Capital Improvement Program

Fiscal Year 2017 -2021

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Resolution No. 16-097

SFMTA
Municipal
Transportation
Agency

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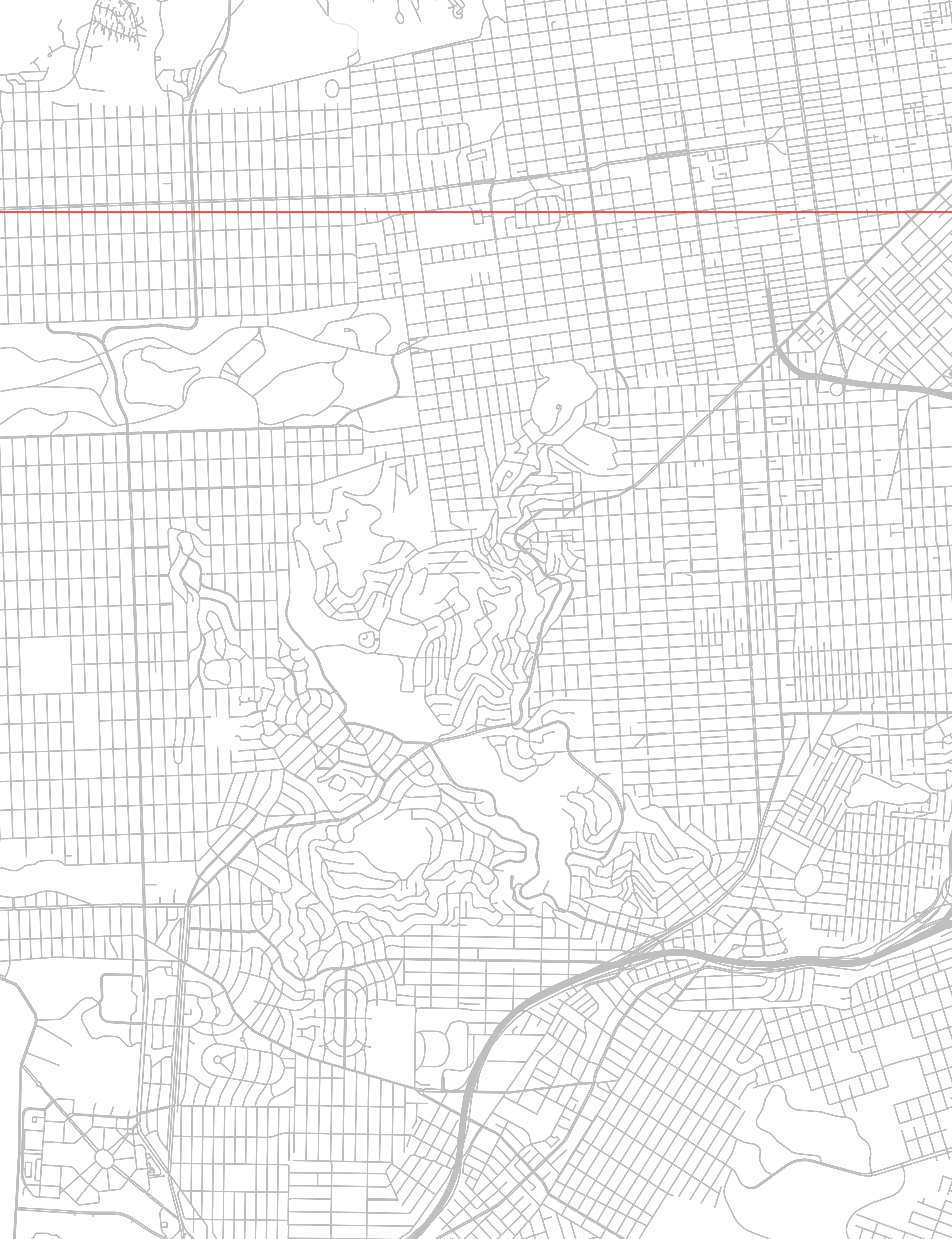


EXECUTIVE SUMMARY

Executive Summary

Capital Program Overview

Executive Summary

The San Francisco Municipal Transportation Agency (SFMTA) Fiscal Year 2017-2021 Capital Improvement Program (CIP) is a fiscally constrained program of projects that the SFMTA plans to implement over the next five years. The FY 2017-2021 CIP includes **255 projects** for a total investment of **$3.44 billion**. These projects aim to improve the safety, reliability, equity, and efficiency of the transportation system for all San Francisco residents, workers and visitors.

This document is a comprehensive, fiscally constrained five-year program of projects. Building upon the prior FY 2015-2019 CIP, which was successful in defining fund structures, Capital Program Areas and project implementation phases, the FY 2017-2021 CIP provides the public with detailed information regarding the SFMTA's capital investment goals and project prioritization criteria.

- **Part I** of this document provides background on the SFMTA, including it's guiding documents such as the Strategic Plan and 20-Year Capital Plan, along with the citywide and regional investment context.
- **Part II** gives an overview of the FY 2017-2021 Capital Improvement Program (CIP), including policy goals, funding sources, and project delivery information.
- **Part III** provides a detailed picture of each of the Agency's 11 Capital Programs, including specific projects to be planned, designed and implemented over the next five years with corresponding budgets and scopes.
- **Part IV** shows project schedules for all projects in the five-year CIP.
- **Part V (Funding Guide)** provides a summary of all revenue comprising the FY 2017-2021 funding stream, including both formula and competitive funds from local, regional, state and federal sources.
- **Part VI (Appendix)** provides detailed revenue and expenditure information, including an index of existing "carryforward" projects, i.e. ongoing projects that were funded before the current CIP period.

The development of the FY 2017-2021 CIP included an extensive community outreach process that incorporated input from over 22 workshops and public meetings with community groups, advocacy organizations, local elected officials and partner agencies. Feedback from this outreach process formed an integral part of the CIP development and was incorporated into the final FY 2017-2021 CIP presented to the SFMTA Board of Directors in July 2016.

Over the next five years, the SFMTA will build on the goals outlined in the Agency's Strategic Plan and 20-Year Capital Plan. The FY 2017-2021 CIP is focused on achieving three overarching policy goals

1. Vision Zero
2. Transit First
3. State of Good Repair

Key investments to help achieve these goals include: pedestrian, bicycle and complete streets projects to improve the safety and livability of city streets; continued rollout of Muni Forward projects to increase the comfort and reliability of the transit network; replacement and expansion of Muni fleet; and replacement of essential transit infrastructure to maintain the transit system in a state of good repair. It is important to note that projects in the CIP are not static and technical adjustments will be made as needs change. Public outreach will continue to serve an essential role in further defining and improving the Agency's capital investments.

The FY 2017-2012 CIP's $3.44 billion in investment surpasses the FY 2015-2019 CIP ($3.3 billion). When considering only core investments and excluding the Central Subway project, this CIP exceeds the previous program by more than 20%.

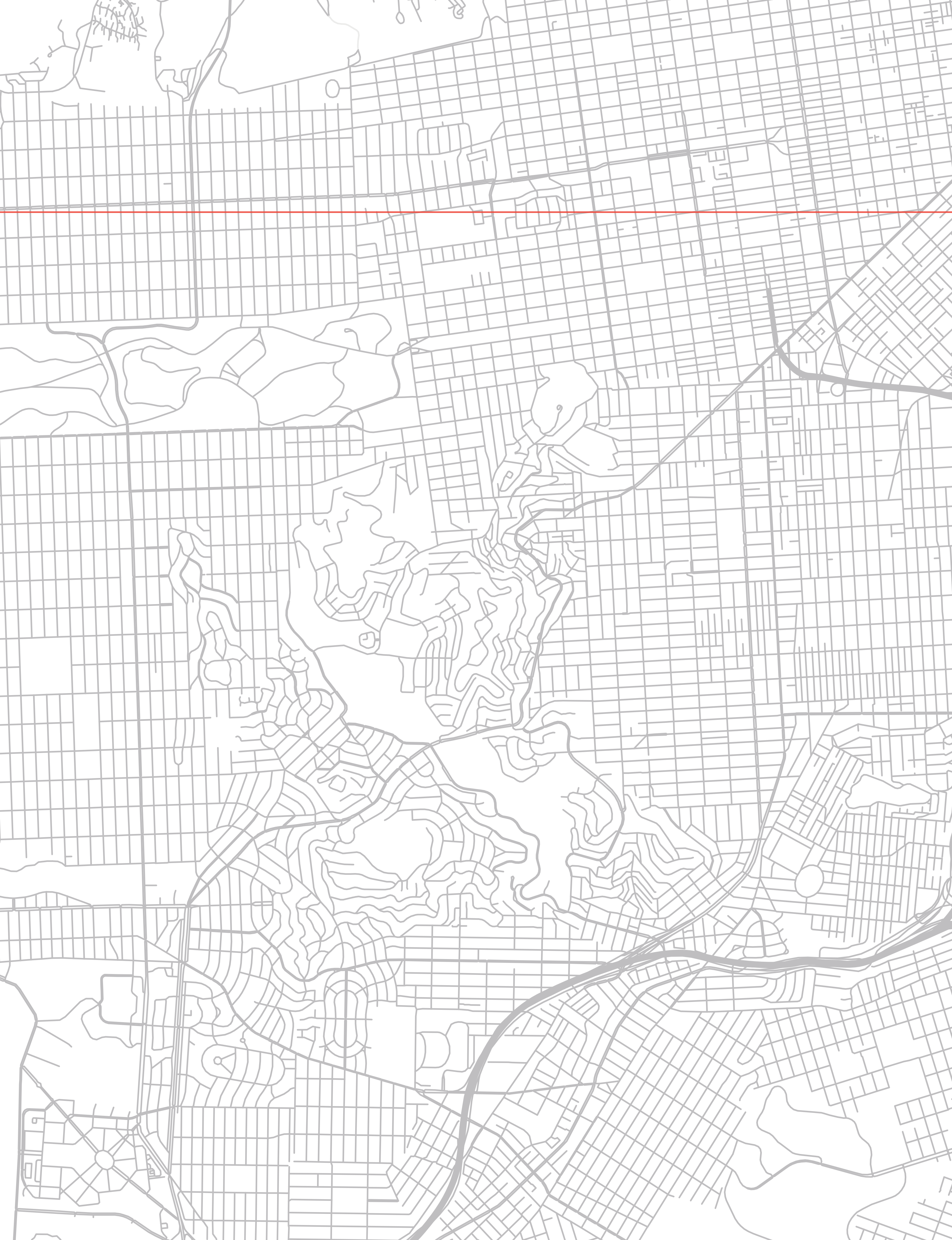
Another key change with this CIP is the creation of the Streets capital program. This program reflects the Agency's goal of delivering integrated, multi-modal "complete street" projects and combines prior CIP Programs: Traffic Calming, Bicycle, Pedestrian and School.

