

CHAPTER 3. CAPITAL IMPROVEMENT PROGRAM

SECTION 1. INTRODUCTION

The 10-Year Capital Improvement Program (CIP) identifies one-time and cyclical replacement needs of GGBHTD's capital assets. This program provides a basis for long-term financial planning, development of grant programs and proposals, and annual capital and staff resource budgeting. The CIP is made up of three categories of projects – Revenue Vehicles, Facilities, and Tools and Equipment. Systematic and timely replacement and rehabilitation of these assets is necessary in order to support ongoing transit service operations.

Capital projects are generated for inclusion in the CIP in one of two ways. Cyclical replacement or rehabilitation projects such as bus replacements or Larkspur dredging are automatically included in the program based upon standard asset rehabilitation and replacement lifecycles. The balance of projects is developed through annual consultation and discussion between the Operating Divisions and the Capital and Grants, Planning, and Engineering departments. Given GGBHTD's limited financial resources, each project is screened and prioritized in order to ensure that only those projects necessary to support ongoing operations are included in the plan.

SECTION 2. CAPITAL ASSETS

REVENUE VEHICLE FLEET

GGBHTD owns and maintains a fleet of 290 buses and 5 ferries used to support its transit service needs. Buses vary in length and style from 30-foot suburban coaches used to provide access to rural West Marin to 45-foot over-the-road coaches used to provide 60-mile commute runs in the Highway 101 corridor. Ferry service is provided with a mix of conventional single-hull ferry vessels as well as newer high-speed catamarans designed to provide fast commute service from Larkspur to San Francisco. Revenue vehicle fleet expansion is not anticipated in the near-term due to operating revenue constraints.

Bus Fleet Inventory and Replacement Plan

GGT's bus fleet is comprised of a mix of 30-foot and 40-foot suburban, 45-foot over-the-road, and 60-foot articulated coaches used to operate 51 routes in Sonoma, Marin, San Francisco and Contra Costa Counties. All buses are ADA accessible and, as possible, equipped with bicycle racks. **Exhibit 3-1** shows provides a summary of the current bus fleet:

Exhibit 3-1.
Bus Fleet Summary

| | |
|-----------------------|-----|
| 30' Standard Suburban | 4 |
| 40' Standard Suburban | 227 |
| 45' Over-the-Road | 52 |
| 60' Articulated | 7 |

The size of the active portion of GGBHTD's bus fleet is determined by the combined peak period service demand and spare ratio requirement. Peak period demand is defined as the maximum number of vehicles needed to meet scheduled daily service. The number of spares required is calculated to be 20% of the peak period requirement for each subfleet, consistent with FTA guidelines. Of the 290 buses owned, 8 were leased to a private contract provider for provision of GGT's Club Bus program and 242 were required to provide peak-period service and spares as of September 2003.

Exhibit 3-2 (page 3-6) shows a Bus Replacement Schedule for the existing GGT bus fleet beginning FY 2004. This plan does not yet factor in fleet reconfiguration or reductions likely necessary as the result of service reductions implemented in November 2003. A revised bus replacement schedule will be developed in FY 2005 pending the outcome of discussions with Marin County regarding use of a local sales tax or other local funds to support ongoing transit operating subvention needs.

In addition to its active fleet, GGT has established an emergency contingency reserve of 20 buses of non-active status to be used in the event of service emergencies caused by natural disasters or fleet service issues. Per FTA guidelines, this fleet is made up of vehicles that have reached the end of their useful lives and are not considered a part of the active bus fleet. GGT also owns two specialty historic buses including an original 1954 Greyhound bus.

Consistent with GGBHTD's agreement with MCTD for ADA paratransit services, GGBHTD acts as the pass-through agency for Federal grant funds available to purchase paratransit vans for use in providing local Marin and GGBHTD intercounty ADA paratransit services. **Exhibit 3-3** shows the ADA paratransit van replacement schedule for FY 2004 that supports the van replacement project included in this plan.

Ferry Fleet Inventory and Replacement Plan

Golden Gate Ferry currently provides 42 weekday and 10 weekend crossings between Larkspur and Sausalito in Marin County and San Francisco, as well as seasonal San Francisco Giants ballpark service between Larkspur and San Francisco during baseball season. This service is provided using a fleet of 3 single-hull Spaulding and 2 high-speed catamaran ferry vessels. All vessels are ADA accessible and equipped with bicycle racks. A summary of the FY 2004 ferry fleet and its attributes is shown in **Exhibit 3-4**.

