

Chapter 8: Infrastructure Program

The Infrastructure Program consists of capital projects to build and maintain the infrastructure necessary to operate transit services. This program is primarily devoted to the modes that operate on fixed guideways, such as light rail, trolley coach and cable car. Projects in this program include rail replacement, communication and signaling, overhead power lines and power distribution systems, subway rehabilitation, station construction and rehabilitation and cable car system rehabilitation, replacement and modification. Adding and improving ADA-mandated key stops and additional accessibility improvement projects are also included in this program.

Planned funding for certain infrastructure projects and programs such as Rail Replacement and Overhead Rehabilitation are assumed to nearly match the estimated costs for this program. However, other programs and projects show a shortfall over the 20-year period. In other cases, project eligibility questions must be answered.

Current Inventory

Muni maintains a complex network of operational infrastructure. This includes:

- 66.1 revenue track-miles for light rail operation, including Metro and Historic service, plus an additional 5.4 miles when Third Street IOS goes into service
- 6.6 miles of subway - Market Street (including MMT and Duboce portal), Twin Peaks Tunnel and Sunset Tunnel
- 8.8 revenue track-miles for cable car operation
- 186.7 revenue line-miles of overhead wires for power supply for light rail and trolley coach operation
- 9 subway stations
- 6 surface light rail stations
- 21 substations for electrical power distribution

Rail Replacement

This program includes the phased design and replacement of the trackways and related systems serving the light rail lines as part of a regular replacement program. The projects included in this program are designed to reduce operational problems, reduce maintenance, increase system reliability, and mitigate excessive noise and vibration. A detailed project listing is included in Figure 76.