The SFMTA looks forward to working in collaboration with the Mayor, the San Francisco Board of Supervisors, partner city agencies, advocacy organizations, our funding partners and the public-at-large over the next five years to build a safer, more reliable and more equitable transportation system.

CAPITAL PROGRAM OVERVIEW

The CIP is divided into 11 Capital Program categories to help ensure that capital investments are in line with the Agency's strategic goals and priorities. In addition to these 11 Capital Programs, there is also an "Other" CIP category that represents non-capital initiatives funded by capital grant dollars. The table below shows program descriptions and total budget by Fiscal Year for each Capital Program.

PROGRAM	PROGRAM DESCRIPTION	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	5-YEAR TOTAL
Central Subway	Plan, design, engineer and construct the Muni Metro T-Third Line Phase II extension to Chinatown	$154,000,000	$150,000,000	$98,520,516	–	–	$402,520,516
Communications & IT	Plan, design and implement technology infrastructure upgrades to improve the efficiency and efficacy of the SFMTA and provide a better experience for customers and employees	$8,772,000	$350,000	$700,000	$700,000	$700,000	$11,222,000
Facility	Acquire, develop and/or rehabilitate transit station areas and maintenance facilities used for transit, traffic, and parking operations	$104,429,430	$52,742,781	$25,324,650	$10,500,000	$50,500,000	$243,496,861
Fleet	Purchase and rehabilitate transit vehicles including motor coaches, trolley coaches, light rail vehicles and paratransit vans	$504,587,106	$352,244,684	$158,885,870	$101,279,436	$73,221,129	$1,190,218,224
Parking	Plan, design, rehabilitate and construct public parking facilities or street infrastructure related to public parking	$1,200,000	$5,000,000	$10,000,000	–	–	$16,200,000
Security	Plan, design and construct or implement systems to improve the security of the transit system	$5,598,567	$10,070,567	$3,000,000	$3,000,000	$3,000,000	$24,669,134
Streets	Plan, design, engineer and construct improvements to street safety that promote walking, bicycling, and taking transit	$26,079,388	$56,158,059	$79,071,910	$49,389,817	$46,049,000	$256,748,174
Taxi	Implement systems to optimize and support the taxi system in San Francisco to provide a better rider experience and promote low-emissions taxi vehicle use	$400,000	$400,000	$400,000	$400,000	$400,000	$2,000,000
Traffic Signals	Plan, design, engineer and construct traffic signals and associated infrastructure to improve mobility and safety on San Francisco streets and decrease transit travel time	$36,162,715	$28,452,045	$15,206,250	$7,995,270	$11,840,157	$99,656,437
Transit Fixed Guideway	Plan, design, engineer and construct improvements to critical infrastructure including rail track, overhead wires, and train control technology	$48,318,938	$47,003,918	$57,289,097	$34,947,798	$35,476,917	$223,036,668
Transit Optimization & Expansion	Plan, design, engineer and construct infrastructure improvements to improve travel time and increase the capacity and reliability of the transit system	$216,875,939	$152,711,857	$259,096,562	$229,206,396	$107,134,634	$965,025,388
Other	Support for non-capital initiatives such as education or traffic enforcement programs that receive capital grant funds	$3,600,000	$4,650,000	$700,000	$776,000	$200,000	$9,926,000
Total		**$1,110,024,082**	**$859,783,911**	**$708,194,855**	**$438,194,717**	**$328,521,837**	**$3,444,719,402**



THE SFMTA

About the SFMTA
The SFMTA's Capital Assets
Strategic Plan & Capital Plan
Regional Investment Context
Transportation 2030 & New Revenue
Muni Service Equity Strategy

ABOUT THE SFMTA

Who We Are

The San Francisco Municipal Transportation Agency (SFMTA), a department of the City and County of San Francisco, is responsible for the management of all ground transportation in the city. The SFMTA was established in 1999 with the passage of Proposition E, which amended the city charter to merge the San Francisco Municipal Railway (Muni) with the Department of Parking and Traffic (DPT), creating an integrated transportation agency to manage city streets more effectively and advance the city's Transit First policy. The SFMTA continued to evolve after merging with the Taxi Commission in March 2009. The Agency is governed by a Board of Directors, which is appointed by the Mayor and confirmed by the San Francisco Board of Supervisors. The SFMTA Governing Board provides policy oversight for the Agency, including approval of its budget, contracts, and changes of fares, fees and fines to ensure that the public interest is represented.

What We Do

Today, the San Francisco Municipal Railway (Muni) is the nation's eighth largest public transit system. We connect people and places using a diverse vehicle fleet across multiple modes, including motor coach, trolley coach, light rail, historic streetcar and cable car. The SFMTA also manages a paratransit service for those unable to use fixed-route transit options, regulates the taxi industry, and oversees on- and off-street public parking spaces.

The SFMTA has a robust planning, design and construction function that supports all elements of the city's transportation infrastructure. We provide long-range forecasts for the Agency's fleets and facilities, the city's public rights-of-way, and the transportation impacts of proposed land use developments with private developers and other partners. The SFMTA also partners with other city and regional agencies to define long-range transportation, housing and equity goals. By performing these multiple essential functions, the SFMTA directly touches every person who lives, works in or visits San Francisco, and positively impacts regional efforts to achieve California's climate and sustainability goals, quality of life and economic vitality.

THE SFMTA'S CAPITAL ASSETS

827 Buses
163 miles of Overhead Wires
26 miles of Transit Only Lanes

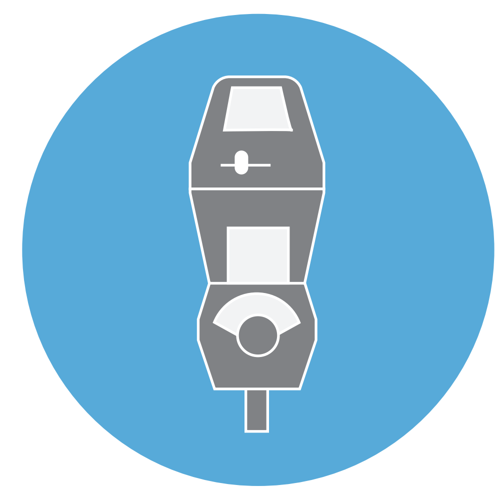
56 Cable cars
149 Light Rail Vehicles (LRVs)
42 Historic Streetcars
99 miles of Rail Tracks

1,212 Signalized Intersections
960 Pedestrian Countdown Signals
191 School Crossing Guards

122 Paratransit Vans
806 Disabled Parking Zones
176 Audible Pedestrian Signals

3,837 Bike Racks on Sidewalks
346 Bike Racks in On-Street Corrals
35 Bike Sharing Stations with 350 Bikes

69 miles Class I Bike Paths
140 miles Class II Bike Paths
213 miles Class III Bike Paths
12 miles Class IV Bike Paths



441,950 Public Parking Spaces
26,750 Metered Parking Spaces
38 Off-Street Parking Garages and Lots

30 Facilities for Operations, Maintenance, Storage and Administration Needs

STRATEGIC PLAN & CAPITAL PLAN

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. The FY 2013-2018 Strategic Plan was developed to leverage SFMTA resources to help meet this growth and to provide integrated transportation choices for all San Francisco residents, workers and visitors.

The Strategic Plan set forth a mode-share goal of achieving 50% of non-auto trips (transit, bicycling, walking and taxi) by 2018. Meeting this mode shift goal puts the SFMTA and the city as a whole on track to meet the transportation needs of future residents, employees and visitors.

The SFMTA is committed to building a culture of innovation and collaboration with greater attention to customer service, project partnership and delivery, and team accountability. The Strategic Plan helps to achieve this by identifying four overarching strategic goals:

SFMTA Strategic Goals:

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

SFMTA 20-Year Capital Plan

Guided by the SFMTA Strategic Plan, the Capital Plan is the first step in identifying and prioritizing capital needs to help guide future investment. The purpose of the Capital Plan is to provide a prioritized list of capital needs over a 20-year timeframe. The SFMTA Capital Plan is fiscally unconstrained, meaning that it identifies capital needs for which funding has not yet been identified. Once funding sources are identified, these capital needs can then be addressed through projects in the fiscally-constrained five-year CIP and two-year Capital Budget.

The SFMTA Capital Plan was last updated in 2015. In addition to advancing the Agency's Strategic Goals, the 2015 Capital Plan also serves to promote projects that advance the city's Transit First and Vision Zero policy goals.

The 2015 Capital Plan identified over $21 billion in investment need spanning all potential SFMTA capital investments. Of this total, approximately $11.45 billion is needed for the ongoing replacement and renewal of the agency's existing assets (state of good repair needs), while the remaining 9.55 billion is for enhancements and expansions to the current transportation network.

The SFMTA is working to address these needs through projects in the FY 2017-2021 CIP. The Agency will continue to restore, enhance and expand the transportation network in San Francisco to ensure that the city has excellent transportation choices today and in the future.

The SFMTA Strategic Plan and 20-Year Capital Plan can be found online at: www.SFMTA.com/reports.