Exhibit 3-4.
Ferry Fleet Summary

| | | Speed | Capacity |
|---------------------------|----------------------|------------|----------|
| <i>M.S. Marin</i> | Spaulding | 20.5 knots | 725 |
| <i>M.S. Sonoma</i> | Spaulding | 20.5 knots | 725 |
| <i>M.S. San Francisco</i> | Spaulding | 20.5 knots | 725 |
| <i>M.V. Del Norte</i> | High-Speed Catamaran | 35 knots | 325 |
| <i>M.V. Mendocino</i> | High-Speed Catamaran | 36 knots | 408 |

In accordance with the MTC regional revenue vehicle replacement policy, the three 30-year old Spaulding vessels are eligible for replacement beginning in FY 2005. Current fund programming supports refurbishing one of these vessels in FY 2005 and replacing the remaining two beginning in FY 2006. However, Golden Gate Ferry will be revisiting this replacement plan in FY 2005 as a part of efforts to reconfiguring existing services to meet financial constraints.

TRANSIT FACILITIES

GGBHTD owns and leases several transit operations and maintenance and administrative facilities within its 60-mile long service area in the Highway 101 corridor between Sonoma and

San Francisco counties. These facilities are necessary to support GGBHTD's extensive network of long-haul commute and general mobility services. Cyclical and intermittent capital replacement and/or rehabilitation projects required to keep these facilities operational are included in GGBHTD's Capital Improvement Program.

Bus Facilities

GGT bus facilities are located at four sites within GGBHTD's 60-mile-long service corridor including a central maintenance and operations facility in San Rafael, satellite yards in Novato and Santa Rosa, and a midday bus storage lot in downtown San Francisco.

The central operations, maintenance, and administration facility in San Rafael is on a 10-acre site that includes parking for 170 buses and 30 service and supervisor vehicles. It has one bus wash rack and a three-lane fuel island. The main maintenance area includes 14 enclosed bus maintenance bays, two non-revenue vehicle maintenance bays, a main shop, unit room, and a parts room. A separate body and upholstery shop includes a two-bay vehicle painting area, trim shop, and a building maintenance area. The Bus Division administration building, a building housing District Division support staff, a 250-car employee parking lot, and a 108-space park-and-ride lot are also on site.

The C. Paul Bettini San Rafael Transit Center in downtown San Rafael serves as GGBHTD's primary transit transfer point, providing multiple bus loading platforms, bicycle parking facilities, information kiosks, and security services.

Satellite facilities for bus storage, servicing, and dispatch are provided in San Francisco, Novato, and Santa Rosa. Leased property in downtown San Francisco is used to park up to 115 commuter buses on weekdays between the morning and evening peak periods and to conduct light maintenance activities. This space also supports a driver/dispatch facility. Plans for a new Transbay Terminal south of Market include a dedicated midday storage facility for GGT beneath the Interstate 80 freeway near Fourth Street. GGT is working to secure this site from Caltrans to support its long-term bus storage needs.

The Novato and Santa Rosa facilities each provide parking for 60 buses and have a driver/dispatch building, one wash rack, and an enclosed two-lane fuel island with service bays. A 214-space park-and-ride lot and a small enclosed passenger waiting area with full amenities are also provided at Santa Rosa.

District Division administration and technical support staff are also housed at the Golden Gate Bridge administration building located west of the toll plaza in an area within the jurisdiction of the National Park Service (NPS)/Golden Gate National Recreation Area (GGNRA).

Ferry Facilities

Golden Gate Ferry owns and operates ferry terminal facilities in San Francisco, Sausalito and Larkspur. From the simple floating berth in Sausalito to the award-winning terminal in Larkspur, these facilities are all integral to Golden Gate Ferry's ability to serve its passengers.

The Golden Gate Ferry landing in downtown Sausalito consists of a leased landing facility and GGBHTD-owned floating dock last replaced in 1998. The landing facilities are shared with a private ferry operator that provides service to Fisherman's Wharf in San Francisco.

