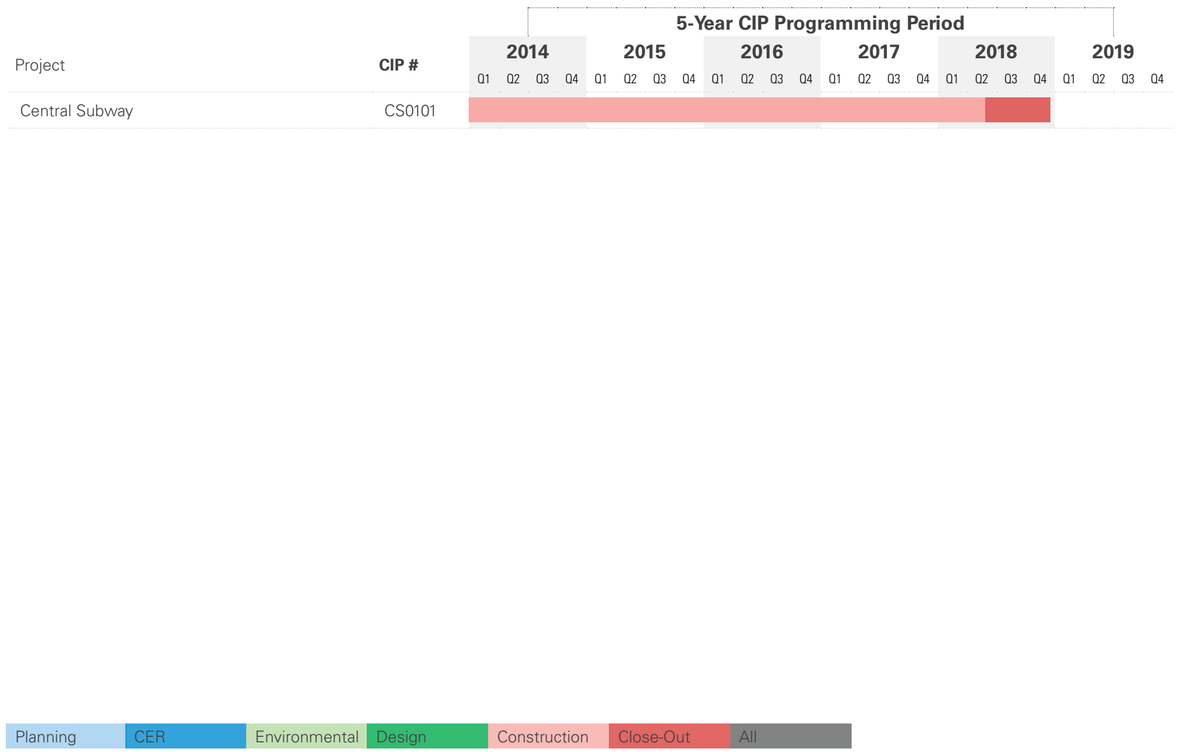
| Fund | Fund Name | CIP Total |
|---|---|---|
| Caltrans-Prop1B(PTMISEA)-FY15 | Proposition 1B - Transit | $81,880,405 |
| Caltrans-STIP-FY15 | State Transportation Improvement Program | $12,498,000 |
| FTA-5309NS-FY14 | FTA 5309 New Starts Program | $150,000,000 |
| FTA-5309NS-FY15 | FTA 5309 New Starts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

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





# Central Subway Program Project Delivery



# Communications & IT Infrastructure

**8 projects, $44M investment**

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

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

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

Faster boarding times

New Clipper readers

A more efficient Muni/Metro network





# Communications & IT Projects

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

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

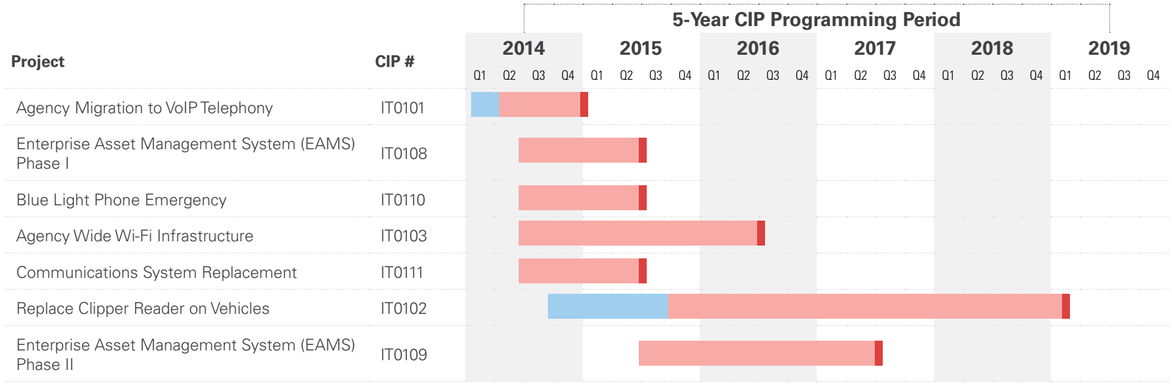




# Communications & IT Program Funding Sources

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

# Communications & IT Projects




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

# Facility

**27 projects, $135M investment**

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

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

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

Fewer delays from vehicle maintenance

More comfortable fleet

Better working conditions






# Facility Projects

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

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





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

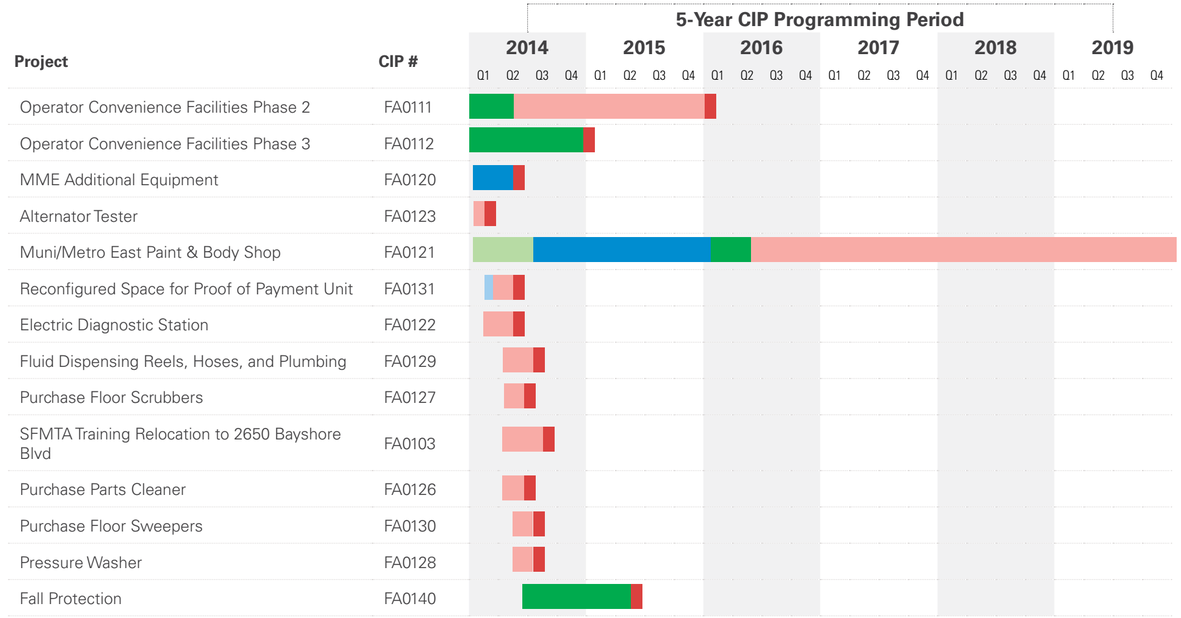




# Facility Program Funding Sources

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

# Facility Program Project Delivery



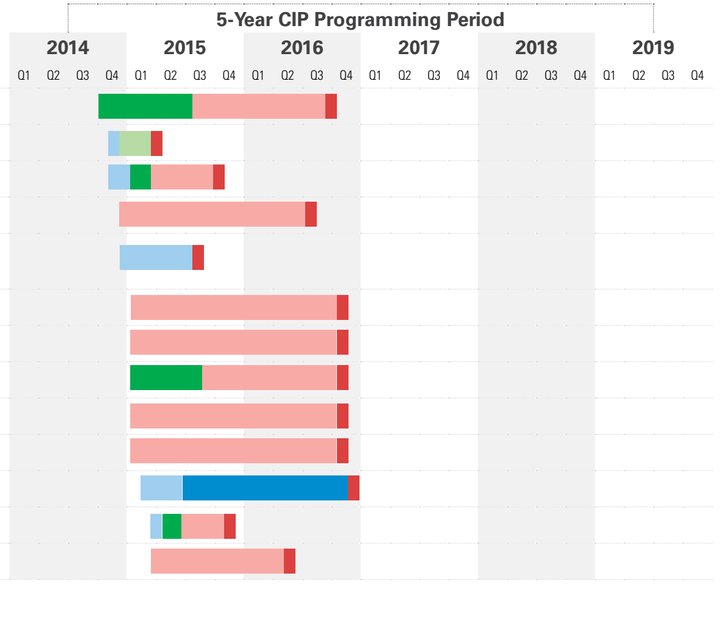

| Project | CIP # |
|---|---|
| Operator Convenience Facilities Phase 2 | FA0111 |
| Operator Convenience Facilities Phase 3 | FA0112 |
| MME Additional Equipment | FA0120 |
| Alternator Tester | FA0123 |
| Muni/Metro East Paint & Body Shop | FA0121 |
| Reconfigured Space for Proof of Payment Unit |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