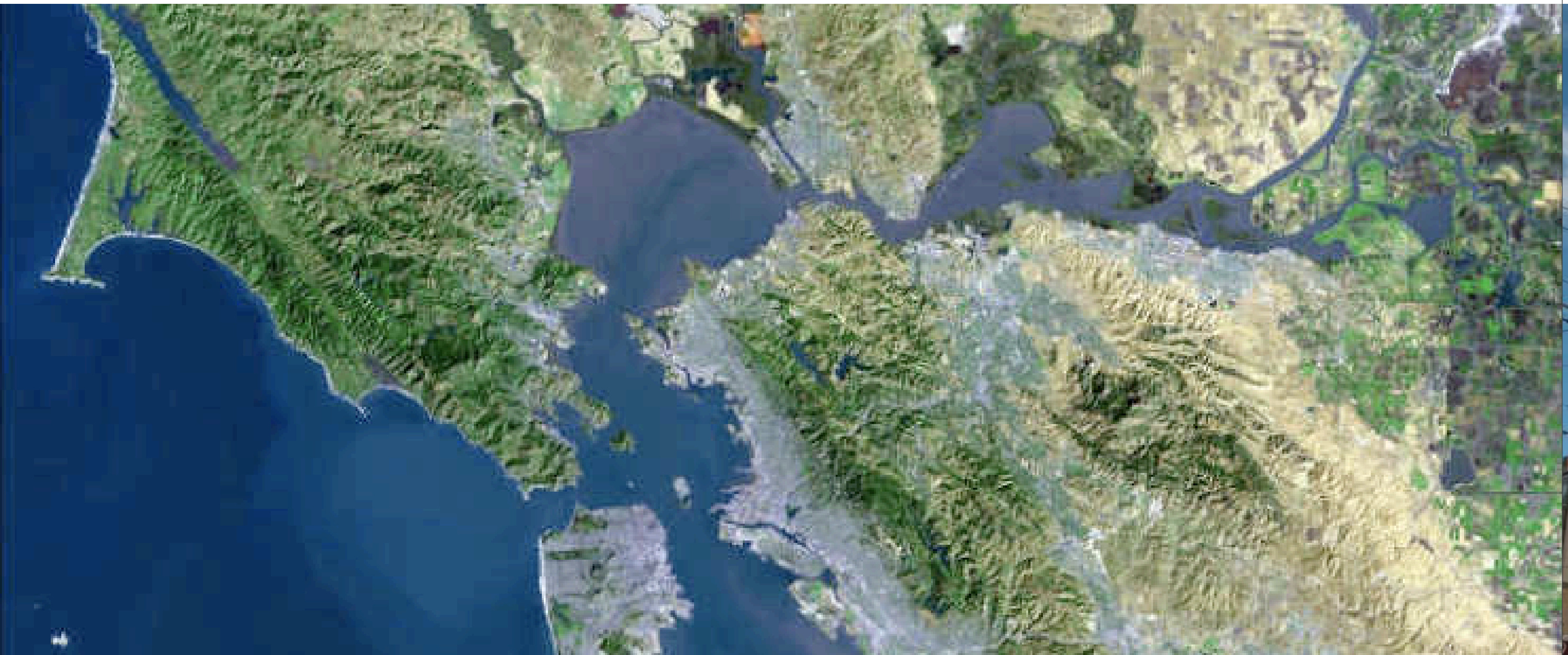
REGIONAL INVESTMENT CONTEXT

Plan Bay Area

Plan Bay Area is an integrated long-range transportation, land-use and housing plans for the San Francisco Bay Area. Plan Bay Area emerged out of the California Sustainable Communities and Climate Protection Act of 2008 (SB 375), which requires the region to prepare a strategy to support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county San Francisco Bay Area. This roadmap is updated every four years to reflect changing conditions and new planning priorities and helps Bay Area cities and counties plan for transportation needs and adapt to the challenges of future population growth.

For San Francisco, the San Francisco County Transportation Authority (SFCTA) assists the SFMTA and other local agencies in submitting investment needs to MTC during the Plan Bay Area Call for Projects. Inclusion in the financially-constrained project list in Plan Bay Area is mandatory for all projects seeking state or federal funds or a federal action. Three project parameters are used to evaluate projects: project readiness, plan status, and supporting adopted goals. The twenty-year Capital Plan and five-year CIP are one way that the SFMTA satisfies these parameters. The SFCTA then develops recommendations for project and program priorities within MTC's target budget for the county in consultation with stakeholders. Once approved by the Transportation Authority Board, the list of recommended investment priorities is submitted to MTC for evaluation in Plan Bay Area. After MTC completes its detailed project evaluation, including environmental review, the final list is adopted.

The latest call-for-projects took place in 2016, and the new Plan Bay Area 2040 will go into effect in Summer 2017. This document will serve as a policy roadmap and funding prioritization plan for the Bay Area region through 2040.



San Francisco Transportation Plan

The San Francisco Transportation Plan (SFTP) is prepared by the San Francisco County Transportation Authority (SFCTA) and adopted by the Transportation Authority Board. The SFTP is the blueprint for San Francisco's transportation system development and investment over the next 30 years. The SFTP brings all transportation modes, operators and networks together, with a view to improving travel choices for all users. Through detailed analysis, interagency collaboration and public input, the SFCTA evaluates ways to improve the transportation system with existing and potential new revenues. The SFTP recommends a diverse investment and expansion plan, as well as policy changes, which help generate revenues that fund a significant amount of the SFMTA's capital needs. It also contains a SF Investment Vision that envisions how San Francisco could further investments in the transportation system through potential bond measures and new sources of local revenue.

The SFTP update is conducted in advance of the region-wide Plan Bay Area update, and serves to advance local transportation priorities within the context of regional planning efforts. The most recent 2016 SFTP update focused on revising transportation funding revenue forecasts, reassessing projects previously identified for funding, and developing policy analyses regarding investment priorities. The update also included policy papers focused on key issues facing San Francisco, such as shared mobility, school transportation and equity. These policies will guide advocacy efforts in Plan Bay Area 2040 and other near-term transportation funding and prioritization decisions.

TRANSPORTATION 2030 & NEW REVENUE

Transportation 2030

Transportation 2030 is San Francisco's transportation infrastructure investment program to support improved transit, safer streets and road maintenance throughout the city. It was initiated in 2013 by Mayor Edwin Lee's Transportation Task Force, which sought to identify long-term funding solutions to San Francisco's transportation needs The Task Force found that to meet the current and future demand the City needs to invest $10 billion in transportation infrastructure through 2030. The Task Force recommended a series of funding measures amounting to $3.0B in revenue for local infrastructure projects through 2030. There is still $3.3B in new funding that has yet to be identified.

The first funding measure initiated by Transportation 2030 was brought before San Francisco voters in November 2014 as Propositions A, the Transportation and Road Improvement Bond, which passed with 72% of the vote. Proposition A dedicated $500M to the City's transportation infrastructure, including Muni Forward transit corridor projects and street safety improvements. Voters also approved Proposition B, which adjusts local transportation funding each year based on population growth

Additional Transportation 2030 ballot measures will potentially go before San Francisco voters in November 2016 and 2018. If passed, these measures would create additional long-term funding to invest in a variety of strategic transportation infrastructure projects. The fall 2016 ballot measure will likely take the form of a Charter Amendment directing additional San Francisco General Fund revenue towards road maintenance, street safety projects, transit maintenance and expansion, regional transit, and Muni equity and affordability programs.

The Transportation Sustainability Fee

San Francisco recently initiated a new Transportation Sustainability Fee (TSF), which applies to most new development and redevelopment projects citywide. The TSF replaces the existing Transit Impact Development Fee (TIDF) and is based on the size and uses of proposed developments.

While the TIDF only applied to non-residential development, the TSF applies to both commercial development and large, market-rate residential projects. Affordable housing, small businesses and residential developments with 20 or fewer units are exempt. The TSF is assessed in proportion to the size and use of the proposed development, and is estimated to generate an additional $14 million per year compared to former TIDF revenues.

The TSF is one component of the broader Transportation Sustainability Program, which is designed to help reduce reliance on driving and ensure that new development pays its fair share for transit and safer streets. The Transportation Sustainability Program is a joint effort between the San Francisco County Transportation Authority (SFCTA), the Planning Department, the Office of Economic and Workforce Development (OEWD) and the SFMTA

Transportation 2030 Funding in the FY 2017-2021 CIP

The following chart shows revenue from T-2030 ballot measures in the FY 2017-2021 CIP. Note that a portion of this funding is from future ballot measures that have not yet been presented to San Francisco voters.

PROGRAM	T2030	NON-T2030	5-YEAR TOTAL
Central Subway	–	$402,520,516	$402,520,516
Communications & IT	–	$11,222,000	$11,222,000
Facility	$113,409,945	$130,086,916	$243,496,861
Fleet	$95,565,000	$1,094,653,224	$1,190,218,224
Parking	–	$16,200,000	$16,200,000
Security	–	$24,669,134	$24,669,134
Streets	$127,126,152	$129,622,022	$256,748,174
Taxi	–	$2,000,000	$2,000,000
Traffic Signals	$17,214,829	$82,441,608	$99,656,437
Transit Fixed Guideway	$6,058,943	$216,977,725	$223,036,668
Transit Optimization & Expansion	$406,875,738	$558,149,650	$965,025,388
Other	–	$9,926,000	$9,926,000
Total (All Programs)	**$766,250,607**	**$2,678,468,795**	**$3,444,719,402**