The Larkspur Ferry Terminal is located at the mouth of Corte Madera Creek and connects to the sea lanes of the San Francisco Bay by the two-mile-long Larkspur Channel opened in December 1976. The terminal has extensive passenger amenities, bicycle lockers, free parking for 1,600 passenger and 47 employee vehicles, and pick-up and drop-off areas for feeder buses, taxis, and automobiles. The facility contains four passenger loading/unloading berths, one of which is used primarily as a maintenance berth. All four ferry berths are used to dock GGBHTD's ferry vessels overnight. The Larkspur terminal is also the location of central operations, maintenance, and administration for the Golden Gate Ferry Division.

The San Francisco Ferry Terminal provides full passenger amenities, including two ferry berths, a third portal, and a limited maintenance facility. This terminal, which is constructed on land leased from the Port of San Francisco, was opened in June 1978. Pedestrian access is being modified and new ferry facilities are planned as a part of the Port of San Francisco's renovation of the Ferry Building. While Golden Gate Ferry has initiated discussions with the Port regarding its plans, the impact of these changes to Golden Gate Ferry operations and facilities is yet undetermined.

TOOLS AND EQUIPMENT

This project category of project is used to capture the numerous tools and equipment required to support ongoing transit operations, maintenance, and administration activities. This includes such items as maintenance machinery, non-revenue service vehicles, shop vehicles, and computer information systems, which are all generally replaced cyclically at the end of their useful lives.

Exhibit 3-2.

Bus Fleet Replacement Schedule (FY 2004 base year)

| YEAR | MFR | TYPE | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 |
|---------------------------------------|------------------------------------|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 1990 | New Flyer | 60' Articulated | 7 | 7 | | | | | | | | |
| 1991 | TMC | 40' Standard | | | | | | | | | | |
| 1991 | TMC | 40' Stand. (Rehab fy02) | 63 | 63 | | | | | | | | |
| 1992 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 1993 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 1994 | Flxible | 40' Standard | 40 | | | | | | | | | |
| 1995 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 1996 | MCI | 45' Over-the Road | 30 | 30 | 30 | 30 | 30 | 30 | 30 | | | |
| 1997 | MCI | 45' Over-the Road | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | |
| 1997 | NOVA | 40' Standard | 30 | 30 | 30 | 30 | | | | | | |
| 1998 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 1999 | MCI | 45' Over-the Road | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 2000 | NOVA | 40' Standard | 14 | 14 | 14 | 14 | 14 | 14 | 14 | | | |
| 2001 | NOVA | 30' Standard | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | | |
| 2002 | Orion | 40' Standard | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 2003 | MCI | 45' Over-the Road | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 2004 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2005 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2006 | | 60' Articulated | | | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| 2007 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2008 | | 40' Standard | | | | 63 | 63 | 63 | 63 | 63 | 63 | 63 |
| 2009 | | 40' Standard | | | | | 30 | 30 | 30 | 30 | 30 | 30 |
| 2010 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2011 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2012 | | 45' Over-the Road | | | | | | | | | 30 | 30 |
| 2012 | | 40' Standard | | | | | | | | | 14 | 14 |
| 2013 | | 45' Over-the Road | | | | | | | | | | 2 |
| 2013 | | 30' Standard | | | | | | | | | | 4 |
| 2014 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2015 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| TOTAL ACTIVE FLEET AT YEAR END | | | 290 | 290 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 |

| | | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|
| Buses Ordered (Replacement) | | 40 | | 63 | 30 | | | 44 | 6 | |
| FLEET CHANGE VS. PRIOR YEAR | - | - | (7) | - | - | (30) | - | - | - | - |
| AVERAGE FLEET AGE | 8.2 | 9.2 | 8.3 | 9.3 | 6.5 | 6.3 | 7.3 | 8.3 | 7.0 | 7.7 |

Shading indicates buses eligible for replacement

Exhibit 3-3.

Paratransit Van Replacement Schedule (FY 2004 base year)