Figure 75: Existing Rail Inventory

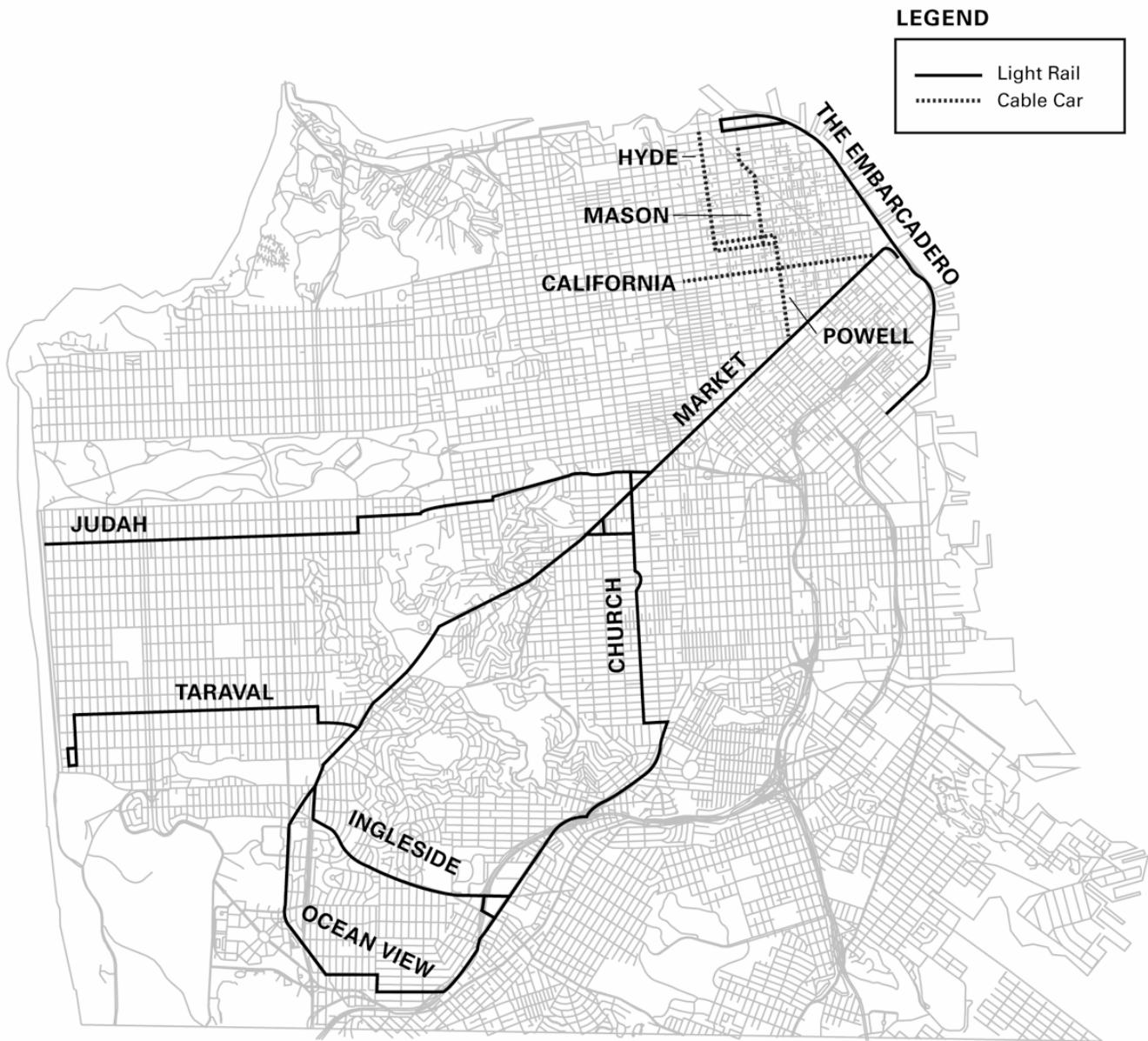


Figure 76: Rail Replacement Program

Project	Status	Cost
19th & Junipero Serra	Complete	\$0.45
Carl/Cole, Broad/Orizaba, 9th/Irving	Complete	\$3.36
M/N: Irving/Arguello	Complete	\$7.79
N: Special Trackwork	Complete	\$14.67
K: Ocean Ave Pullout to Junipero Serra	Complete	\$16.34
L: 15th/Taraval and 15th/Ulloa	Complete	\$1.30
L: 46th/Taraval to Zoo Loop	Complete	\$4.50
Rail Grinding System-wide (N-Line 1st Yr.)	FY05-FY08	\$3.56
Ultrasonic Testing	FY05-FY09	\$0.69
Green Switch Procurement	Complete	\$1.50
L/K/M: W. Portal/Ulloa (Track, Switches & Curves)	Design	\$8.89
K/M: St. Francis Circle & Junipero Serra	CER	\$8.99
J/N/L: 9 locations	CER	\$5.78
J/N: Special Trackwork	CER	\$5.45
Green Facility	Design FY06	\$22.90
Subway: Eureka Portal Study	CER FY06	\$0.31
Subway: Ventilation Study	CER FY06	\$0.22
Subway: Waterproofing (MMT)	CER FY06	\$1.55
N: Carl Street (Cole to Arguello)	CER FY07	\$7.90
Rail Street Design Safety Standards	Start in FY09	\$2.00
L: Ulloa/Forest Side to 48th/Taraval	Start in FY08	\$31.86
J: Special Trackwork	Start in FY09	\$5.04
M: Turnout to Upper Geneva Yard	Start in FY09	\$2.78
N: Arguello to Terminal Loop	Start in FY09	\$42.26
M: Special Trackwork	Start in FY09	\$4.18
Subway, Twin Peaks Tunnel & Sunset Tunnel	Start in FY09	\$3.80
K/M: W. Portal Avenue	Start in FY09	\$8.73
M: 19th/Holloway	Start in FY09	\$0.28
DPT	Complete	\$0.05
TOTAL		\$217.13

(\$millions)

Overhead Rehabilitation

This program covers the phased design and replacement of the overhead wires, related poles, and traction power systems serving the light rail and trolley coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance, and increase system reliability. The program includes the replacement of approximately 200 poles per year and replacement of wire and switches as needed. A detailed project listing is included in Figure 78.