MUNI SERVICE EQUITY STRATEGY

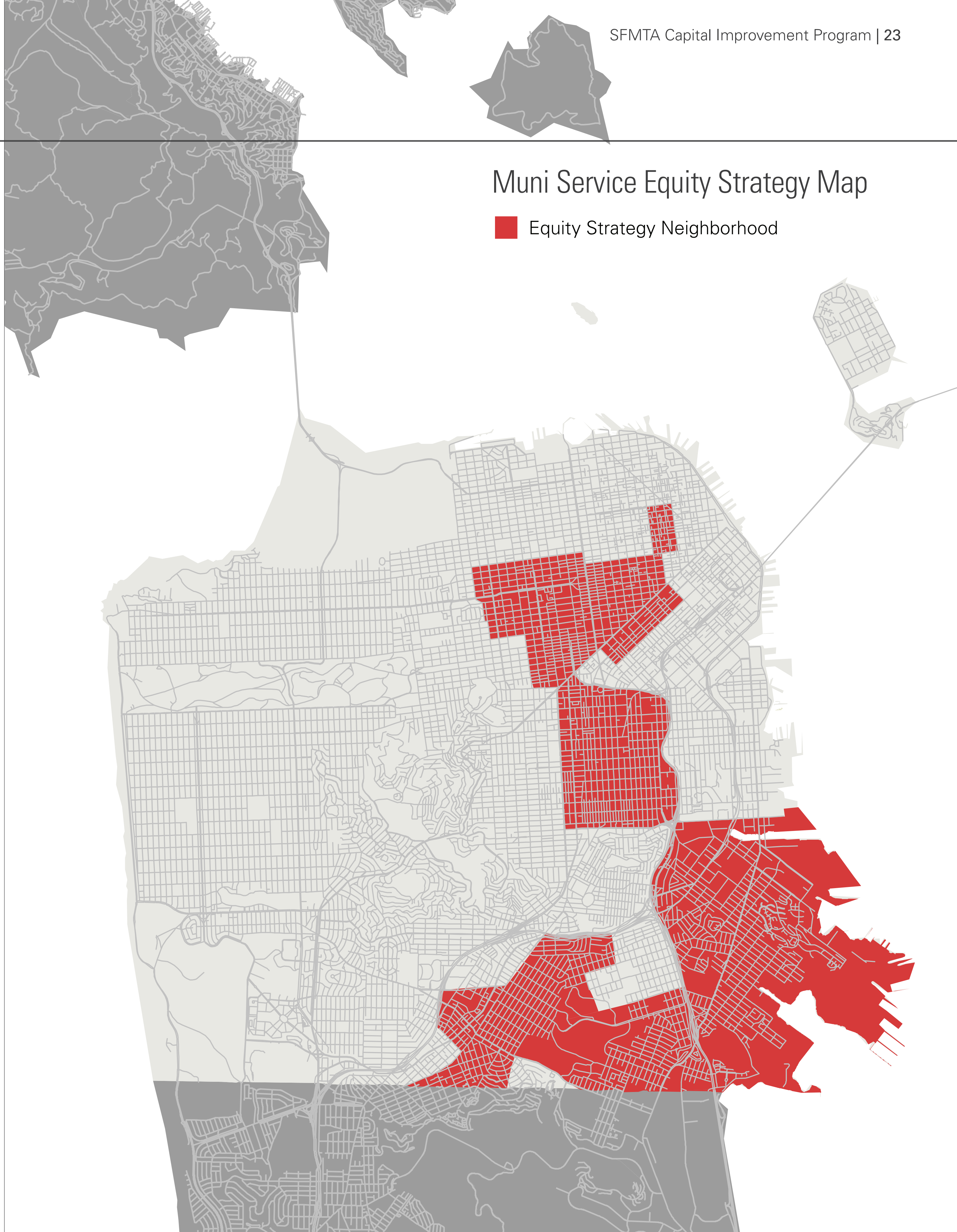
Promoting an Equitable System

In May 2014, the SFMTA Board of Directors adopted the Muni Service Equity Policy, calling for the preparation of a biennial Muni Service Equity Strategy in concurrence with the two-year SFMTA budget process. The first biennial Muni Service Equity Strategy was adopted by the Board of Directors in April 2016.

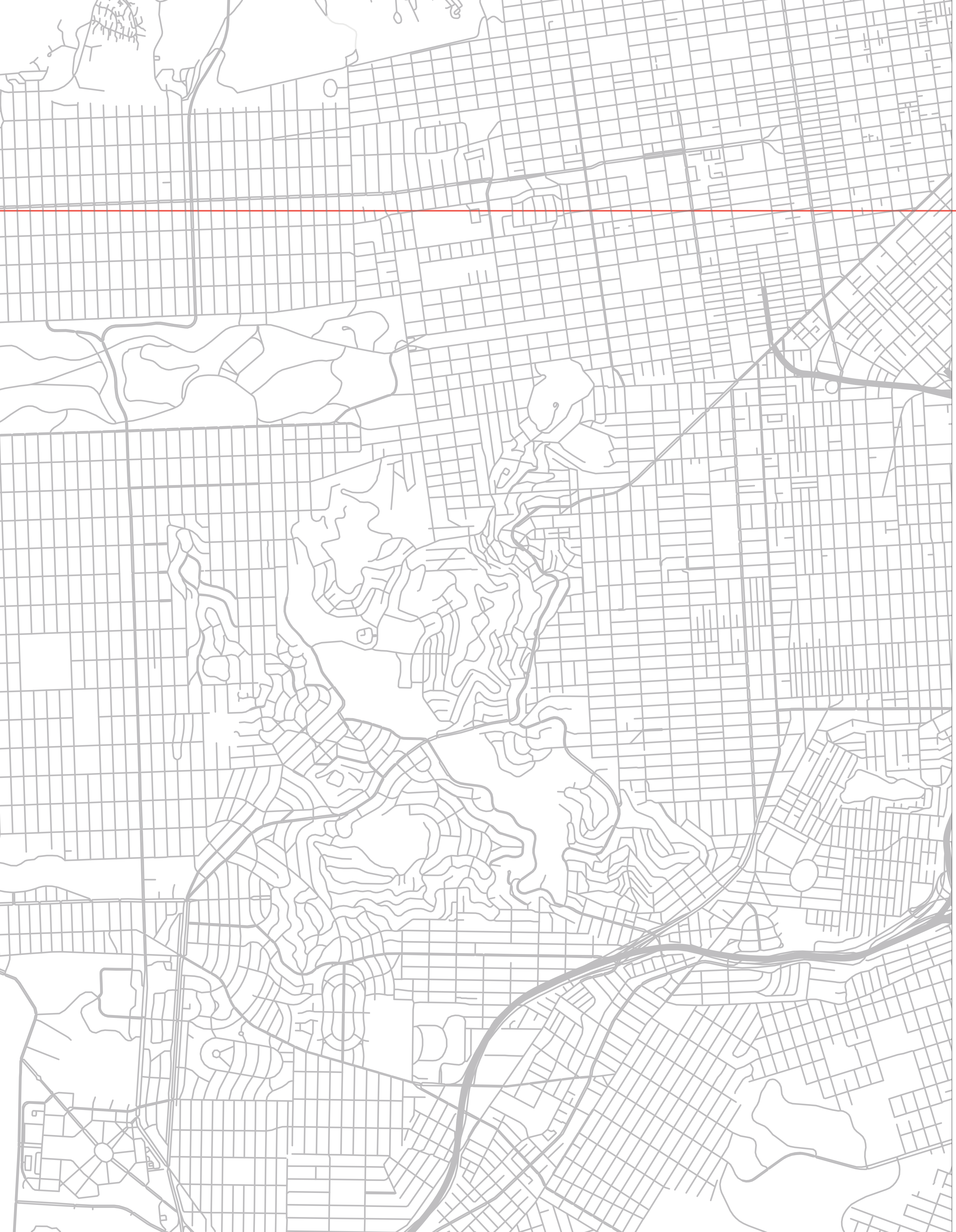
The 2016 Strategy evaluates transit service performance in disadvantaged neighborhoods that were identified through factors such as high concentrations of low-income households, seniors, people of color, people with disabilities, and households without access to personal automobiles.

Using this neighborhood-based approach, the Equity Strategy identifies critical Muni routes in these neighborhoods and analyzes data about quality of service by measuring reliability, crowding, customer satisfaction, and travel times to and from key destinations such as grocery stores and hospitals. Based on this data, the Agency prioritizes and funds improvements in each neighborhood.

Recommendations from the Muni Service Equity Strategy in the FY2017-2021 CIP include the implementation of new service improvements and capital projects. Some of these projects are major citywide investments such as fleet replacement, light-rail vehicle expansion, and transit signal priority corridors. Other specific neighborhood projects include the Lower Stockton Street Pedestrian and Transit Improvement Project, Geary Bus Rapid Transit Phase 1, the 31 Balboa and 27 Bryant Transit Priority Improvements, and Muni Forward projects along the 8-Bayshore, 9/9R-San Bruno, 22-Fillmore, 14-Mission, and other critical transit lines.



Muni Service Equity Strategy Map



THE CIP

About the CIP

CIP Development Process

Community Outreach Strategy

CIP Policy Goals:

- Vision Zero
- Transit First
- State of Good Repair

Project Delivery Phases

ABOUT THE CIP

The Capital Improvement Program

The SFMTA Fiscal Year (FY) 2017-2021 Capital Improvement Program (CIP) includes 255 projects totaling $3.44 billion in citywide investment. Projects include transportation infrastructure investments, various vehicle and equipment procurements, and other one-time initiatives such as plans, evaluations, and educational campaigns.

SFMTA staff identify projects for inclusion in the CIP based on the following: (1) Input collected through public meetings and community engagement; (2) Input from the SFMTA Board of Directors, San Francisco Board of Supervisors, Transportation Authority Board, Citizen Advisory Committees and other citywide bodies; (3) SFMTA Board- and other City-approved plans for growth, improvements, and rehabilitation, including neighborhood plans and citywide strategies; (4) the SFMTA Strategic Plan and 20-Year Capital Plan; and (5) staff-identified needs related to critical safety concerns and best practices.

Purpose of the CIP

The CIP aims to:

- Develop a fiscally constrained five-year program of projects for the transportation system
- Review and forecast capital revenue sources between FY 2017-2021
- Serve as an implementation tool for the SFMTA Strategic Plan as well as other SFMTA plans and strategies
- Minimize obstacles to project delivery which stem from fund availability limitations (i.e. grant requirements, regional allocation amounts, etc.)
- Foster credibility and trust with the public and external funding agencies (e.g. MTC, FTA) by providing transparent and accessible financial planning information

The following pages contain detail on CIP policy goals, the CIP development processes and the SFMTA's 11 Capital Programs.