| YEAR | MFR | TYPE | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 |
|---------------------------------------|------------------------------------|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1994 | Ford | E350 | | | | | | | | | | |
| 1994 | Ford | Apollo | | | | | | | | | | |
| 1996 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 1997 | Ford | E350 | | | | | | | | | | |
| 1998 | Ford | E350 | | | | | | | | | | |
| 1998 | Ford | E350 | | | | | | | | | | |
| 1999 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2000 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2001 | Chevrolet | CK3500 | 4 | 4 | | | | | | | | |
| 2002 | Chevrolet | CK3500 | 11 | 11 | 11 | | | | | | | |
| 2002 | Chevrolet | CK3500 | 4 | 4 | 4 | | | | | | | |
| 2003 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2004 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2005 | | Std Conversion Van | | 9 | 9 | 9 | 9 | 9 | | | | |
| 2005 | | Std Conversion Van | | | 2 | 2 | 2 | 2 | 2 | | | |
| 2006 | | Std Conversion Van | | | | 6 | 6 | 6 | 6 | 6 | | |
| 2006 | | Std Conversion Van | | | | 8 | 8 | 8 | 8 | 8 | | |
| 2007 | | Std Conversion Van | | | | | 4 | 4 | 4 | 4 | 4 | |
| 2008 | | Std Conversion Van | | | | | | 11 | 11 | 11 | 11 | 11 |
| 2009 | | Std Conversion Van | | | | | | | 4 | 4 | 4 | 4 |
| 2010 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2011 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| 2012 | | Std Conversion Van | | | | | | | | | 4 | 4 |
| 2013 | | Std Conversion Van | | | | | | | | | | 5 |
| 2014 | <i>no order during fiscal year</i> | | | | | | | | | | | |
| TOTAL ACTIVE FLEET AT YEAR END | | | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |

| | | | | | | | | | | | | |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|---|
| Paratransit Vans Ordered (Replacement) | 11 | 14 | 4 | 11 | 4 | | | | 4 | 5 | | |
| FLEET CHANGE VS. PRIOR YEAR | - | - | - | - | - | - | - | - | - | - | - | - |
| AVERAGE FLEET AGE | 6.4 | 5.3 | 5.8 | 4.1 | 4.5 | 4.0 | 4.4 | 5.4 | 5.8 | 5.8 | | |

Shading indicates vans eligible for replacement

SECTION 3. FINANCIAL PLAN

The 10-Year Capital Expenditure Plan, included as **Exhibit 3-5**, provides an overview of the District's capital rehabilitation and replacement needs over the next ten years by project, cost, and program year. It is used as a financial planning tool to help ensure that sufficient GGBHTD and grant funds are available in the years required as well as a guide for planning capital grant applications.

GRANT FUNDS

The majority of capital grant funds available to support GGT bus and Golden Gate Ferry projects are generally available from five funding sources including Federal Transit Administration Urbanized Area Formula funds (Section 5307), Federal Fixed Guideway Rehabilitation funds (Fixed Guideway), Congestion Mitigation and Air Quality (CMAQ) funds, Surface Transportation Program (STP) funds, and State Transportation Improvement Program funds. These funding sources are programmed and administered by MTC, the State of California, and County Congestion Management Agencies (CMA) and are generally targeted to support funding high priority rehabilitation and replacement projects consistent with MTC's Regional Transportation Plan policies. Additional grant funds are occasionally made available for rehabilitation and expansion projects through various smaller local, state, and federal discretionary programs or earmarks.

LOCAL FUNDS

The primary source of local funds used to support implementation of GGBHTD Bus and Ferry capital program is Golden Gate Bridge tolls. District funds necessary to support the CIP projects are reserved in advance through the annual budget process.

FUND ASSIGNMENT

The financial plan assumes that grant funds will be available to support 80% of the cost of the majority of GGBHTD's transit projects given that they are predominantly focused on rehabilitation and replacement of existing capital assets. Given GGBHTD's limited financial resources, it is likely that projects that do not receive grant funds in the amounts or years assumed will have to be deferred or deleted from the program.

Exhibit 3-5.
10-Year Capital Expenditure Plan (2 of 4 pages)