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





# Facility Program Project Delivery




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

# Fleet

**32 projects, $119M investment**

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

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

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

- New transit vehicles
- Expanded fleet
- Fewer delays
- More comfortable ride





# Fleet Projects

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





Fleet Projects

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

# Fleet Projects

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

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







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

# Fleet Program Funding Sources

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





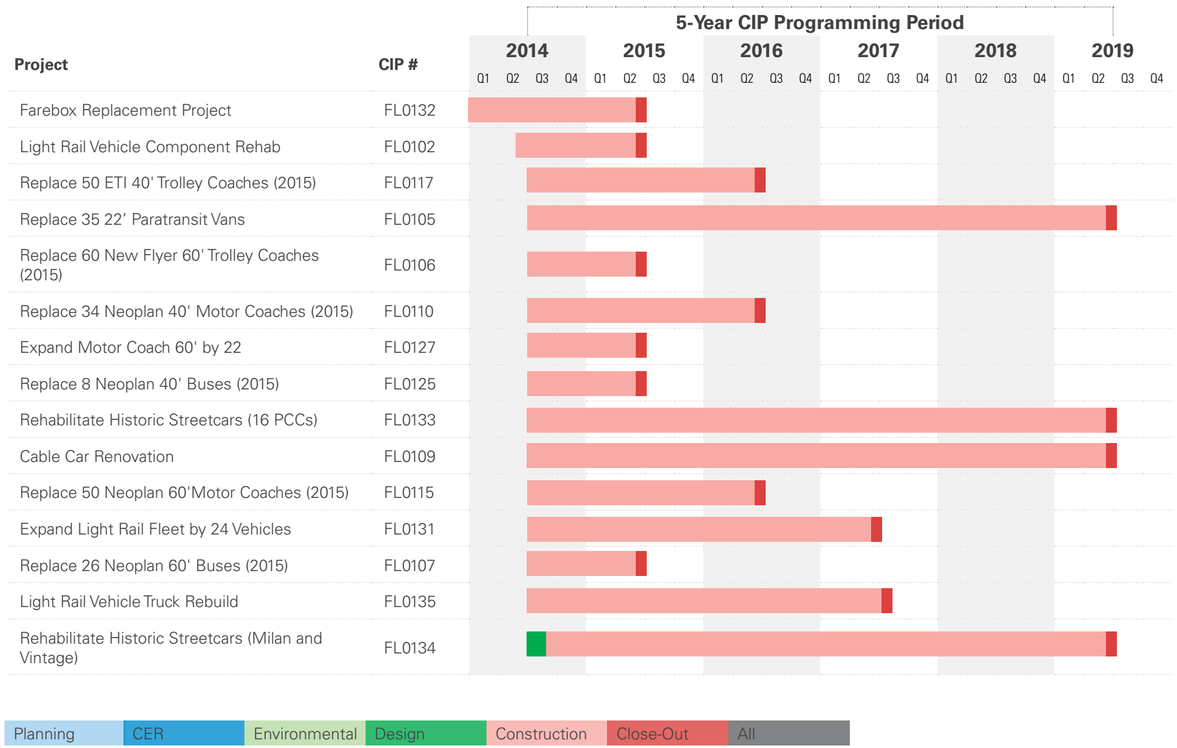
# Fleet Program Funding Sources

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

# Fleet Program Funding Sources

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

# Fleet Program Project Delivery



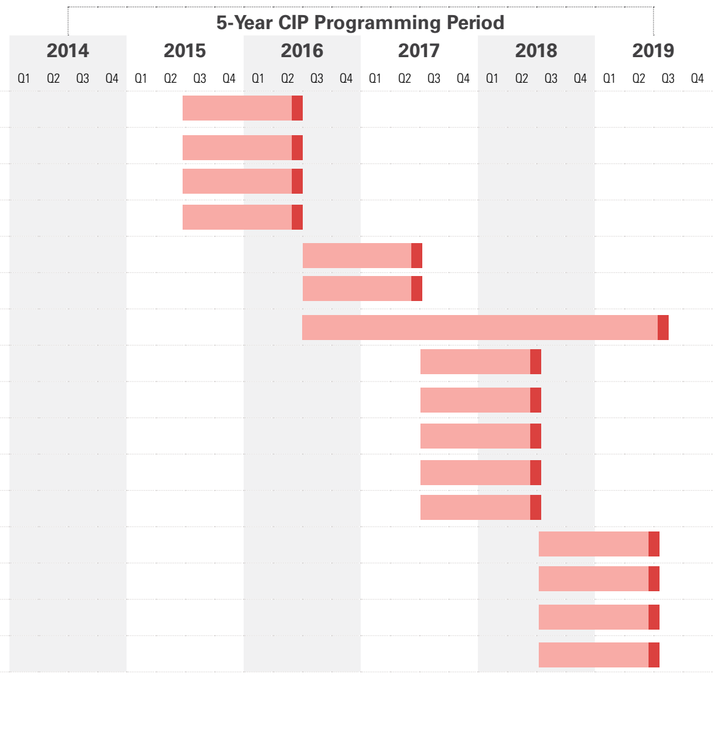

| Project | CIP # |
|---|---|
| Farebox Replacement Project | FL0132 |
| Light Rail Vehicle Component Rehab | FL0102 |
| Replace 50 ETI 40' Trolley Coaches (2015) | FL0117 |
| Replace 35 22' Paratransit Vans | FL0105 |
| Replace 60 New Flyer 60' Trolley Coaches (2015) | FL0106 |
| Replace 34 Neoplan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

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





# Fleet Program Project Delivery




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






# Parking

**8 projects, $40M investment**

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

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

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

Safe parking structures

Enhanced accessibility

Convenient payment systems

# Parking Projects

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

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



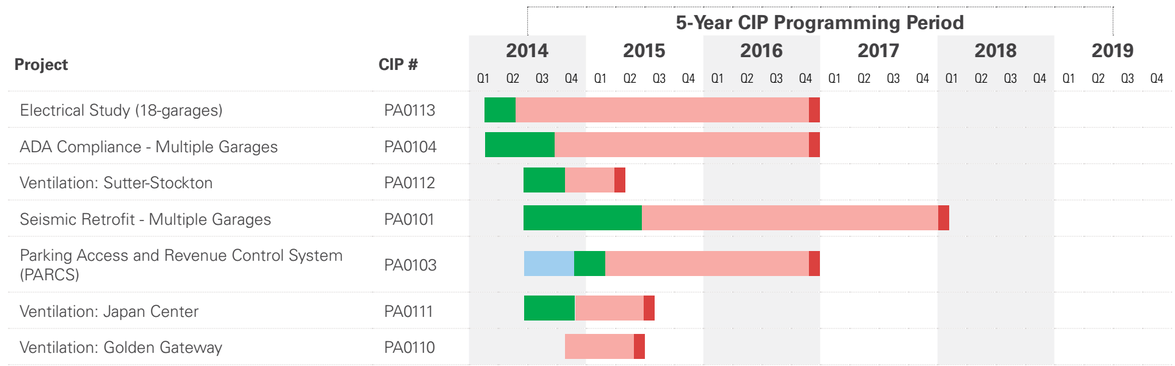


# Parking Program Funding Sources

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


There are **400,000** public parking spaces in San Francisco.