CIP DEVELOPMENT PROCESS

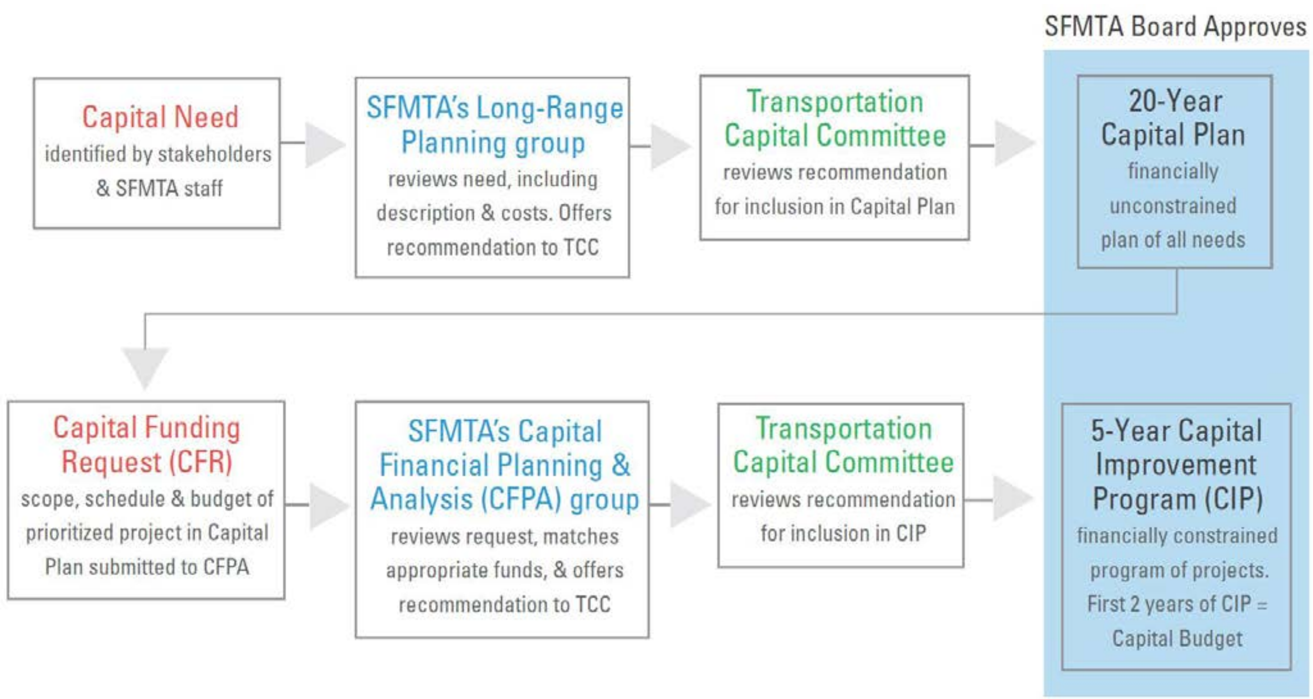
How does a capital need become an investment included in the CIP?

The SFMTA's Capital Financial Planning & Analysis (CFPA) team develops an updated Capital Improvement Program (CIP) every two years concurrently with the SFMTA Capital Budget. Capital needs must first be included in the twenty-year Capital Plan in order to be considered for funding in the fiscally-constrained five-year CIP.

The proposed CIP undergoes a robust community outreach process comprising a wide range of stakeholder groups. It is then approved by the Transportation Capital Committee, an internal committee made up of representatives from each SFMTA division, before being presented to the SFMTA Governing Board.

The CIP is a dynamic document. As such, it is updated each month as needs shift or as fund availability changes. The Transportation Capital Committee meets monthly to review changes to scopes, schedules and budgets for existing CIP projects and to consider new projects as needs arise.

The diagram below illustrates how capital needs are vetted for inclusion in the CIP.

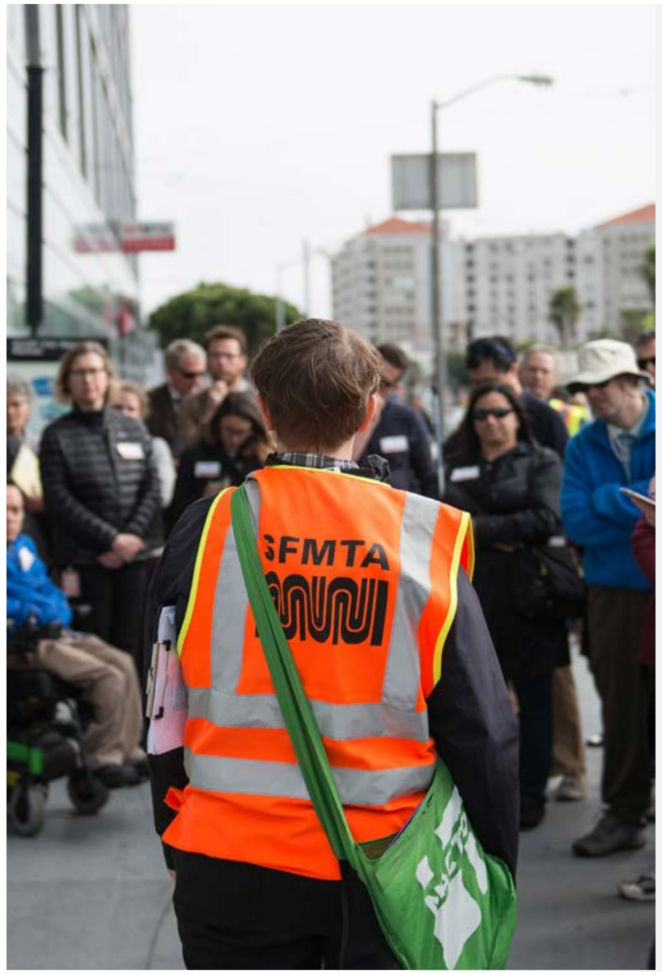


COMMUNITY OUTREACH STRATEGY

Community outreach & engagement for the 2017-2021 CIP

The development of the FY 2017-2021 CIP included an extensive community outreach process. Staff met with a wide range of community groups, including those listed below. The purpose of these meetings was to effectively engage stakeholders in understanding and providing feedback on the proposed FY 2017-2021 CIP, and to provide a platform for future project-specific community outreach and engagement. The SFMTA also conducted three budget town halls to gather feedback from the public-at-large on the proposed FY 2017-2018 Capital and Operating Budgets and FY 2017-2021 CIP. These town hall meetings included both evening and daytime in-person events and a lunchtime webinar to ensure a variety of options for participation.

Feedback from groups such as those listed below served a core function in the CIP development process and was integrated into the final proposed CIP for SFMTA Board Adoption.



- Bicycle Advisory Committee
- Capital Planning Committee
- Eastern Neighborhoods Citizen Advisory Committee
- Mayor's Office on Disability (MOD)
- Multimodal Accessibility Advisory Committee (MAAC)
- Muni Equity Strategy Stakeholders
- Pedestrian Safety Advisory Committee
- Senior & Disability Action Network
- SF Bicycle Coalition
- SF Board of Supervisors
- SFMTA Citizens Advisory Committee
- Small Business Commission
- Tenderloin Public Realm Group
- Transit Riders Union (TRU)
- Walk SF

CIP POLICY GOALS: VISION ZERO

Overview

Vision Zero SF is the City and County of San Francisco's road safety policy that seeks to protect the one million people who move about the city every day. Each year in San Francisco, about 30 people lose their lives and upwards of 200 people are seriously injured while traveling on city streets. These tragic deaths and injuries are both unacceptable and preventable, and the city is committed to stopping further loss of life.

San Francisco adopted Vision Zero as a citywide policy in February 2014. By doing so, the city committed to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The outcome of this collaborative effort among city departments and community advocates will be safer, more livable streets as we work to eliminate traffic fatalities and serious injury by 2024. In partnership with several city agencies to support this citywide effort, the SFMTA is using data to inform a broad range of solutions to comprehensively address citywide street safety. Solutions fall within five categories: engineering, education, enforcement, evaluation, and policy.

Led by the SF Department of Public Health, collision data has been mapped to determine that severe and fatal collisions of 72% of people walking, 74% of people biking, 70% of people driving and 76% of people on motorcycles occur on just 12% of San Francisco streets. To invest in the bicycle and pedestrian infrastructure on this High-Injury Network, the SFMTA is employing a two-tiered approach, acting quickly on impactful, cost-effective improvements and simultaneously advancing and implementing major, longer-term capital projects.

In the past two years, SFMTA surpassed its Two-Year Action Strategy goal of completing 24 priority projects in 24 months by implementing 30 projects in 24 months. The Strategy also identifies an annual goal of treating 13 miles of the High-Injury Network per year; the city treated 10.2 miles and 20.2 miles in 2014 and 2015, respectively. These investments include buffered bike lanes, pedestrian bulb outs, high-visibility crosswalks, and installation of leading pedestrian intervals, amongst others. Specific projects include bike improvements on Polk and Oak Streets, turn and vehicle restrictions on Market Street (Safer Market Street), and a large-scale project to increase pedestrian safety throughout the Tenderloin. Although capital engineering improvements represent the majority of investment in the FY 2017-2021 CIP, San Francisco is equally committed to fostering a culture of road safety by investing in enforcement and education campaigns, policy changes, and evaluations of all capital and programmatic investment.

The City has begun successfully implementing the "Safe Streets SF" public education campaign, the "Focus on the Five" enforcement campaign, and will soon begin a motorcycle safety enforcement and education campaign in Fall 2017. Communications strategies have also been adopted to identify needs and guide the development of future education and awareness campaigns.

ACHIEVING VISION ZERO

Vision Zero Investments

Looking ahead, SFMTA seeks to advance projects in the Capital Improvement Program that make the street network safer and encourage people to drive at slower speeds. Such projects include installing more speed feedback signs, constructing road diets, adjusting signal timing, implementing an anti-speed campaign as part of a joint venture between the SFMTA, SFDPH and SFPD, and advancing the city's work on the legislative front in support of automated speed enforcement. Other initiatives include:

Quick-and-Effective Improvements:

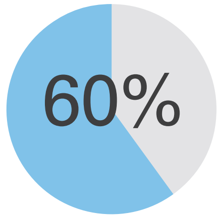
- Upgrade 200 intersections to improve visibility and reduce conflicts by December 2016
- Upgrade 1000 High-Injury Corridor intersections with visibility improvements and new crosswalks

Project Integration:

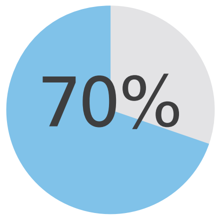
- Integrate pedestrian safety upgrades on major Muni Forward and Corridor Transformation Projects, such as Van Ness Bus Rapid Transit, Masonic Streetscape, 6th Street Streetscape, Better Market Street, and others
- Partner with other regional transit providers to ensure that pedestrian safety recommendations are incorporated and constructed into capital projects.