BUS DIVISION

| CAPITAL PROJECT DETAIL | 10-YR TOTAL (\$000) | 10-YR DISTRICT (\$000) | 10-YR GRANTS (\$000) | <<<<=10-YEAR PROJECTED CAPITAL NEED =>>> | | | | | | | | | | | PRIOR YEAR (\$000) | TOTAL PROJECT (\$000) |
|---|---------------------------|------------------------------|----------------------------|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|--------------------------|-----------------------------|
| | | | | FY 2005 (\$000) | FY 2006 (\$000) | FY 2007 (\$000) | FY 2008 (\$000) | FY 2009 (\$000) | FY 2010 (\$000) | FY 2011 (\$000) | FY 2012 (\$000) | FY 2013 (\$000) | FY 2014 (\$000) | | | |
| REVENUE VEHICLES | | | | | | | | | | | | | | | | |
| Replace Buses (214) | 88,440 | 17,688 | 70,752 | 5,000 | - | 20,880 | - | 34,040 | - | - | - | 28,520 | - | - | 25,000 | 113,440 |
| Refurbish Buses | 350 | 70 | 280 | 350 | - | - | - | - | - | - | - | - | - | - | 4,500 | 4,850 |
| ADA Paratransit Vans | 3,370 | - | 3,370 | - | 1,030 | 310 | 870 | 330 | - | - | - | 470 | - | - | - | 3,370 |
| Replace Fareboxes | 2,800 | 560 | 2,240 | 2,800 | - | - | - | - | - | - | - | - | - | - | 10 | 2,810 |
| Install PM Traps on Buses | 2,150 | 215 | 1,935 | 1,100 | 710 | 340 | - | - | - | - | - | - | - | - | 100 | 2,250 |
| Radio/AVL Communications System | 8,950 | 1,790 | 7,160 | 250 | 4,000 | 4,700 | - | - | - | - | - | - | - | - | - | 8,950 |
| TRANSIT FACILITIES | | | | | | | | | | | | | | | | |
| Maintenance/Operations Buildings | | | | | | | | | | | | | | | | |
| Bus Stop Improvements | 265 | 53 | 212 | 265 | - | - | - | - | - | - | - | - | - | - | 330 | 600 |
| Toll Plaza Transfer Point/Pavement | 576 | 132 | 444 | 576 | - | - | - | - | - | - | - | - | - | - | 40 | 620 |
| Roof Replacement/Rehab | 950 | 190 | 760 | - | - | 350 | - | 190 | - | 200 | - | 210 | - | - | - | 950 |
| Miscellaneous Facilities Rehab | 1,090 | 1,090 | - | 250 | 80 | 90 | 90 | 90 | 90 | 100 | 100 | 100 | 100 | - | - | 1,090 |
| Replace Bus Facilities Wash Racks | 900 | 103 | 797 | - | 90 | 810 | - | - | - | - | - | - | - | - | - | 900 |
| Bus Steam Clean Area | 1,500 | 300 | 1,200 | - | - | 150 | 1,350 | - | - | - | - | - | - | - | - | 1,500 |
| Fuel Systems Rehab/Replacement | 250 | 29 | 221 | 250 | - | - | - | - | - | - | - | - | - | - | 50 | 300 |
| Security Systems | 650 | 130 | 520 | 150 | - | - | 100 | 150 | 150 | - | - | - | - | - | 50 | 700 |
| Grounds | | | | | | | | | | | | | | | | |
| Bus Lots Pavement Rehabilitation | 1,070 | 214 | 856 | 90 | - | - | 470 | - | - | - | 510 | - | - | - | - | 1,070 |
| Park & Ride Lots Pavement Rehab | 410 | 77 | 333 | 70 | 120 | - | - | 140 | - | - | - | 80 | - | - | - | 410 |
| TOOLS AND EQUIPMENT | | | | | | | | | | | | | | | | |
| Tools and Equipment | 1,980 | 1,980 | - | 30 | 190 | 200 | 200 | 210 | 220 | 230 | 230 | 230 | 240 | - | - | 2,150 |
| TOTAL | 115,700 | 24,620 | 91,080 | 11,180 | 6,220 | 27,480 | 3,430 | 34,960 | 650 | 840 | 970 | 29,320 | 650 | 30,450 | 146,160 | |

21% 79%

| | | | | | | | | |
|--------------------------------|--------|--------|--------|-----|-----|-----|--------|-----|
| PROJECTED GRANT FUNDS | 90,860 | 21,880 | 27,790 | 270 | 410 | 560 | 23,290 | 250 |
| DISTRICT FUNDS REQUIRED | 24,840 | 1,250 | 7,170 | 380 | 430 | 390 | 6,030 | 400 |

Exhibit 3-5.
10-Year Capital Expenditure Plan (3 of 4 pages)