# Parking Program Project Delivery




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

# Pedestrian

**40 projects, $67M investment**

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

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

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

Safer intersections; resulting in fewer injuries to pedestrians

Vibrant neighborhoods

Walkable streets






# Pedestrian Projects

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



Pedestrian Projects

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


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

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

# Pedestrian Projects

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





# Pedestrian Projects

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

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

# Pedestrian Program Funding Sources

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





# Pedestrian Program Funding Sources

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

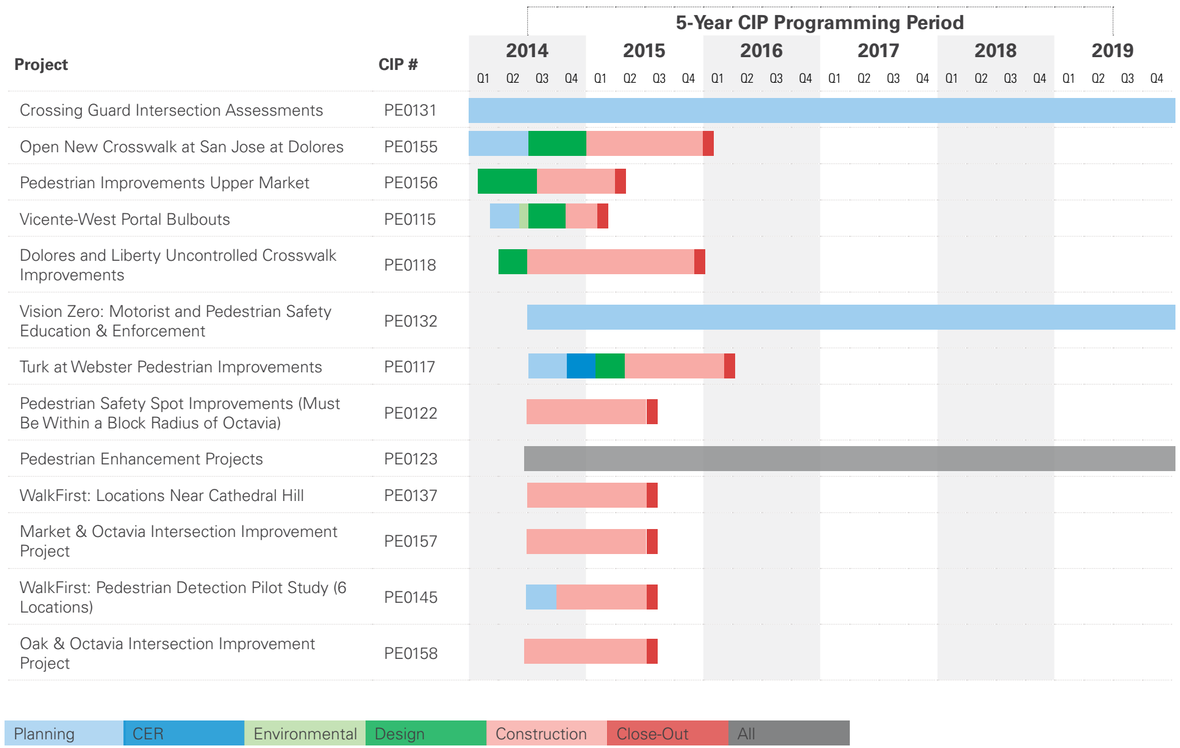
# Pedestrian Program Funding Sources

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





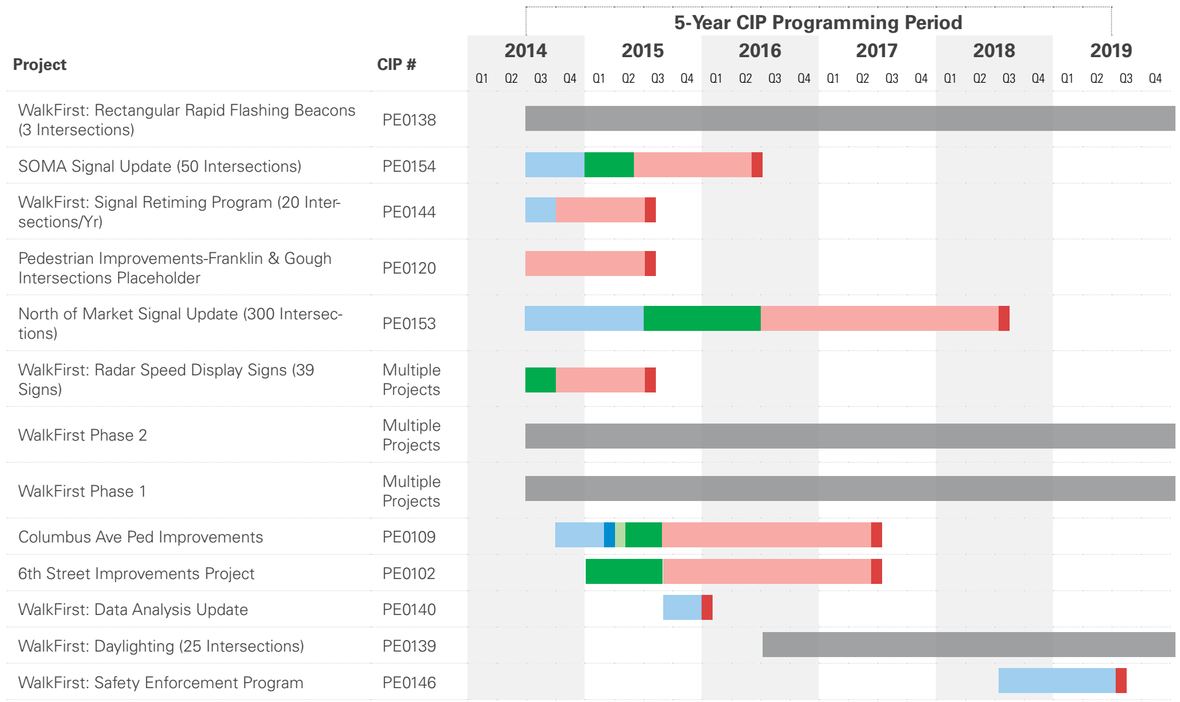
# Pedestrian Program Project Delivery








# Pedestrian Program Project Delivery








# School

**10 projects, $11M investment**

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

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

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

Safe routes to schools

Encourages walking & bicycling for kids

Improved air quality & community safety

# School Projects

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

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

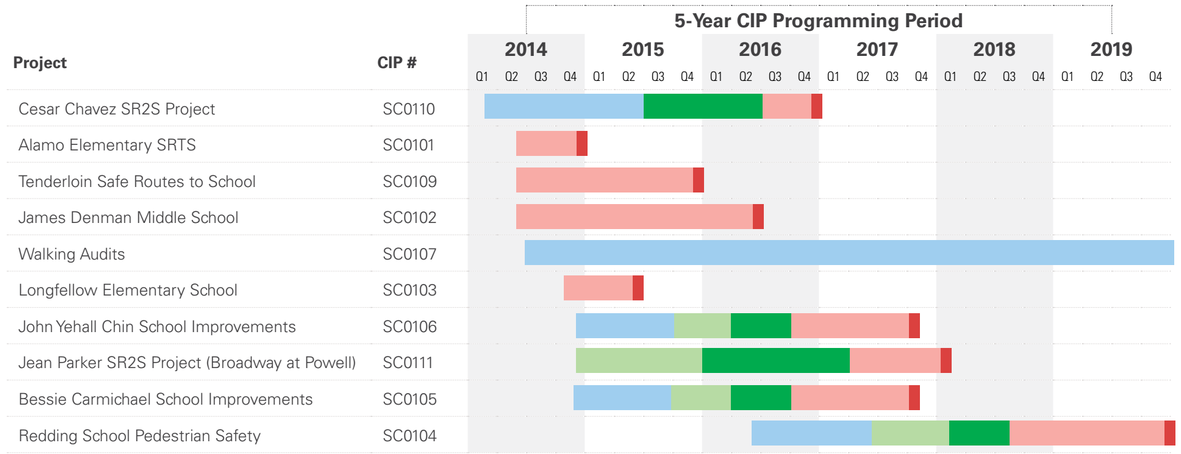




# School Program Funding Sources

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

# School Program Project Delivery



# Security

**7 projects, $31M investment**

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

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

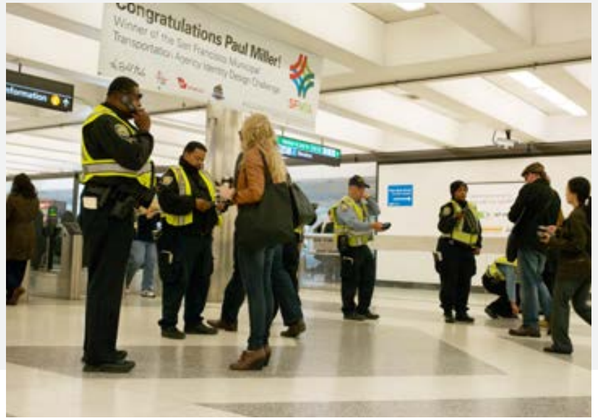
Some of our security projects planned for the next five years include investments in site-hardening of our subway systems and the installation of threats and vulnerabilities countermeasures to improve the security of the traveling public and our transit operators. The security program also covers security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

