April 3, 2007

MTA Board of Directors
Rev. Dr. James McCray, Jr., Chairman
Cameron Beach, Director
Shirley Breyer Black, Director
Wil Din, Director
Peter Mezey, Director
Tom Nolan, Director
Leah Shahum, Director

Dear Board Members,

Attached is a copy of the MTA "*Proposed*" Capital Investment Plan (CIP) for Fiscal Year 2008 - FY 2012, for your review.

The Capital Investment Plan encompasses the concepts of re-investing agency dollars into the capital assets to improve the existing asset's physical condition, extend the asset's useful life, increase the value of the asset, as well as acquire new assets. The use of the Capital Investment Plan strengthens the MTA's ability to achieve strategic goals and objectives, deliver quality service, and potentially increase financial capacity. The Capital Investment Plan includes the following components:

- Capital Project Summary - a brief description of the construction activities for all the current and proposed capital projects.

- Capital Improvement Budget (CIB) – a five-year forecast and projection of planned expenditures and anticipated revenues (to include Muni, Parking and Traffic, and the Parking Authority).

- Capital Prioritization Process - an overview of the prioritization process which is based upon a tiered decision making process, a qualitative and quantitative analysis of the capital project attributes, and project scoring and ranking.

In summary, the FY 2008-2012 Capital Investment Plan (CIP) reflects planned expenditures of ***$3.9 Billion*** and anticipated revenues of ***$2.2 Billion***. The net of both revenues and expenditures is ***$1.7 Billion***, which represents a projected shortfall. The Transportation Planning and Development (TPD) staff and the Finance staff will work together to seek financial resources to address the projected shortfall. While the CIP reflects a five-year projection of capital expenditures and revenues, the MTA is requesting an annual capital budget appropriation of ***$423,408,153*** for FY 2007/2008.

Sincerely,

Nathaniel P. Ford, Sr.
Executive Director/CEO, MTA

Carter Rohan, R.A
Senior Director, Transportation Planning and Development Division

TABLE OF CONTENTS

INTRODUCTION

Overview

The purpose of this document is to provide an overview of the City and County of San Francisco Municipal Transportation Agency's (MTA) FY 2008-2012 Capital Investment Plan (CIP). The MTA begins the capital planning process with a review of the MTA's Strategic Plan and the San Francisco Municipal Railway Short Range Transit Plan (SRTP). During this review process, these very important documents are reviewed to ensure the Capital Investment Plan and the capital projects are developed and prioritized to support the Agency's operational strategic plan and long range transit plan.

The Capital Investment Plan (CIP) encompasses the concepts of re-investing the agency's dollars into the capital assets to improve the existing asset's physical condition, extend the asset's useful life, increase the value of the asset, as well as acquire new assets. Investing in a capital program will strengthen the agency's ability to achieve its strategic goals of delivering quality services and increasing financial capacity. Development of the Capital Investment Plan, integrate asset management concepts with capital planning, capital improvements, capital budgeting and capital project prioritization concepts. This development approach includes a higher-level of analytical decision making relative to strategic planning, asset management, and financial analysis for prioritizing capital projects for both short-term and long terms capital plans.

The Capital Investment Plan will provide information on the development of a capital project, types of construction programs, capital funding, capital prioritization process, capital implementation process, and the capital asset management and inventory process. Also, this document provides a listing of capital projects which representative the most critical capital improvement needs of the MTA.

Capital Budget Highlights

The Capital Investment Plan reflects planned expenditures of ***$3.9 Billion*** and anticipated revenues of ***$2.2 Billion***. The net of both revenues and expenditures is a projected shortfall of ***$1.7 Billion*** over a five-year (5) period of time. *(See the chart below)*

Summary of CIP Five -Year Budget Projections

Description	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	5-Year CIP TOTAL
PLANNED EXPENDITURES	$530,709,289	$767,002,167	$951,149,344	$856,073,716	$828,644,135	**$3,933,524,110**
LESS: REVENUES (Allocated, Programmed, and Planned	*$423,408,153*	*$599,090,373*	*$435,617,400*	*$421,178,525*	*$305,491,889*	***$2,184,786,340***
TOTAL (Surplus/(Deficit)	**($107,301,136)**	**($167,911,794)**	**($515,531,944)**	**($434,895,191)**	**($523,152,246)**	**($1,748,792,311)**

Capital Budget Assumptions

The FY 2008-2012 Capital Investment Plan was developed based upon several budgetary assumptions. The planned expenditures assumptions are based upon the phase of the project, project needs, and impacts on the potential workload of the project management staff. The anticipated revenues (allocated, programmed, and planned) are based upon assumptions driven by the various Federal, State, and Local agency that provide funding for MTA's capital projects.