Figure 77: Existing Trolley Overhead Lines

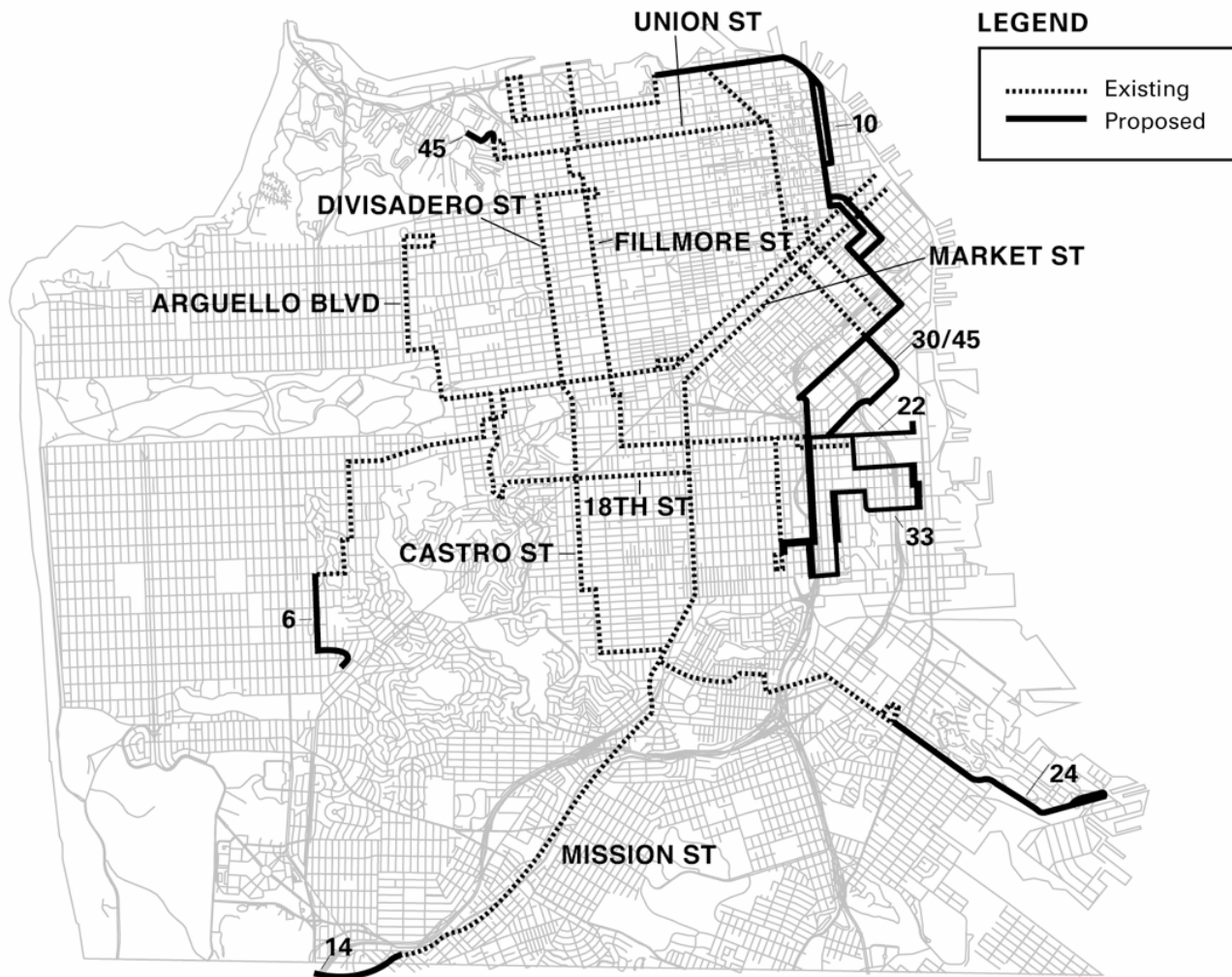


Figure 78: Overhead Rehabilitation Program

Project	Status	Cost
Emergency Feeder Replacement	Complete	\$0.68
Presidio Tower Controls	Complete	\$0.88
LED Lights	Complete	\$0.07
Intersection Signal Improvement	Complete	\$0.08
1-California/4-Sutter	Complete	\$8.84
Fillmore Street Feeders	Complete	\$0.12
6-Parnassus/7-Haight	Close-out	\$14.50
K-line Poles & Power	Close-out	\$3.72
Mission-Steuart Parts	Complete	\$0.40
Mission Steuart Relocation	Complete	\$0.13
Feeder Upgrade Potrero/Presidio	Complete	\$1.98
Caltrans Fourth Street Overhead	Complete	\$0.03
West Portal Overhead	Construction	\$0.43
Presidio Yard Overhead	Construction	\$4.50
Metro Subway Upgrade	Construction	\$15.48
Traction Power: Feeders	Design	\$7.75
Traction Power: Substations	Design	\$8.69
Potrero Deck Bypass	Design	\$0.52
16 th Street: S. Van Ness to Kansas	CER	\$9.99
5-Fulton/21-Hayes	Start CER in FY06	\$15.03
Third/Fourth Rehab	Start CER in FY06	\$1.50
16 th Street: Kansas to Connecticut	Start in FY06	\$5.30
L-Taraval OH	Start in FY07	\$4.90
St. Francis Circle Overhead		\$.40
Green Yard OH	Start in FY07	\$4.00
Misc. Poles		\$5.00
Misc. Small Projects		\$0.43
TOTAL		\$ 115.55

(\$millions)

Route Electrification

In 2002, Muni completed a Route Electrification Study to provide a plan for trolley coach expansion in San Francisco. It identified opportunities to increase trolley coach service through the extension of existing trolley coach lines, or electrifying current motor coach lines. Projects were ranked based on the frequencies and ridership on the route, percentage of route already under wire, grades, and costs. Based on these criteria, the 47-Van Ness was listed as the highest priority line among these candidates.