Safer & more resilient transportation system

Earthquake and/or natural disaster preparedness





# Security Projects

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

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

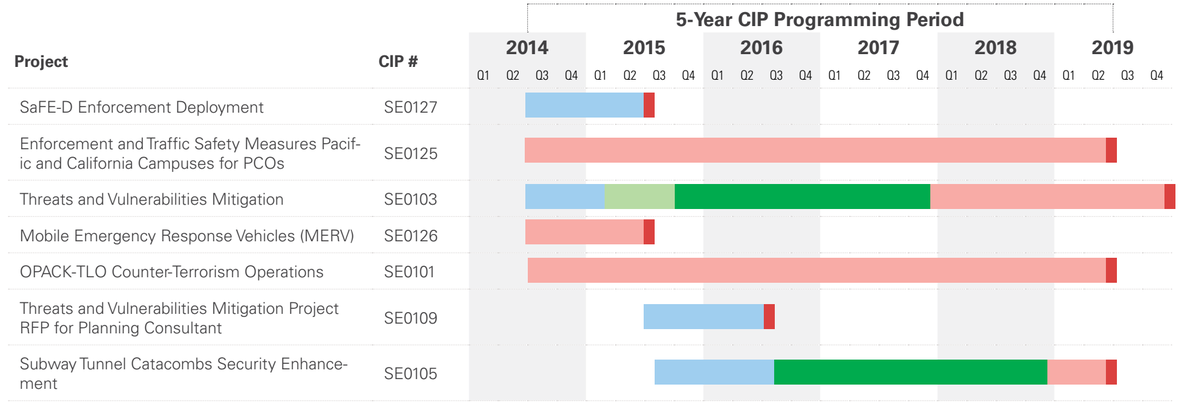




# Security Program Funding Sources

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

# Security Program Project Delivery



# Taxi

## 5 projects, $4.4M investment

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

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

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

Better service

Easier taxi hailing with new mobile solutions

New hybrid vehicles





# Taxi Projects

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

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

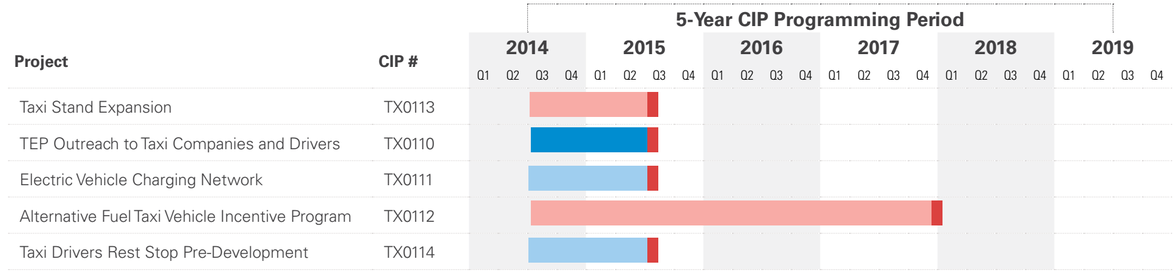




# Taxi Program Funding Sources

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

# Taxi Program Project Delivery




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

# Traffic Calming

**33 projects, $23M investment**

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

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

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

Safer streets

Vibrant & livable communities

Walkable neighborhoods



CIP Program Areas | Traffic Calming

# Traffic Calming Projects

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





# Traffic Calming Projects

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

# Traffic Calming Projects

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

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





# Traffic Calming Projects

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

# Traffic Calming Program Funding Sources

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

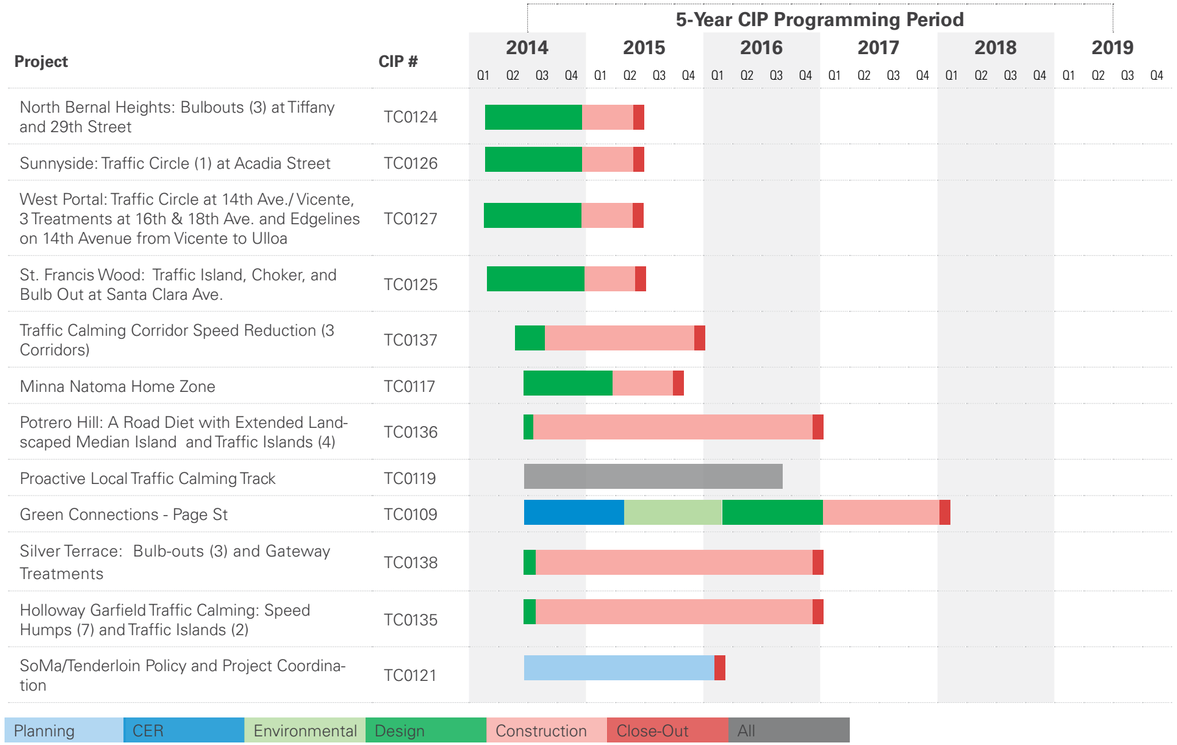


CIP Program Areas | Traffic Calming

Traffic Calming Program Funding Sources

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

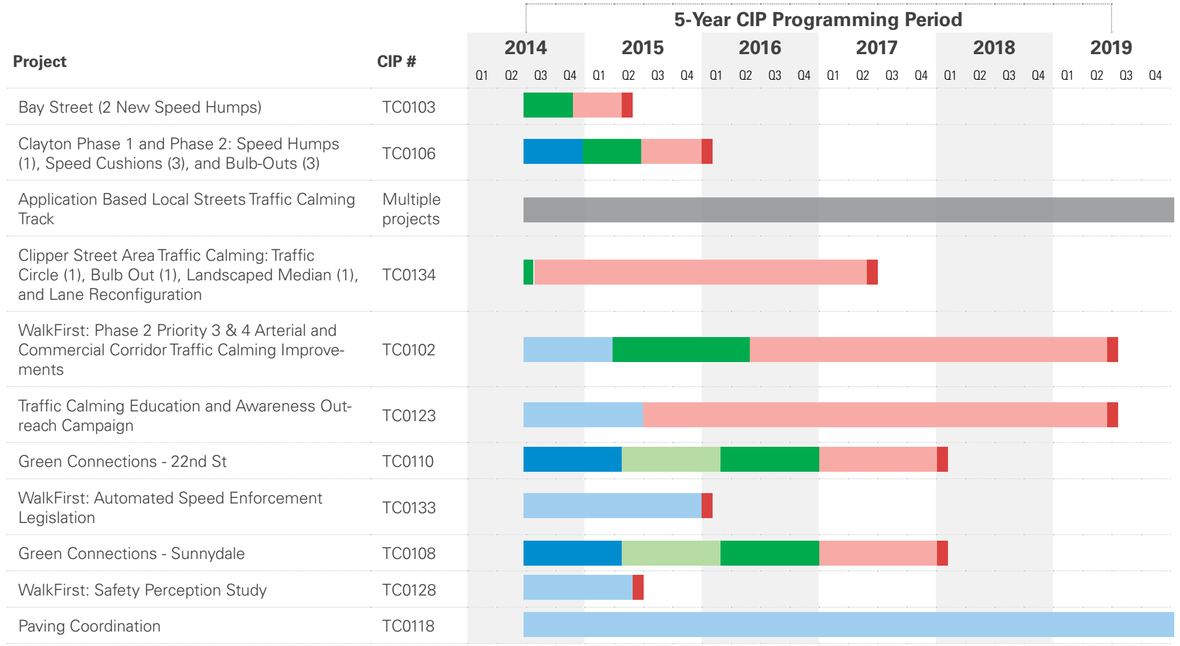
# Traffic Calming Program Project Delivery



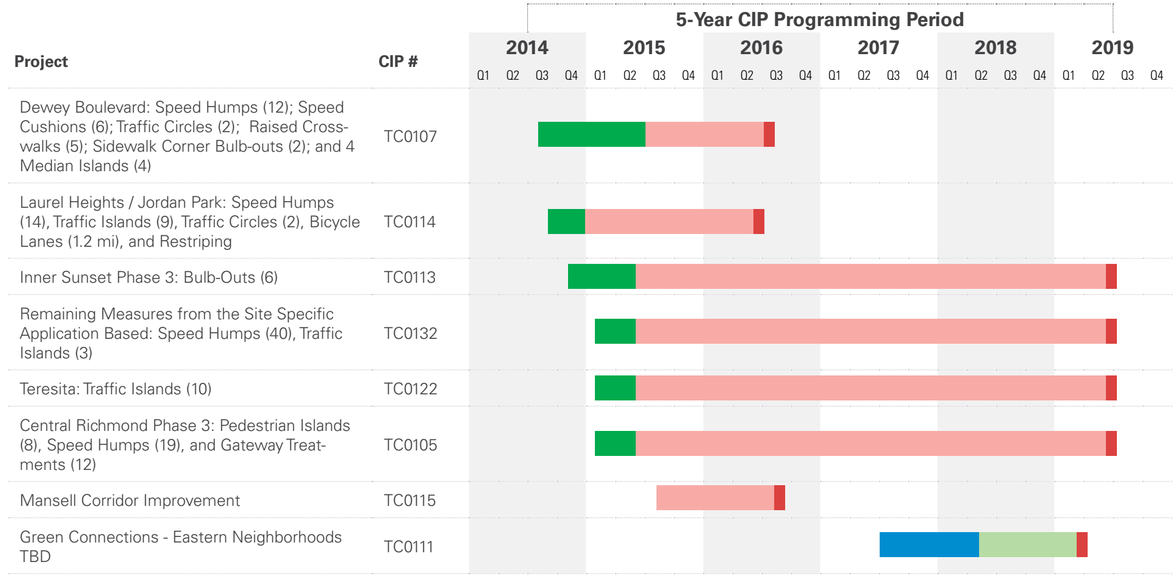





# Traffic Calming Program Project Delivery



# Traffic Calming Program Project Delivery







# Traffic & Signals

**56 projects, $74M investment**

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

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

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

Safer streets

Pedestrian, bicycle & transit priority signals

Smoother travel

# Traffic & Signals Projects

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





# Traffic & Signals Projects

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

# Traffic & Signals Projects

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





# Traffic & Signals Projects

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

# Traffic & Signals Projects

| Project | CIP # | Carryforward | CIP Total | Total |
|---|---|---|---|---|
| Signal Actuation on Major Streets FY18 | TS0177 | -- | $100,000 | $100,000 |
| Transportation Network Monitoring | TS0178 | -- | $1,000,000 | $1,000,000 |
| Muni System Transit Signal Priority Projects- Phase 3 Vehicle Equipment | TS0179 | -- | $4,750,000 | $4,750,000 |
| SFGo - Signal Priority | TS0180 | -- | $1,000,000 | $1,000,000 |
| FY 14 Reserve | TS0181 | -- | $415,000 | $415,000 |
| FY 15 Reserve | TS0182 | -- | $975,000 | $975,000 |