Beyond Engineering:

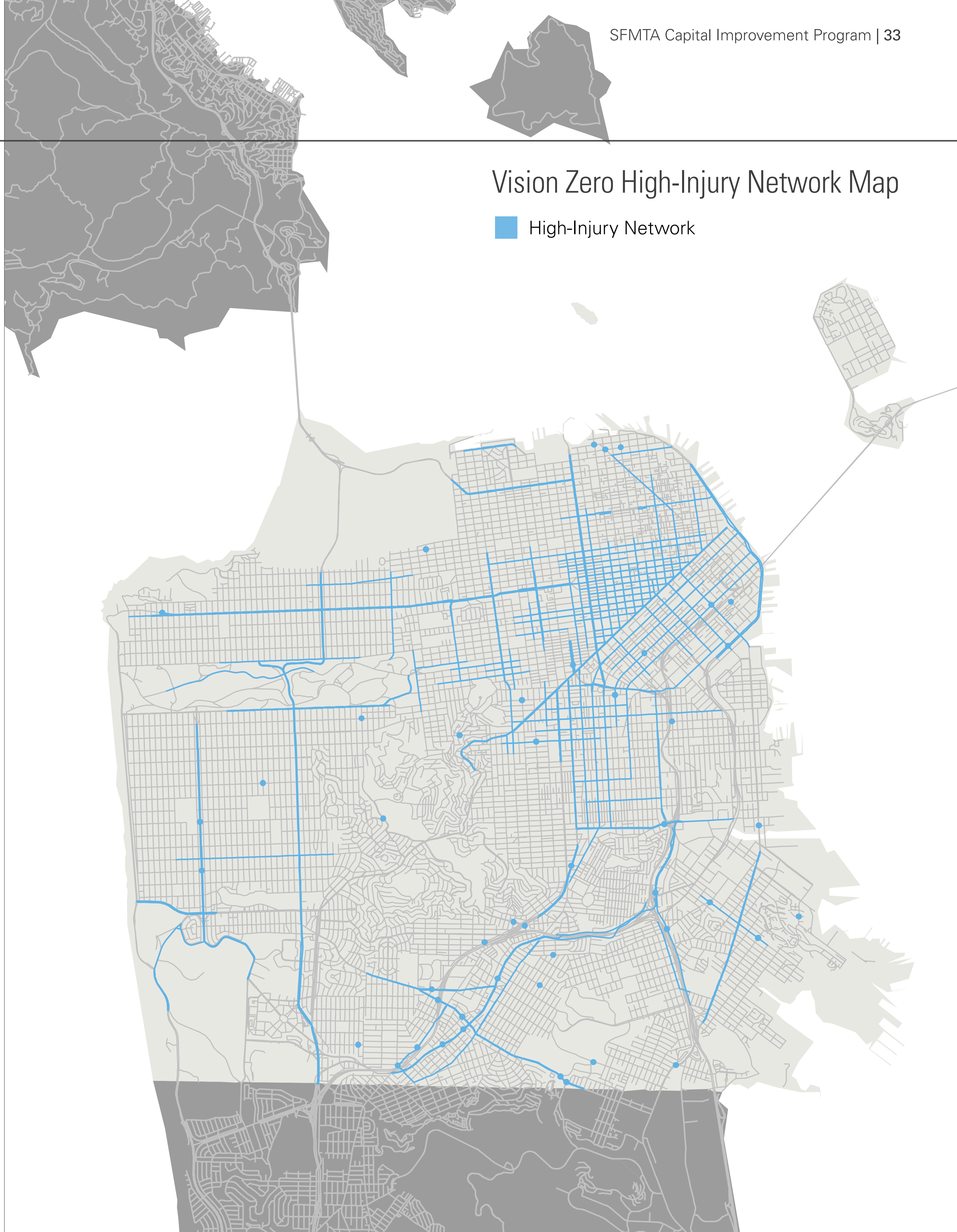
- Expand Education and Enforcement Programs to target behaviors known to result in severe and fatal collisions
- Partner with community members and other city agencies to create a citywide culture of safety
- Improve emergency vehicle access and response planning on safety projects
- Advance policies and best practices that support Vision Zero at the local, state and federal level



60% OF SEVERE AND FATAL PEDESTRIAN INJURIES OCCUR ON JUST 6% OF SAN FRANCISCO STREETS



70% OF PEDESTRIAN INJURIES OCCUR AT INTERSECTIONS



Vision Zero High-Injury Network Map

CIP POLICY GOALS: TRANSIT FIRST

Overview

The Transit First policy, adopted by the San Francisco Board of Supervisors in 1973, mandates that travel by foot, bicycle, and public transit (which includes taxi and carsharing) be an economically and environmentally sound alternative to travel by private automobile. The Transit First policy strives to reduce traffic and improve public health and safety by encouraging the use of public rights of way by pedestrians, bicyclists, and public transit.

Transit First is the key policy directive for how the SFMTA plans, builds, operates, regulates, and maintains the transportation network in San Francisco. The SFMTA FY 2013-2018 Strategic Plan established a mode-share goal of achieving 50% or fewer trips made by private auto by 2018. Capital projects implemented through the FY 2017-2021 CIP support the Transit First policy and help to achieve this mode-share goal by making transit a faster, safer, more comfortable, and more reliable form of travel. Additionally, complete streets projects that improve safety and comfort for people walking and bicycling help to support the Transit First policy by ensuring that San Francisco residents and visitors have many options for traveling, both on and off transit.

Muni Forward

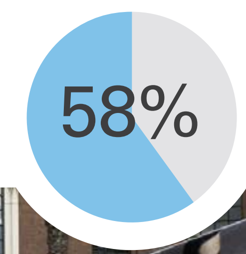
Muni Forward (previously the Transit Effectiveness Project) aims to create a safer and more reliable experience both on and off the transit system. The campaign includes a suite of route changes, service improvements, implementation of a Rapid Network, safety and accessibility improvements, and better technology to improve the customer experience. Learn more about Muni Forward at: www.MuniForward.com

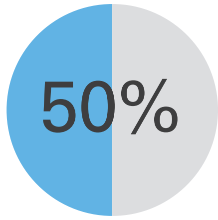
Transit First Investments

Over the next five years, the SFMTA will roll out an unprecedented investment in transit infrastructure and service improvements, including:

- Implementing a Rapid Network serving nearly 70% of all riders to provide more frequent and reliable service.
- Making the transit system smarter and more reliable by investing in new technology, improving integration between traffic signals and transit, and improving real-time transit information.
- Updating and expanding our transit fleet to expand service capacity and improve safety, comfort, and reliability.
- Integrating with Complete Streets projects to accommodate the needs of families, seniors, and the disabled while aligning with the city's Vision Zero goals.

58% OF MUNI RIDERS REPORT NOT OWNING A CAR





THE SFMTA'S MODE-SHARE GOAL IS 50% NON-AUTO TRIPS BY 2018

CIP POLICY GOALS: STATE OF GOOD REPAIR

Overview

Maintaining the city's existing transportation assets in a state of good repair is critical to ensuring a safe and reliable transportation system for all users, and will help pave the way for future expansion projects as the city continues to grow.

The Agency currently has over $13.5 billion worth of capital assets, including: bike routes and lanes, traffic signals, subway infrastructure, stations, maintenance and operations facilities, taxi facilities, fixed guideway track, overhead wires and parking garages. Due to insufficient funding, the Agency is unable to replace or repair all assets as they reach the end of their useful life. As of 2015, the total backlog of unmet state of good repair needs was $2.47 billion

The FY 2017-2021 CIP includes approximately $1.7 billion in state of good repair investments. These funds are primarily directed towards investments that are critical to keeping the transportation system moving, such as maintaining tunnels, tracks, and overhead catenary systems. Fleet replacement is also a large driver of state of good repair investment needs. The SFMTA will invest over $900 million in replacing and rehabilitating transit vehicles over the next five years.

Staying On Track

In 2010, the SFMTA committed to investing an average of $250 million annually in replacing and rehabilitating existing transportation assets. This commitment was made to the Federal Transit Agency (FTA) in 2010 as part of the full-funding grant agreement for the Central Subway project. Since 2011, the SFMTA has invested an average of $215 million annually on state of good repair projects – falling short of the $250 million annual benchmark. However, the $1.7 billion allocated in the FY 2017-2021 CIP, combined with funding commitments made in the previous FY 2015-2019 CIP, will put the Agency on-track to meet its $250 million annual commitment over the next five years.

Enterprise Asset Management System (EAMS):

The SFMTA is currently developing an Enterprise Asset Management System (EAMS) that will enable agency-wide asset tracking, work management, and materials management. Once fully deployed, EAMS will integrate disparate asset tracking systems within the Agency and will enable ongoing asset condition assessments as well as capturing of all lifecycle costs associated with each asset. These improvements will support asset renewal and replacement programs and allow for better financial forecasting and planning. The SFMTA plans to deploy the EAMS across approximately 45 business units agency-wide by late 2017.

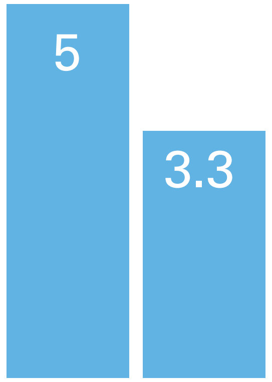
SGR Investments

Over the next five years, the SFMTA will roll out state of good repair investments across the transit network, including:

- Replacement of the entire rubber tire fleet, including replacement and expansion of the paratransit fleet
- Expansion of the Light Rail vehicle fleet starting in Fall/Winter 2017
- Rail grinding, trackwork, and replacement of Automated Train Control Systems (ATCS) to maintain the fixed guideway system
- Upgrades to Overhead Catenary Systems (OCS), traffic signals, and other infrastructure essential to traffic and transit operations
- Comprehensive analysis of the Agency's maintenance and storage facility needs

$2.47 BILLION

AS OF 2015, THE SFMTA'S TOTAL BACKLOG OF DEFERRED SGR NEEDS WAS **$2.47 BILLION**



ON AVERAGE, SFMTA ASSETS SCORED 3.3 OUT OF 5 USING AN AGE-BASED ASSET CONDITION SCORE

PROJECT DELIVERY PHASES

The SFMTA's Capital Improvement Program is funded by phase. Phase-level funding provides the flexibility to identify the most appropriate funding sources for various stages of project development and the ability to forecast actual cashflow needs more appropriately to ensure timely project delivery.

PRE-DEVELOPMENT/ PLANNING

Pre-development & preliminary planning includes the identification of the project team, the development of an objective-level project scope and outreach plan, and an assessment of the level of environmental analysis required.

Deliverable: Pre-Development Report

PRELIMINARY ENGINEERING

During the Preliminary Engineering Phase, SFMTA develops initial drawings and tests the feasibility of the proposed project. When applicable, this phase also includes California Environmental Quality Act (CEQA) and/ or the National Environmental Policy Act (NEPA) Review.