Muni has a number of near term commitments involving the trolley coach network which result in adjustments to the program as described in the 2002 report. Most importantly, as part of the City's development agreements for Mission Bay, a high priority was established for the provision of electric trolley coach service on 16th Street between Kansas Street, where the current 22-line turns south, and Mission Bay. It is intended that this line be served by the 22-Fillmore line, which would continue along 16th Street to Third Street, turning north to pass the South Street/UC Mission Bay/Eugene Friend Way light rail station. The initial portion of this new overhead, west of Connecticut Street, may be implemented in 2009 as part of the Overhead Rehabilitation Program. In FY08 and FY09, \$4.5 million is programmed to begin design east of Connecticut to Mission. Full funding for construction has not been identified yet.

Mission Bay is also intended to be served by an extension of the 45-Union-Stockton line south from its current terminal at Caltrain, operating through Mission Bay and continuing south to replace the present 22-line service on Potrero Hill, when that line is rerouted. This extension is dependent on the construction of the streets on which it would operate through the new Mission Bay neighborhood. Additionally, the 10-Townsend was identified in the SOMA Action Plan as a near term candidate for extension through SOMA to Potrero Hill. Due to community concerns, the extension, if implemented, would include electrification of the route.

Beyond the small amount of funding available for the Mission Bay extension, funding needed to realize other projects has not yet been identified. Additional funding will be needed for vehicle procurement, overhead construction, facility conversion, and additional vehicle and overhead maintenance activities. Other issues that will have to be evaluated include: service reliability, operational concerns, service substitutions, and additional maintenance requirements for both vehicles and overhead infrastructure.