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





# Traffic & Signals Program Funding Sources

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

# Traffic & Signals Program Funding Sources

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

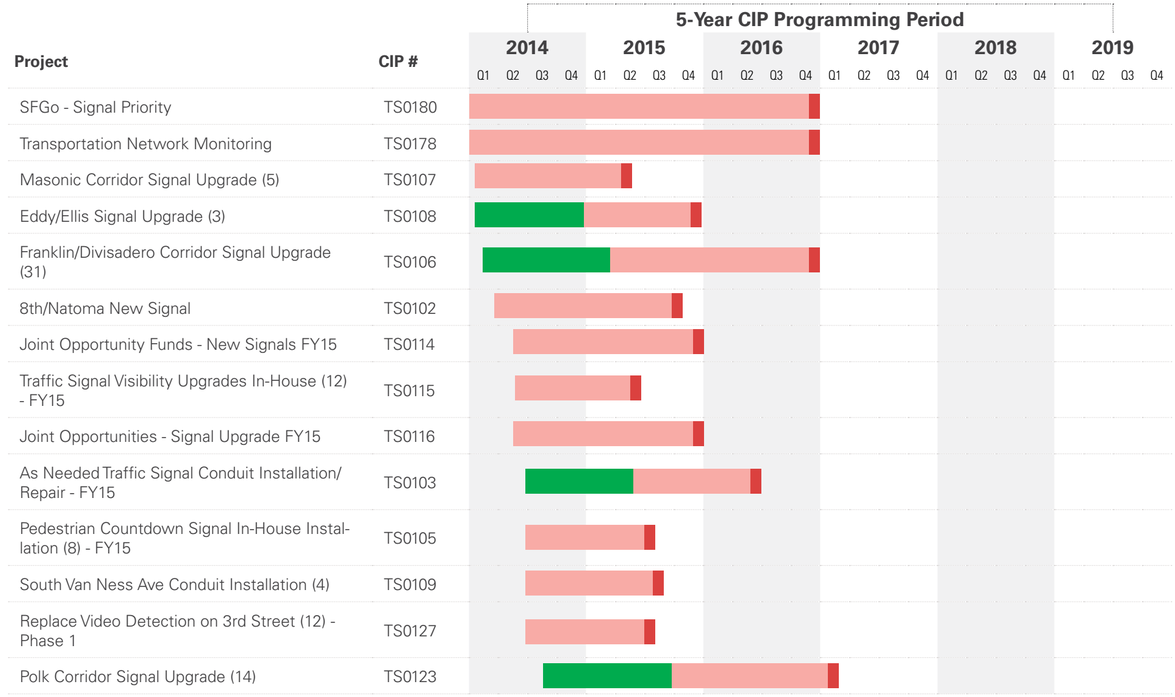




# Traffic & Signals Program Funding Sources

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

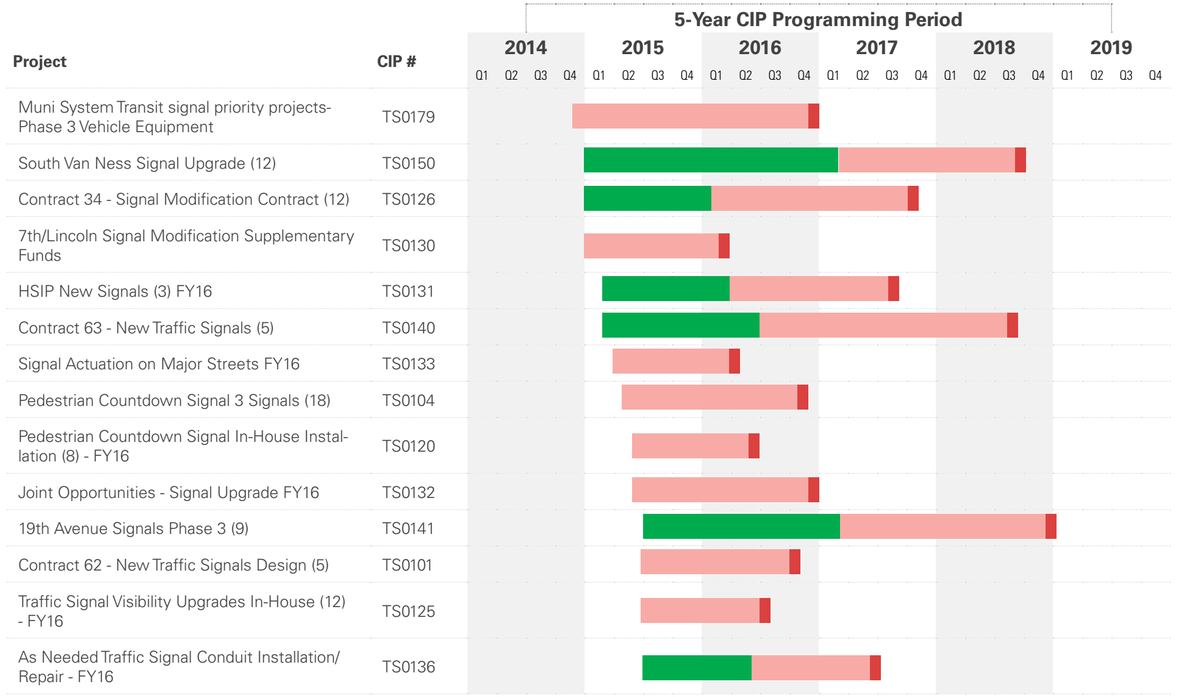
# Traffic & Signals Program Project Delivery