Deliverable: Preliminary Development Report and, if applicable, Environmental Impact Report (EIR) or Environmental Impact Statement (EIS)

DETAILED DESIGN

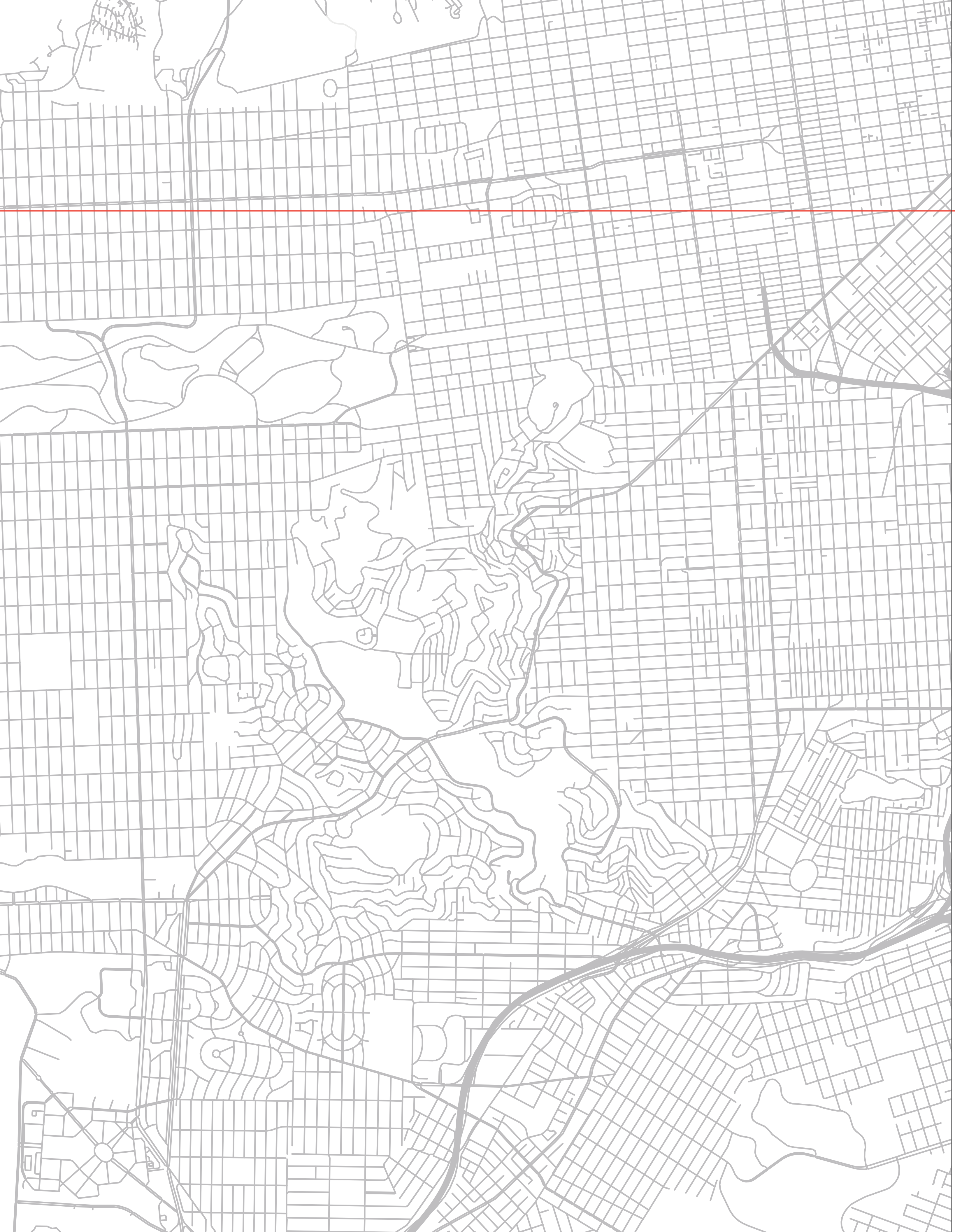
During the Detail Design Phase, SFMTA implements conceptual engineering plans and produces final design specifications. The phase also includes preparation of engineer's estimates, contract packages, and an analysis of construction bids.

Deliverable: Finished Construction Drawings, Contract Special Provisions, Anticipated Construction Schedule, Final Engineer's Estimate

CONSTRUCTION / PROCUREMENT/ IMPLEMENTATION

The Construction Phase begins with a contract award and receipt of a Notice to Proceed. SFMTA then ensures that work is constructed in accordance with drawing specifications and thorough inspections. This phase may also denote the procurement of Muni fleet vehicles and implementation of various programs and technologies.

Deliverable: Completed Capital Improvement



CAPITAL PROGRAM AREAS

Central Subway
Communications & Information Technology
Facility
Fleet
Parking
Security
Streets
Taxi
Traffic Signals
Transit Fixed Guideways
Transit Optimization & Expansion

CENTRAL SUBWAY

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

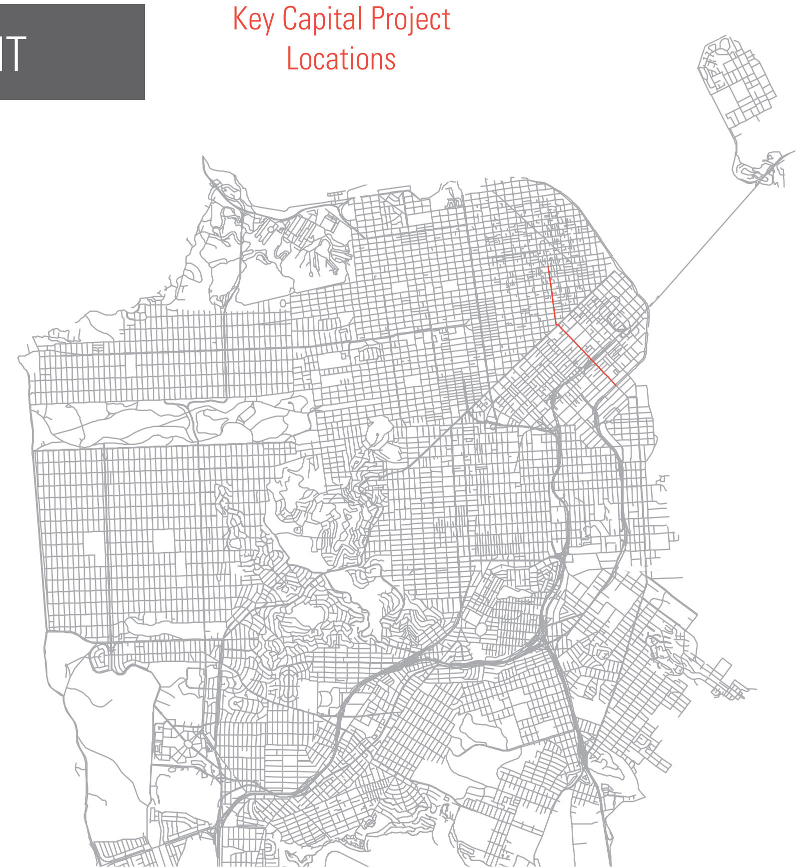
The Central Subway Project will construct a modern, efficient light-rail line that will improve public transportation in San Francisco. This new 1.7-mile extension of Muni's T-Third Line will provide direct connections to major retail, sporting and cultural venues while efficiently transporting people 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.

ONETIME PROJECT, **$1.58B** INVESTMENT

- Construct a modern and efficient light rail line
- Provide a new transit link connecting people to jobs, housing & cultural amenities

Key Capital Project Locations



Central Subway Budget

Project Name, CIP Number, Project Scope

Project	CIP #	Carryforward	CIP Total	Total
Central Subway	CS050	$1,180,163,176	$402,520,516	$1,582,683,692
Total		**$1,180,163,176**	**$402,520,516**	**$1,582,683,692**

Central Subway Scope

Project Name, CIP Number, Project Scope

Central Subway **CS050**

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. This project is the second phase of the Agency's 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.

COMMUNICATIONS & IT INFRASTRUCTURE

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

This program supports the planning, design and implementation of IT infrastructure projects to improve efficiency and ease-of-use across the transportation system. The SFMTA maintains a wide array of IT assets across the city, from Wi-Fi and telephony systems at SFMTA worksites to the fiber network that provides the internal communication backbone of the Muni Metro system.

Projects that are planned for the next five years include: procuring new Blue Light Phones to help to support emergency response in the Muni Metro subway; pre-planning work for a new Time Clock Implementation project to improve operational efficiency; and replacing antiquated radio communications systems for both revenue and non-revenue fleets with a modern radio and data communications system. These initiatives all contribute to a more efficient communication network and help passengers to better integrate the transit system into their day-to-day lives.

It should be noted that many of the SFMTA's Communications and IT investments are supported through the SFMTA operating budget, and therefore do not appear in the five-year CIP.

4 PROJECTS, **$158M** INVESTMENT

- Paratransit scheduling software
- Blue Light Phones to support emergency subway operations
- A more efficient Muni Metro network

Communications & IT Infrastructure projects are citywide.

Communications & IT Infrastructure Projects

Project Name, CIP Number, Carryforward Budget, CIP Budget, Total Budget

Project	CIP #	Carryforward	CIP Total	Total
Blue Light Phone	CI051	$21,587,422	$5,100,000	$26,687,422
Paratransit Scheduling Software	CI052	--	$200,000	$200,000
Radio Communications System and CAD Replacement	CI050	$125,235,436	$3,372,000	$128,607,436
Time Clock Implementation	CI053	--	$100,000	$100,000
FY 2018 Reserve (Comm/IT)	CI001	--	$350,000	$350,000
FY 2019 Reserve (Comm/IT)	CI002	--	$700,000	$700,000
FY 2020 Reserve (Comm/IT)	CI003	--	$700,000	$700,000
FY 2021 Reserve (Comm/IT)	CI004	--	$700,000	$700,000
Total		**$146,822,858**	**$11,222,000**	**$158,044,858**

In addition to the projects listed here, the SFMTA is currently implementing **5** Communications & IT Infrastructure carryforward projects with **$17M** in remaining funds to be invested. See Appendix Schedule 4 of the 2017-2021 CIP.

Communications & IT Infrastructure Scopes

Project Name, CIP Number, Project Scope

Blue Light Phone **CI051**

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 blue light indication, emergency backup electrical power supply wiring infrastructure, and telecommunication wiring instructions. The current phone system was installed in the early 1980s and requires significant resources to remain operational. 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.