A combination of fleet and facility issues makes significant expansion of trolley coach service unlikely in the near term. The major fleet issue is that to compete in the regional funding process, the purchase of additional trolley coaches should be timed to the replacement cycle of a comparable number of motor coaches. The one-for-one replacement of vehicles competes well for federal participation through the regional funding process, whereas the purchase of expansion vehicles must be borne locally. Muni's current fleet size does allow for the conversion of one line to trolley coach operation within the existing trolley coach fleet and still maintain a reasonable spare ratio.

On the facility side, the one-for-one replacement of motor coaches with trolley coaches is also preferred, as a motor coach facility could be converted, all or partially, to trolley coach operations. If such a conversion were not possible, a site would have to be identified for construction of a new trolley coach facility. This combination of fleet and facility issues sets 2014 as the earliest year in which a significant expansion of trolley coach services could occur. Construction of the necessary overhead infrastructure and facility conversion would need to be completed to coincide with vehicle deliveries.

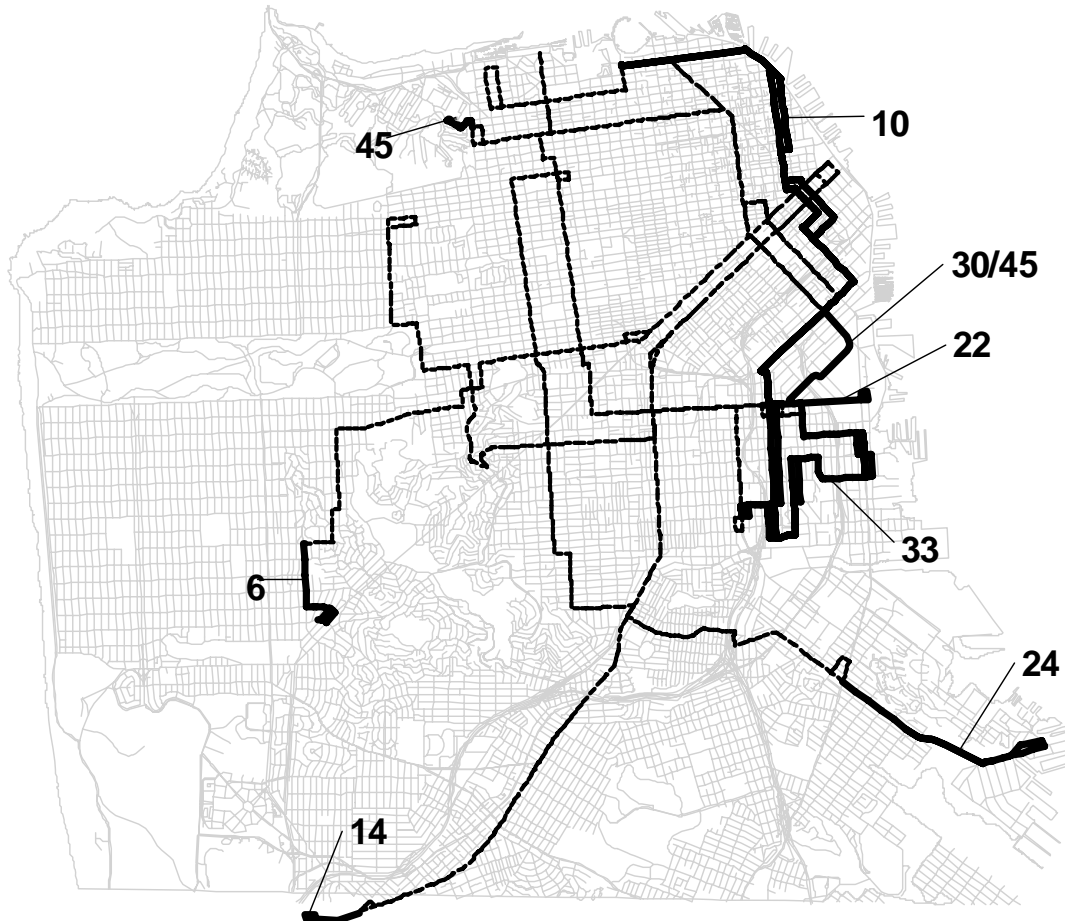
Figures 79 and 80 summarize the committed and proposed electrification proposals discussed above.