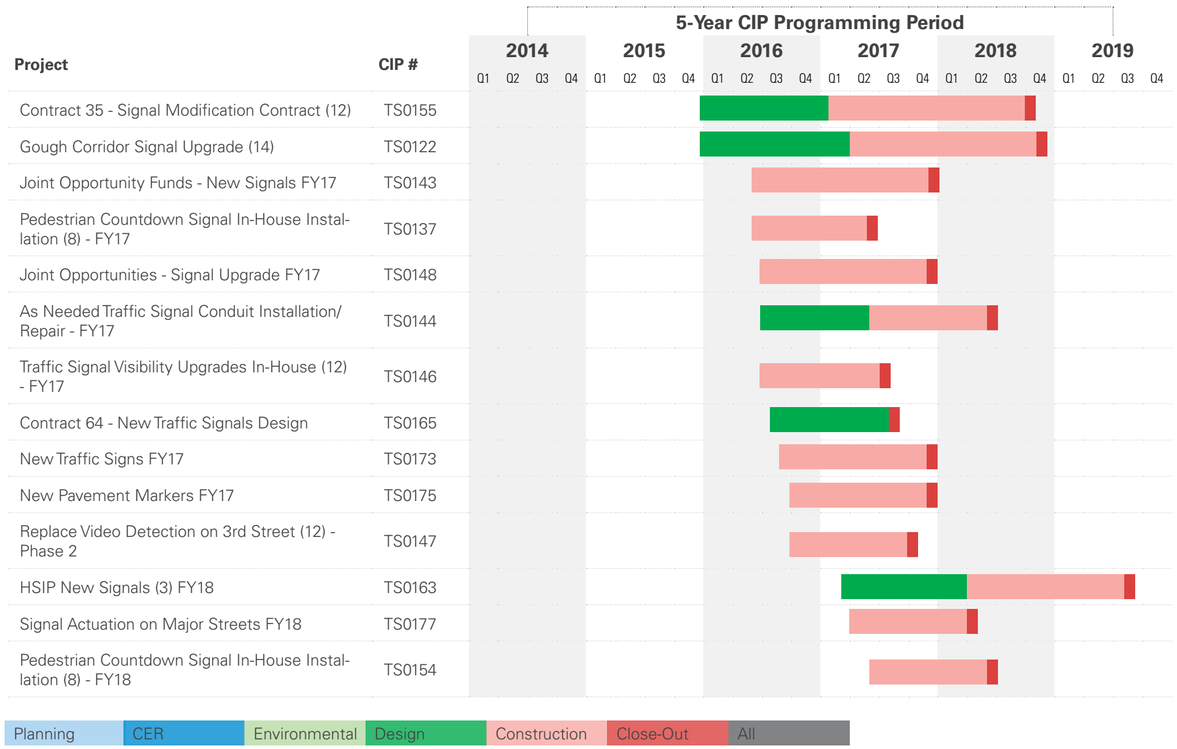



CIP Program Areas | Traffic and Signals

# Traffic & Signals Program Project Delivery



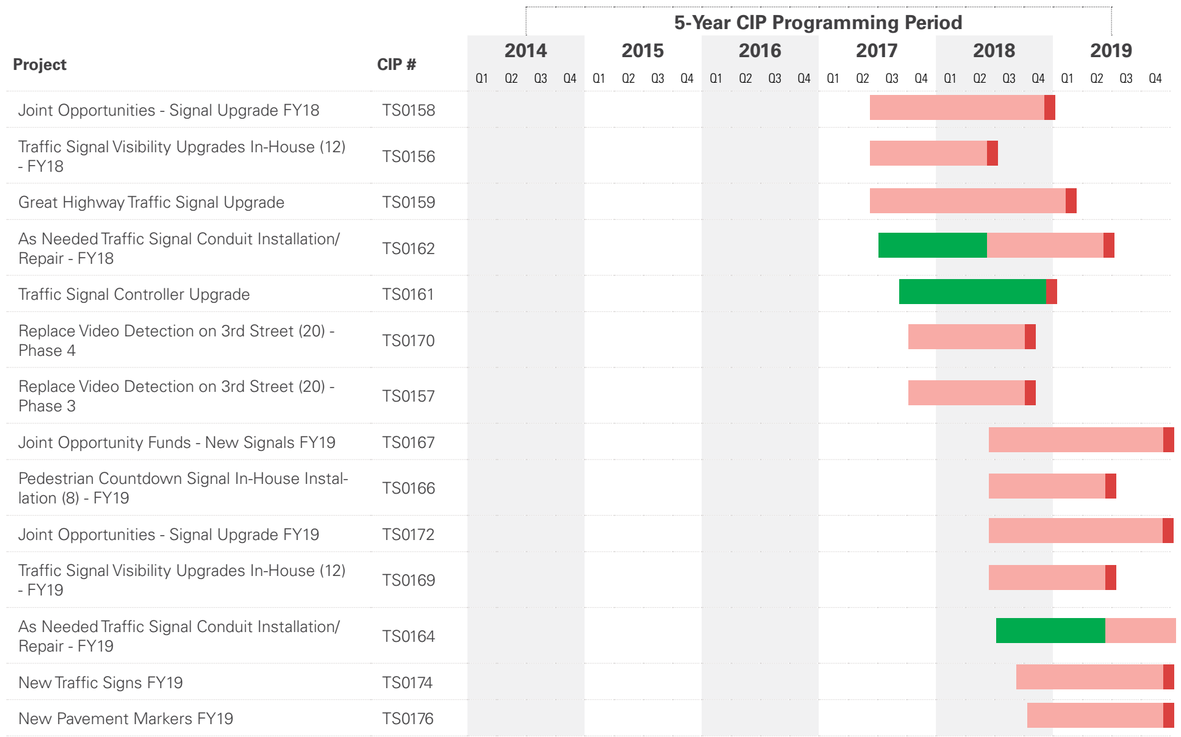
# Traffic & Signals Program Project Delivery








# Traffic & Signals Program Project Delivery







# Transit Fixed Guideway

## 34 projects, $225M investment

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

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

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

More reliable, faster transit service

Upgraded stations & transit stops

# Transit Fixed Guideway Projects

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





# Transit Fixed Guideway Projects

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





Transit Fixed Guideway Projects

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

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

# Transit Fixed Guideway Program Funding Sources

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

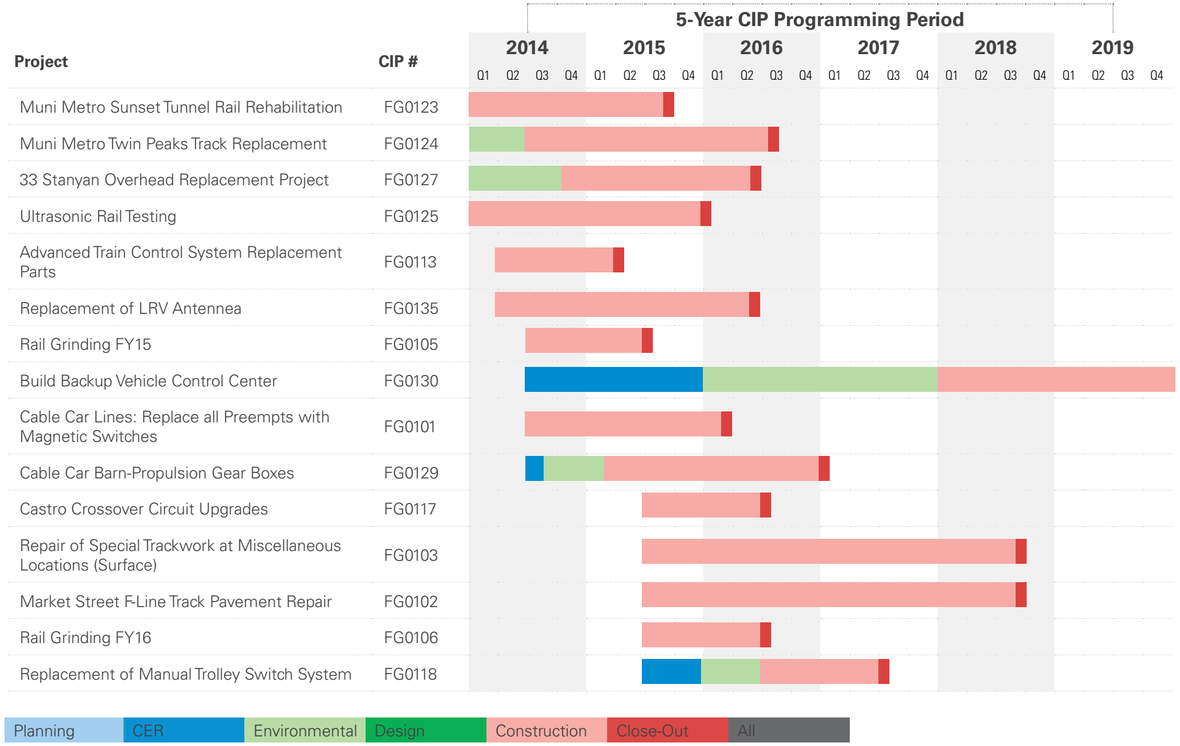




# Transit Fixed Guideway Program Funding Sources

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

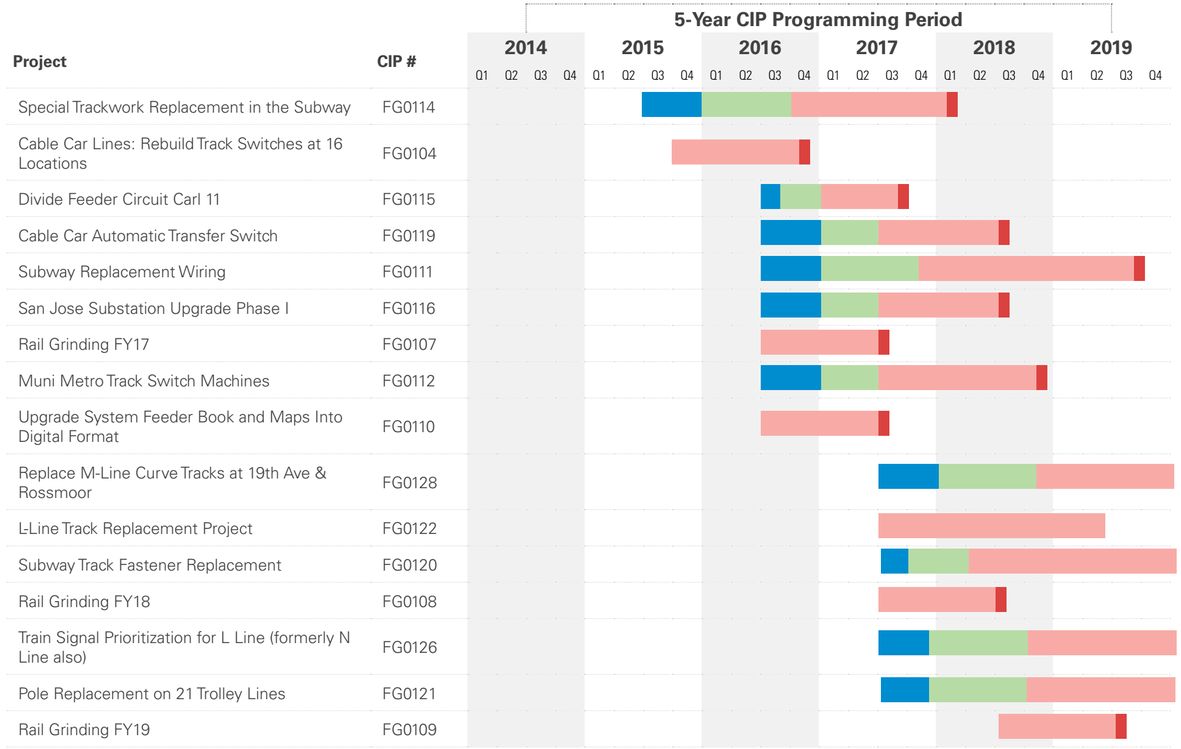
# Transit Fixed Guideway Program Project Delivery