FERRY DIVISION

| CAPITAL PROJECT DETAIL | 10-YR TOTAL (\$000) | 10-YR DISTRICT (\$000) | 10-YR GRANTS (\$000) | <<<=10-YEAR PROJECTED CAPITAL NEED =>>> | | | | | | | | | | | | PRIOR YEAR (\$000) | TOTAL PROJECT (\$000) |
|---|---------------------------|------------------------------|----------------------------|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------|----------------|--------------------------|-----------------------------|
| | | | | FY 2005 (\$000) | FY 2006 (\$000) | FY 2007 (\$000) | FY 2008 (\$000) | FY 2009 (\$000) | FY 2010 (\$000) | FY 2011 (\$000) | FY 2012 (\$000) | FY 2013 (\$000) | FY 2014 (\$000) | | | | |
| REVENUE VEHICLES | | | | | | | | | | | | | | | | | |
| Spaulding Replacement | 24,400 | 4,880 | 19,520 | - | 2,000 | 10,000 | 2,000 | 10,400 | - | - | - | - | - | - | - | - | 24,400 |
| Spaulding Refurbishment | 5,100 | 1,020 | 4,080 | 300 | 4,800 | - | - | - | - | - | - | - | - | - | - | - | 5,200 |
| Major Vessel Component Rehab | 30,900 | 6,180 | 24,720 | - | 1,950 | 460 | 120 | 1,140 | 4,460 | 1,210 | 6,850 | 14,610 | 100 | 900 | 31,800 | | |
| TRANSIT FACILITIES | | | | | | | | | | | | | | | | | |
| Fixed Guideway | | | | | | | | | | | | | | | | | |
| Channel and Berth Dredging | 53,360 | 10,672 | 42,688 | 1,900 | 5,280 | 3,430 | 10,560 | 300 | 3,710 | 11,440 | 330 | 4,020 | 12,390 | 150 | 53,510 | | |
| Fixed Guideway Connectors | 26,920 | 5,384 | 21,536 | 260 | 4,340 | 8,570 | 5,870 | 1,810 | 2,170 | - | 780 | 1,600 | 1,520 | - | 26,920 | | |
| SFFT Lay Berth Facility | 3,500 | 700 | 2,800 | - | - | 350 | 3,150 | - | - | - | - | - | - | - | 3,500 | | |
| Maintenance/Operations Buildings | | | | | | | | | | | | | | | | | |
| Facilities Roof Rehabilitation | 480 | 480 | - | - | - | - | 350 | - | - | 130 | - | - | - | - | 480 | | |
| Ticketing System | 870 | 174 | 696 | 50 | - | 230 | 590 | - | - | - | - | - | - | - | 870 | | |
| Miscellaneous Facilities Rehab | 640 | 640 | - | 140 | 50 | 50 | 50 | 50 | 60 | 60 | 60 | 60 | 60 | - | 640 | | |
| Terminal Facilities | | | | | | | | | | | | | | | | | |
| Passenger Terminal Rehabilitation | 5,380 | 1,116 | 4,264 | - | 280 | - | 650 | 4,400 | 50 | - | - | - | - | - | 5,380 | | |
| Marsh Restoration | 970 | 970 | - | 970 | - | - | - | - | - | - | - | - | - | 200 | 1,170 | | |
| Security Systems | 980 | 196 | 784 | 600 | - | - | - | 250 | 130 | - | - | - | - | 50 | 1,030 | | |
| Larkspur Parking Rehab/Improvements | 1,910 | 382 | 1,528 | - | 600 | 720 | - | - | - | - | 390 | 200 | - | - | 1,910 | | |
| TOOLS AND EQUIPMENT | | | | | | | | | | | | | | | | | |
| Tools and Equipment | 440 | 440 | - | 50 | 40 | 40 | 40 | 40 | 40 | 40 | 50 | 50 | 50 | - | 440 | | |
| TOTAL | 155,850 | 33,230 | 122,620 | 4,270 | 19,340 | 23,850 | 23,380 | 18,390 | 10,620 | 12,880 | 8,460 | 20,540 | 14,120 | 1,700 | 157,550 | | |

21% 79%

| | | | | | | | | | | | | | | |
|--------------------------------|---------|--|--|-------|--------|--------|--------|--------|-------|--------|-------|--------|--------|--|
| PROJECTED GRANT FUNDS | 121,910 | | | 2,450 | 15,400 | 18,820 | 17,880 | 14,640 | 8,380 | 10,120 | 6,680 | 16,340 | 11,210 | |
| DISTRICT FUNDS REQUIRED | 33,940 | | | 1,820 | 3,940 | 5,030 | 5,500 | 3,750 | 2,240 | 2,760 | 1,780 | 4,200 | 2,910 | |