Figure 79: Route Electrification Program

Phase		Cost
Committed Projects	22-Fillmore: Mission Bay (Year?)	\$8.6
	30-Stockton: Mission Bay	\$17.6
Extensions	14-Mission: Daly City BART	\$16.9
	45-Union/Stockton: Presidio	\$10.8
	24-Divisadero: HPNS	\$13.9
	6-Parnassus: West Portal	\$8.9
	33-Stanyan: Potrero Hill	\$20.8
Primary Candidates	10-Townsend: Potrero Hill	\$58.3
	47-Van Ness	\$34.1
	71-Haight/Noriega	\$42.8
	9-San Bruno	\$66.3
	2-Clement	\$34.3
	27-Bryant	\$51.0
	43-Masonic	\$88.8
TOTAL		\$473.1

(\$millions)

Figure 80: Map of Electrification Extensions



Wayside Train Control

This project includes the regular rehabilitation of subway data transmission systems, subway signal cutover, Van Ness power supply for the wayside/central train control systems, a secondary system for Yard Departure Test Device, signaling and electrifying Green Yard switches, and replacing train control and switching at St. Francis Circle.

Figure 81: Wayside/Central Train Control Systems

Phase	Year	Cost
Central UPS	Start in FY2006	\$0.25
St. Francis Circle	Start in FY2006	\$1.19
Subway Data Transmission System	Start in FY2006	\$5.0
Subway Signal Cutover	Start in FY2006	\$2.0
Train Control Test Track Equip	Start in FY2006	\$0.5
Van Ness UPS	Start in FY2006	\$0.78
Green Yard	Start in FY2007	\$1.06
TOTAL		\$10.78

(\$millions)

Cable Car Infrastructure Rehabilitation

This program includes various guideway and infrastructure repair and improvement projects on the Cable Car system. It covers all street components of the Cable Car system, such as rail pulleys, switches and turntables. A detailed description of the Cable Car Infrastructure Program is provided in the 1998 Cable Car System Capital Plan. A detailed project listing is included in Figure 82.

Figure 82: Cable Car Infrastructure Rehabilitation Program

Project	Status	Cost
Signal Pre-empt California/Grant	Complete	\$0.80
Hyde/Beach Turntable Overhaul	Complete	\$0.63
Powell/Market Turntable Overhaul	Complete	\$0.57
Bay/Taylor Turntable Overhaul	Complete	\$1.30
Propulsion System Controller Replace	CER	\$8.38
Replace Hatch Inspection Covers – Phase 1	CER	\$0.95
Powell Street Improvements	CER	\$9.29
Replace Slot Rail, various locations	CER	\$0.10
Hyde Street Improvements	CER	\$5.86
Signal Pre-empts at 2 Hyde St. locations	Start in FY06	\$0.86
California Street Improvements	Start in FY06	\$8.14
Mason Street Improvements	Start in FY07	\$5.08
Replace Hatch Inspection Covers – Phase 2	Start in FY07	\$3.0
Mason/Washington Curve	Start in FY08	\$5.91
Jackson/Mason Bumper Bar Mod	Start in FY08	\$0.53
Barn Turntable Rehabilitation	Start in FY08	\$0.82
Signal Preemptions	Start in FY08	\$2.92
Inspect Chafing Bars at Pull Curves	Start in FY08	\$0.85
Relevel Rewinder Machine	Start in FY09	\$0.06
Overhaul DC Motors and Gear Boxes	Start in FY09	\$1.46
Additional Projects	Start in FY09	\$6.66
TOTAL		\$ 64.17

(\$millions)

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