# Transit Fixed Guideway Program Project Delivery



# Transit Optimization & Expansion

## 51 projects, $645M investment

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

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

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

20% faster Muni Rapid service

Time savings for all users

Transit First streets



CIP Program Areas | Transit Optimization & Expansion

# Transit Optimization & Expansion Projects

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



CIP Program Areas | Transit Optimization & Expansion

# Transit Optimization & Expansion Projects

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

# Transit Optimization & Expansion Projects

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



CIP Program Areas | Transit Optimization & Expansion

# Transit Optimization & Expansion Projects

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

# Transit Optimization & Expansion Projects

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

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





# Transit Optimization & Expansion Program Funding Sources

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

# Transit Optimization & Expansion Projects

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





# Transit Optimization & Expansion Program Funding Sources

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

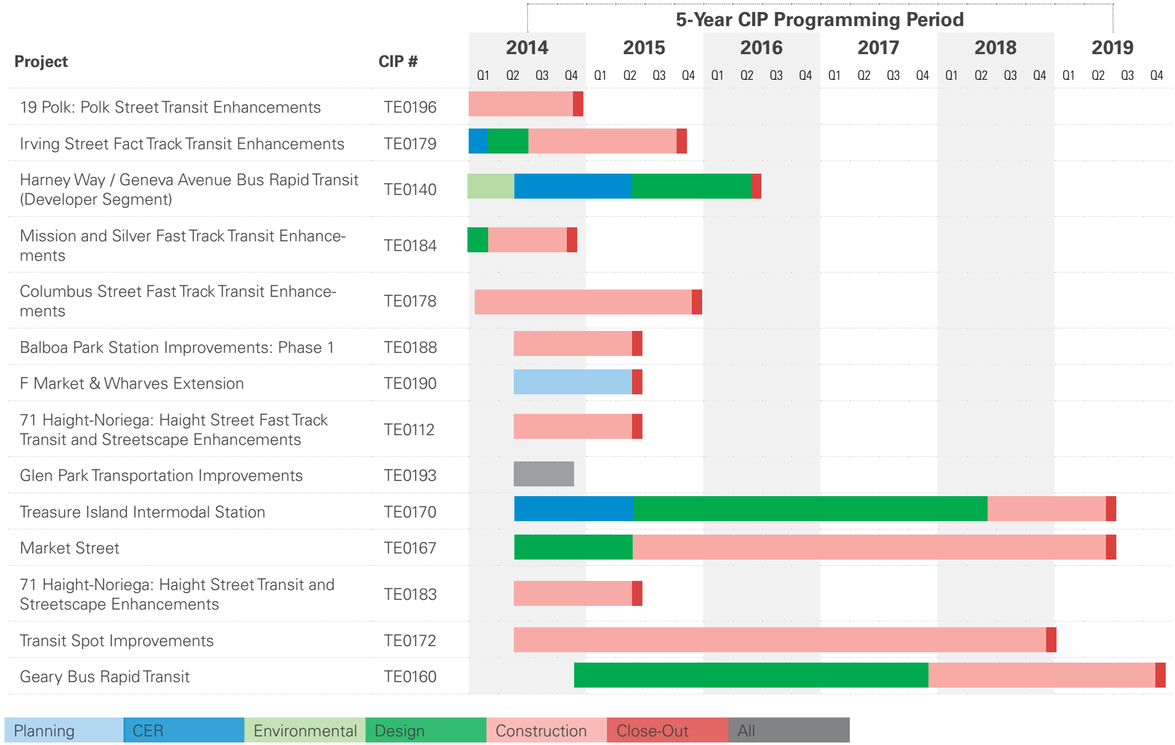
# Transit Optimization & Expansion Program Funding Sources

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




CIP Program Areas | Transit Optimization & Expansion

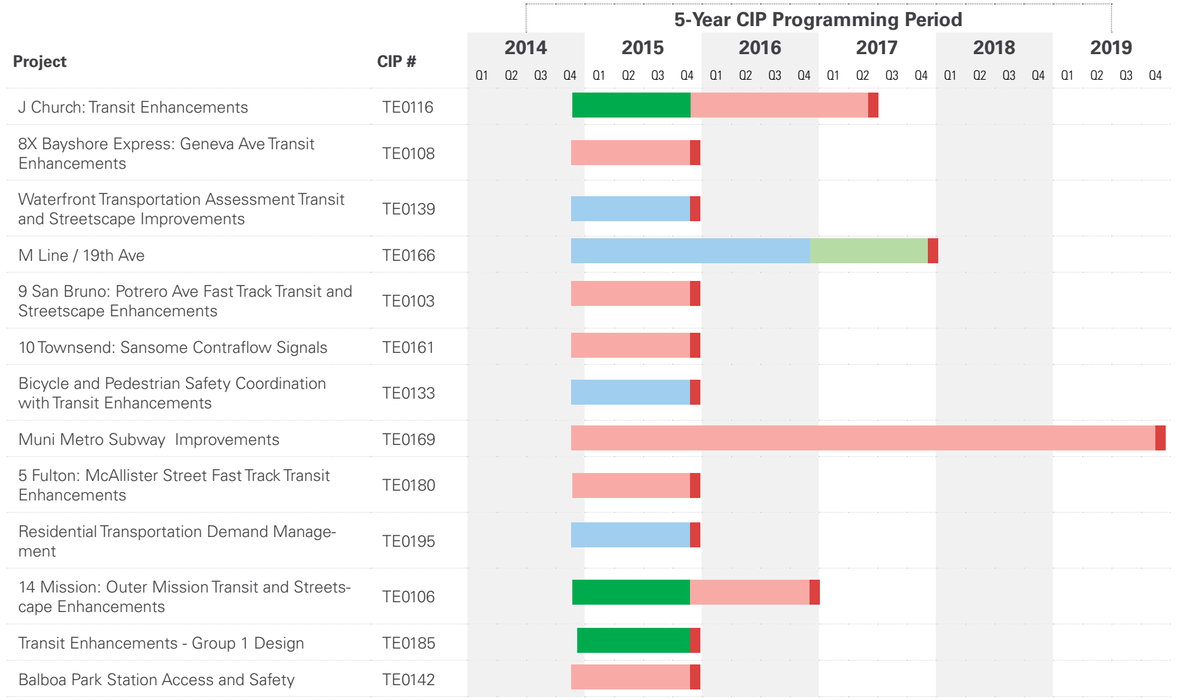
# Transit Optimization & Expansion Program Project Delivery



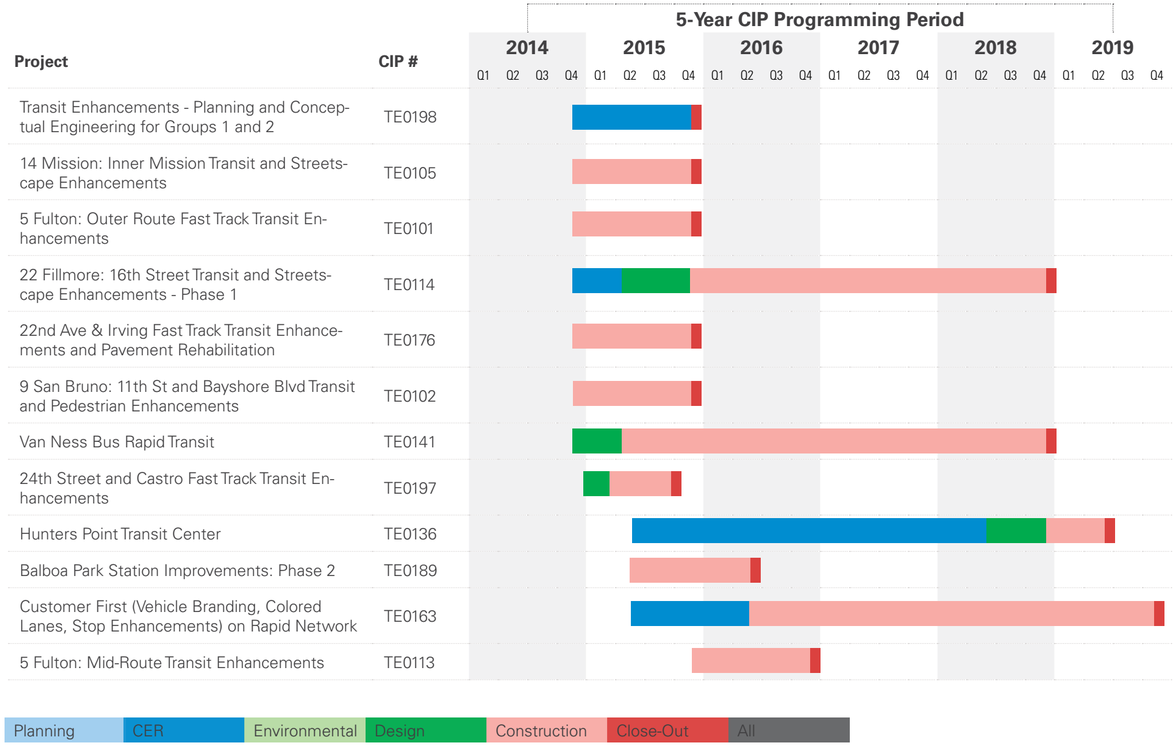





# Transit Optimization & Expansion Program Project Delivery



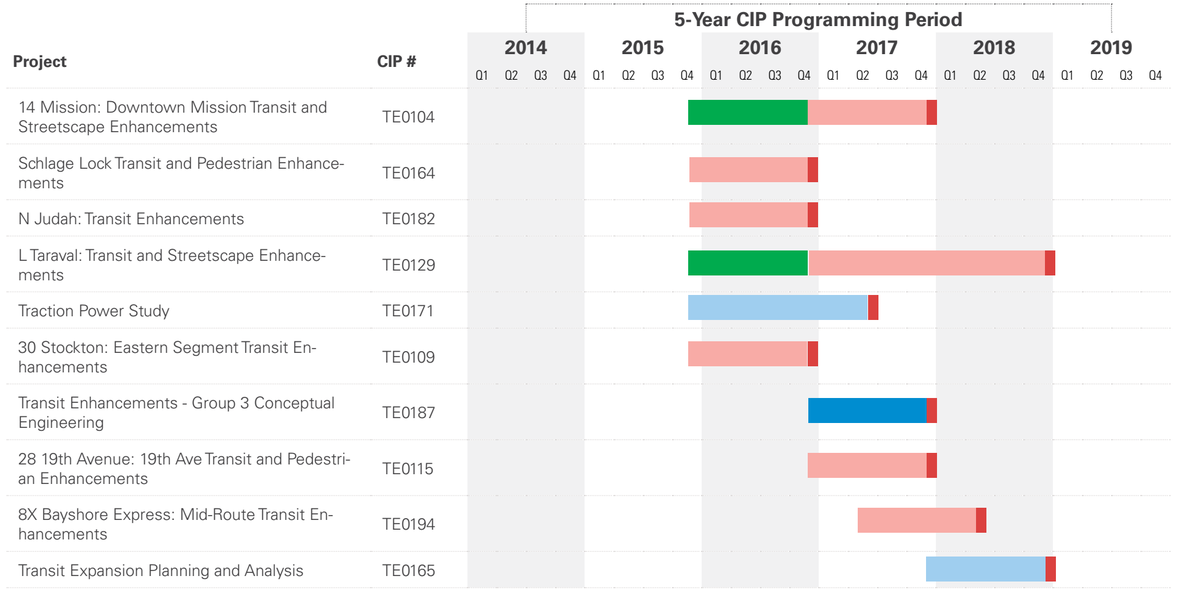
# Transit Optimization & Expansion Program Project Delivery