Paratransit Scheduling Software **CI052**

Procure PASS-WEB, an adjunct software component to the Trapeze PASS system used by SF Paratransit. PASS allows SF Paratransit to route and schedule paratransit rides. Functions will include: making standing ride requests; scheduling next day SF Access rides; canceling scheduled same-day rides or ride reservations; and checking on the status of rides in-progress. Goals of the project include improving on time performance, reducing demand on the call center, and maximizing ability to accommodate same-day trip changes.

Radio Communications System and CAD Replacement **CI050**

Replace the antiquated radio communications system for both revenue and non-revenue vehicle 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. This replacement project will add additional technology to the radio system including an Automatic Vehicle Location/Global Positioning System to accommodate better schedule tracking, expedited emergency response, and passenger data collection.

Time Clock Implementation **CI053**

Conduct pre-planning work in advance of a full rollout/implementation of Time Clock Devices (TCD) at upwards of 30 SFMTA worksites. The Agency has already procured Kronos Touch 9000™ badge terminals and KRONOS InTouch Time clocks, which will leverage the same middleware software that is already in use across the Agency. Additional badge terminals will be purchased as-needed. The new TCDs will allow for integration with eMerge and PeopleSoft to ensure more complete and accurate employee pay results.

FACILITY

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 the Muni fleet remains 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, the Agency plans to reconfigure, consolidate, or expand existing facilities to best meet operational needs, achieve cost savings, and to make our facilities as environmentally friendly as possible. Over the next five years, the Agency will also carry out critical safety projects to make sure that all SFMTA employees experience a safe, comfortable and optimal working environment.

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

18 PROJECTS, **$384.5M** INVESTMENT

- More efficient maintenance facilities
- Fewer delays due to vehicle breakdowns
- Better working environment for SFMTA employees

Key Capital Project Locations

Facility Projects

Project Name, CIP Number, Carryforward Budget, CIP Budget, Total Budget

Project	CIP #	Carryforward	CIP Total	Total
Bancroft Facility Renovation	FC010	$535,000	$11,050,000	$11,585,000
Burke Overhead Lines & Parts	FC057	--	$30,000,000	$30,000,000
Escalator Rehabilitation	FC060	$30,008,590	$1,320,171	$31,328,761
Facility & Life Safety System Renovation	FC011	$50,351	$5,000,000	$5,050,351
Facility Equipment / Renovation	FC061	--	$4,250,000	$4,250,000
Fall Protection Systems	FC012	$2,935,777	$13,900,000	$16,835,777
Flynn Facility State of Good Repair Package	FC059	--	$13,000,000	$13,000,000
Flynn Hoist Upgrade Phase I	FC052	--	$3,500,000	$3,500,000
Islais Creek Phase II	FC053	$97,380,982	$18,457,219	$115,838,201
Muni Metro East Equipment Update	FC062	--	$16,100,000	$16,100,000
Muni Metro East Rail Facility	FC058	$2,673,500	$53,500,000	$56,173,500
New Castro Station Elevator	FC050	$350,000	$5,117,431	$5,467,431
New Facilities & Facility Upgrades	FC013	--	$35,000,000	$35,000,000
Other Facility Improvements	FC014	--	$3,000,000	$3,000,000
Presidio Lifts	FC054	$4,136,805	$879,697	$5,016,502
Transit Operator Convenience Facilities Phase III	FC051	--	$6,000,000	$6,000,000
Underground Storage Tank Upgrades	FC055	$2,900,000	$6,000,000	$8,900,000
SFMTA Roof Repair Phase II	FC056	--	$250,000	$250,000
FY 2017 Reserve (Facility)	FC000	--	$7,422,343	$7,422,343
FY 2019 Reserve (Facility)	FC002	--	$1,750,000	$1,750,000
FY 2020 Reserve (Facility)	FC003	--	$500,000	$500,000
FY 2021 Reserve (Facility)	FC004	--	$7,500,000	$7,500,000
Total		**$140,971,005**	**$243,496,861**	**$384,467,866**

Facility Scopes

Project Name, CIP Number, Project Scope

Bancroft Facility Renovation **FC010**

Upgrade the Bancroft storage and maintenance facility to meet Title 24 energy efficiency requirements. 1508 Bancroft is an existing two-story 90,000 square foot pre-engineered metal building currently used by the Sustainable Streets Division for shops, office and storage space. The scope of work will likely include evaluation of the roof structure for solar panel potential, freight elevator upgrades, improvements to building lighting and HVAC systems, and installation of additional building envelope insulation.

Burke Overhead Lines & Parts **FC057**

Rehabilitate the Burke Warehouse facility to prepare it for new transit fleet maintenance functions, specifically the housing of overhead lines and increased storage capacity. Work will include the installation of a new roof, new building cladding, insulation, foundation improvements, new lighting, new HVAC systems, and interior improvements.

Escalator Rehabilitation **FC060**

Upgrade and/or replace 17 escalators in the Muni Metro Subway stations to provide convenient and reliable access to the transit system. Escalators are scheduled to be upgraded at Powell, Van Ness, Church, Castro, Civic Center and Montgomery Stations.

Facility & Life Safety System Renovation **FC011**

Replace and upgrade obsolete life and fire safety systems at the Flynn, Kirkland, Scott, Metro Green and Potrero Facilities to remain code compliant and ensure the safety of employees and the public. Potential improvements include new control panels, new battery back-ups, new manual pull stations, new annunciator panels, monitoring of the automatic fire sprinkler system, new notification devices, and new smoke detectors. Existing systems are reaching the end of their useful lives and have become difficult and costly to maintain.

Facility Equipment / Renovation **FC061**

Placeholder for implementation of facility equipment and/or renovation projects to be funded by the Population Based General Fund Baseline. These projects are necessary to optimize facility operations and bring buildings up to current standards.

In addition to the projects listed here, the SFMTA is currently implementing **7** Facility carryforward projects with **$12.6M** in remaining funds to be invested. See Appendix Schedule 4 of the 2017-2021 CIP.

Facility Scopes

Project Name, CIP Number, Project Scope

Fall Protection Systems FC012

Design and construct various types of Fall Protection Systems (FPS) at the Muni Metro East Facility, Cameron Beach Yard, Metro Green Light Rail Center, Potrero Yard, Duboce Yard, and the West Portal Roof Structure to enhance safety for SFMTA employees. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, and platform extensions. The project also includes disconnect switches at four sites to work in conjunction with the fall protection systems.

Flynn Facility State of Good Repair Package FC059

Perform state of good repair upgrades at the Flynn bus maintenance facility to improve operational efficiently and ensure the safety of employees and the public. The proposed scope of work includes lift upgrades for all in-ground lifts and hoists, roof improvements, exhaust fan upgrades, mechanical and HVAC replacement, and replacement of air and diesel equipment.

Flynn Hoist Upgrade Phase I FC052

Replace Muni vehicle lifts at the Flynn maintenance facility to enable maintenance staff to maintain the transit fleet in good working order. This includes: replacement of seven existing in-ground three-post lifts, replacement of one existing parallelogram lift and controller inside the steam room, reconfiguration or installation of a new hydraulic pump to support the new in-ground lifts, and replacement and upgrade of two existing air compressors, dryers, and receiver tanks.

Islais Creek Phase II FC053

Construct a new 65,000 square foot motor coach maintenance and operations facility to alleviate current demand for adequate storage and maintenance space, and to better accommodate fleet expansion. This new facility will include light and heavy maintenance bays; warehouse space, operations and maintenance offices; and showers, galley room, locker rooms and training space.

Muni Metro East Equipment Update FC062

Procure and install modern maintenance equipment at the Muni Metro East (MME) facility to fully support the SFMTA's expanded Light Rail Vehicle fleet. This procurement will likely include: equipment to support electric and machine shop operations; housing for LRV4 simulator; sheet metal shop upgrades; truck shop upgrades; HVAC/pantograph repair shop upgrades; and new signals and communications equipment.

Muni Metro East Rail Facility FC058

Enhance and expand buildings, grounds and equipment at the Muni Metro East (MME) facility to improve operational efficiency and to accommodate the expanded Light Rail Vehicle fleet. Work will include expanding five tracks at the southwest corner of the existing MME site and expanding the Muni Metro East Light Rail Facility with seven new tracks to include a four acre undeveloped parcel at Illinois/Cesar Chavez Streets. Additional scope elements include site clearing, grading, drainage and soil improvements; construction of new tracks, overhead catenary systems, and traction power systems; signals; fencing, gates and perimeter security systems; signage and lighting; paving and striping; and relocation of the existing structures that house the Automatic Train Control Systems. Work will be completed in two phases to ensure efficient project delivery.

New Castro Station Elevator FC050

Install a new three-stop elevator on the south side of Market Street at the Castro Muni Station. The top level of the new elevator structure will be located at Harvey Milk Plaza on Market Street, and it will service the concourse and platform levels of the Station below. The new elevator structure will integrate with the existing architectural and structural framework of the building. This project also includes creating an accessible path from the southwest corner of Market and Castro Streets to the Plaza-level elevator entrance.

New Facilities & Facility Upgrades FC013

Facility expansion/enhancement projects to support future fleet expansion by providing upgraded maintenance and storage facilities. This project is contingent upon the passage of future ballot initiatives.

Other Facility Improvements FC014

Address backlogged state of good repair investments through the Facilities Deferred Maintenance Program. These investments build on the Agency's commitment to keeping its assets in a state of good repair.

Presidio Lifts FC054

Procure and install new Vehicle Lifts to enable SFMTA staff to perform vehicle maintenance. This project will help to maintain the transit fleet in a state of good repair by facilitating routine vehicle maintenance and mid-life fleet overhauls. The scope of work for this project also includes ADA accessibility upgrades, such as striping, signage and upgrading curb ramps surrounding the facility.

Facility Scopes

Project Name, CIP Number, Project Scope

Transit Operator Convenience Facilities Phase III FC051

Procure seven new prefab units, construct foundations, and install utilities for new convenience facilities at various bus terminals across San Francisco. The goal of this project is to provide access to clean, convenient and safe restrooms for SFMTA transit operators.

Underground Storage Tank Upgrades FC055

Addresses state of good repair needs by upgrading fuel storage tanks and tank monitoring system at various transit maintenance facilities.

SFMTA Roof Repair Phase II FC056

This is a programmatic project to address state of good repair needs and working conditions for employees by making roof repairs at various SFMTA facilities. The SFMTA is committed to keeping its facilities in a state of good repair.