# Transit Optimization & Expansion Program Project Delivery



# Project Descriptions

# CIP PROJECT DESCRIPTIONS

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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

# Funding Guide

# CIP FUNDING GUIDE

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

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





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

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

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

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





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

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

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





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

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

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





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

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





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

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





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

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

| Fund | Fund Name | Administered By | Fund Description |
|---|---|---|---|
| MTC-TDAArticle3 | TDA Article 3 Funds | Metropolitan Transportation Commission | The State Transportation Development Act (TDA) Article 3: Pedestrian/Bicycle Projects provides funding for pedestrian and bicycle facilities within the Metropolitan Transportation Commission (MTC) region. Eligible capital projects include pedestrian/bicycle bridges, bike lanes, and roadway or intersection safety improvements. Article 3 is financed by a ¼ cent sales tax that is collected statewide in California; the State Board of Equalization returns a portion of the statewide tax to individual counties based on the amount of tax collected in that county. In San Francisco, Article 3 funds are evenly split between the Department of Public Works (DPW) for use towards pedestrian projects and SFMTA for use towards bicycle projects. |
| MTC-TPI(I) | MTC Transit Performance Initiative Funds | Metropolitan Transportation Commission | The Transit Performance Initiative (TPI) is a $30 million pilot program that provides funding for transit performance improvements in major corridors within the Bay Area and surrounding region. Eligible projects include streetscape improvements (transit bulbs, street painting), signal priority changes, stop consolidation, and roadway modifications along major transit corridors. TPI grants are administered by the Metropolitan Transportation Commission (MTC) and are awarded to local transit agencies such as SFMTA on a competitive basis. TPI grants are financed primarily through Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and require a minimum 11.47% local match. |
| OHS-TSGP | OHS Transit Security Grant Program | Department of Homeland Security | Transit Security Grant Program (TSGP). CalEMA-Prop1B (CTSGP) |

> “OneBayArea grants help to integrate Bay Area transportation with California’s climate law and the Sustainable Communities Strategy, and provide support for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs).”





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

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





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

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





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

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

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

# Appendix

# Summary of Tables

## Schedule 1. Funding Summary by Program

A summary of total funding per-year listed by Capital Program for the FY-2015 to FY-2019 Capital Improvement Plan period.

## Schedule 2. Funding Sources

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

## Schedule 3. Project Expense by Phase and Capital Program

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

## Schedule 4. Carryforward Projects I

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

## Schedule 5. Carryforward Projects II

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

# 1. Five-Year CIP: Summary of Total Funding By Program

**The following is a summary of total funding per-year listed by Capital Program for the FY-2015 to FY-2019 Capital Improvement Plan period.**

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





# 2. Five-Year CIP: Total CIP Funding Sources

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

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

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





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

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





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

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





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

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





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

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

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

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

## Accessibility

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





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

# Accessibility

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





# Bicycle

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

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





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

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





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

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





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

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





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

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





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

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





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

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





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

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

# Central Subway

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





# Communications & IT Infrastructure

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

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





# Facility

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

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





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

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





# Fleet

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

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





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

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





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

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





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

# Parking

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

# Pedestrian

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





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

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





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

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





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

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





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

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





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

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





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

# School

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

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





# Security

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

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





# Taxi

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

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





# Traffic Calming

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

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





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

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





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

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





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

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





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

# Traffic & Signals

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





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

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





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

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





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

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





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

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





# Transit Fixed Guideway

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

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





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

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





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

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





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

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





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

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





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

# Transit Optimization & Expansion

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





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

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





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

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





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

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





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

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





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

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

# 4. Five-Year CIP: Carryforward Projects I

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

## Accessibility

Not applicable.

## Bicycle

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

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





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

# Central Subway

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

# Communications & IT Infrastructure

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

# Facility

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

# Fleet

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





# Parking

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

# Pedestrian

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

# School

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

# Security

Not applicable.

# Taxi

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

# Traffic Calming

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





# Traffic & Signals

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

# Transit Fixed Guideway

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





# Transit Optimization & Expansion

| Project | CIP # | Carryforward Budget | Encumbrances | Remaining Balance |
|---|---|---|---|---|
| Balboa Park Station Access and Safety | TE0142 | $2,798,096 | $858,796 | $744,737 |
| Balboa Park Station Area Improvements: Phase 1 | TE0188 | $1,746,493 | -- | $1,288,468 |
| Glen Park Transportation Improvements | TE0193 | $3,856,568 | $26,142 | $1,930,351 |
| M Line / 19th Ave | TE0166 | $67,000 | -- | $16,413 |
| Van Ness Bus Rapid Transit | TE0141 | $19,221,221 | $397,990 | $14,284,083 |
| **Subtotal** | | **$27,689,378** | **$1,282,928** | **$18,264,052** |
| | | | | |
| **Total** | | **$1,295,454,089** | **$310,866,094** | **$350,191,206** |

# 5. Five-Year CIP: Carryforward Projects II

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

## Accessibility

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

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





## Bicycle

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

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





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

# Central Subway

Not applicable.

# Communications & IT Infrastructure

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

# Facility

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





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

# Fleet

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





# Parking

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

# Pedestrian

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

# School

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





# Security

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

# Taxi

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

# Traffic Calming

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





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

# Traffic & Signals

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





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

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





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

# Transit Fixed Guideway

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





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

# Transit Optimization & Expansion

| Project | CIP # | Carryforward Budget | Encumbrances | Remaining Balance |
|---|---|---|---|---|
| 14 Mission - Customer First Project | TE0200 | $8,379,485 | $168,154 | $4,663,880 |
| 686750 TJPA TASK #9 (BUS STORAGE FAC) | TE0201 | $7,583 | -- | $21,328 |
| 686A69 1150 OCEAN AVE. DEVT-AVALON BAY | TE0202 | $27,316 | -- | $13,579 |
| 686D20 VAR LOC MCALLISTER TEP CON 2013 | TE0203 | $800,000 | -- | $784,319 |
| 68K037 BALBOA STREETSCAPE (BOND FUND) | TE0204 | $126,242 | $4,509 | $80,427 |
| 8x Customer First | TE0205 | $8,812,000 | $231,919 | $6,625,878 |
| AUTO PASSENGER COUNT | TE0206 | $2,730,400 | -- | $1,876 |
| BALBOA PARK CIRCULATION STUDY | TE0207 | $35,000 | -- | $1,268 |
| BALBOA PARK REAL-TIME TRANSIT INFO | TE0208 | $101,000 | $4,555 | $12,356 |
| BAYSHORE AND GEARY CORRIDOR STUDY | TE0209 | $11,019,965 | -- | $1,645,289 |
| Eastern Neighborhoods (365070) | TE0210 | $916,623 | -- | $7,287 |
| Eastern Neighborhoods (686497) | TE0211 | $1,774,150 | -- | $8,409 |
| FINANCIAL CAPACITY STUDY | TE0212 | $240,000 | -- | $205,578 |
| FUNDS FOR UNFUNDED LOCAL MATCH & OH | TE0213 | $14,419,579 | -- | $1,013,746 |
| GEARY CORRIDOR TRANSIT IMPROVEMENTS | TE0214 | $464,845 | -- | $11,603 |
| MTC TRANSIT PLANNING | TE0215 | $568,829 | -- | $83,999 |
| N Judah Customer First | TE0216 | $6,100,000 | $355,815 | $5,001,307 |
| Phelan Bus Loop Relocation | TE0217 | $11,478,686 | $1,011,119 | $1,156,821 |
| PHELAN PLAZA DEVELOPMENT | TE0218 | $2,335,686 | $13,000 | $2,096,759 |
| SFGO Transit Priority | TE0219 | $271,683 | -- | $31,162 |
| Van Ness/Taraval BRT Study (PTC043CSIF03) | TE0220 | $130,000 | -- | $27,127 |
| Wireless Vehicle Detectors-CON (PTC043CSIF03) | TE0221 | $240,000 | -- | $4,168 |
| **Subtotal** | | **$70,979,071** | **$1,789,071** | **23,498,166** |
| **Total** | | **$2,700,316,864** | **$134,835,479** | **417,558,528** |


Prepared by:

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