- Actual Expenditures/Revenues includes the actual expenditures and revenues as of January 23, 2007. The source for this information is the City's FAMIS system.
- A five-year forecast and projection of planned expenditures and anticipated revenues for each capital project is included in the development of this plan.
- Revenues are categorized into two major categories which are Funded and Unfunded. The Unfunded Revenues are further subdivided into programmed, planned, and unidentified which are described below:
    - Funded: Include revenues which are allocated by a Grantor and recorded into FAMIS.
    - Unfunded: Include revenues which are unallocated by a Grantor and not recorded into FAMIS.
        - Programmed: Revenues which are committed (in a document) by a Grantor, but not yet received by the MTA.
        - Planned: Revenues which are planned to be placed (in a document) during the planning and programming of funds.
        - Unidentified: Revenues which are unidentified and/or have no perspective source.

Capital Funding

The MTA Capital Investment Plan is funded by a variety of Federal, State, and Local funding sources.

Federal Funding: The FTA provides funding for capital projects through competitive grant processes such as New Starts program and through capital formula grants. The Metropolitan Transportation Commission (MTC) is responsible for programming and administering Federal formula capital funds such as the Section 5309, 5307, Section 9, Regional Measure 2 (RM2), and other Federal funding.

State Funding: The State provides a variety of grants to support transit improvements, street improvements, pedestrian safety, bike programs, traffic calming, and traffic engineering capital projects. Also, this plan includes the anticipated State I – Bond revenues for various capital projects.

Local Funding: The local funding is by far the largest contributor of capital funding for the MTA. The majority of local funding is provided by Proposition K, a half-cent local transportation sales tax program, which is administered by San Francisco Transportation Authority (SFCTA) for both Muni and Parking and Traffic. Also, the MTA operating budget supports the capital investment plan with emergency funding from the fund balance, as needed.

Capital Improvement Programs

The capital projects within the MTA are categorized into four major capital improvement programs. The four capital improvement programs are described, as follows:

1) Fleet Program –The rehabilitation and replacement of Muni's vehicles includes both revenue vehicles used to transport passengers (motor coach, trolley coach, light rail, historic streetcar, cable car, and paratransit) and non-revenue vehicles used to support the revenue fleet and system infrastructure.

2) Infrastructure Program – Includes the rehabilitation, replacement and modification of rail, communications, signals, overhead, subway, stations, and cable car systems as well as ADA-mandated Key Stops, accessibility improvements, and transit preferential streets.

3) Facilities Program – Includes the development and management of space for the operations, maintenance, administration, and storage needs required to support the agency.

4) Equipment Program – Includes the replacement and acquisition of such items as rail grinders, video cameras, computers, and other tools needed for the continued operation and maintenance, and to support the administrative functions of the MTA.

The capital assets within these capital improvement programs may be modified by replacement, rehabilitation, enhancement or expansion.

Capital Prioritization Process

The FY 2008-2012 Capital Investment Plan comprises approximately 320 capital projects with varying levels of attributes and importance to the Agency. Therefore, it is generally beneficial, if not necessary, to rank and prioritize capital projects because the amount of expenditures and number of projects requested often exceeds the amount of available funding. However, before a capital project is screened ranking and prioritization, it first must be developed and justified.

Development of a Project: Capital projects are conceptualized or developed in a variety of ways such as during the annual call for projects, planning studies, engineering assessments, maintenance and operations staff observations, through the Capital and Planning Working Group Committee (CAPWOC) process, or as a priority of an external capital funding program. The annual call for projects is requested during the preparation of the annual budget. This process allows staff to submit their anticipated capital needs during the submission of their budget.

Capital Project Prioritization Process: The MTA has developed a new *capital project prioritization process* which is based upon a tiered decision making process, qualitative and quantitative analysis of the capital project attributes, and project scoring and ranking. Specifically, the MTA begins the capital project prioritization process with the review of the Agency's overall mission, strategic plan and objectives, Proposition E Service Standards, and the Short Range Transit Plan (SRTP) as a basis for the establishment of the main criteria and sub criteria. These criteria were used to rank projects along with a scoring mechanism to assign a range of values based upon each project's strengths and weaknesses. Higher scores are given to projects that meet or exceed positive aspects of the criteria measurements.

The three (3) step decision making process includes the evaluation of the attributes and purposes of the capital project against specific criteria measurements. This process is briefly described below:

Step 1: Includes the vetting or assignment of a capital project to a main and sub criteria (Mission Critical, Preservation, Transportation Priority, Mission Development) which is static ranked. This decision making process is performed by staff that are familiar with the attributes of the capital projects and construction programs.

Step 2: Includes the evaluation (High, Medium, and Low) of projects based upon the criteria measurements and the correlations of points for the project scoring. This decision making process is performed by staff that are familiar with the detailed attributes of the project, purpose of the capital project, and the project's impact on the MTA.

Step 3: Includes the review of the overall project scoring and ranking by management.

During Step 1 of the process, capital projects are screened and assigned within one of the following four (4) main criterions and three sub criterions. *(See Exhibit 1 – Capital Investment Plan Prioritization Criterion).* The following is a brief description of the four (4) main criterions:

1) Mission Critical: This category include projects that directly impact the transit system's ability to meet the goals and objectives of the MTA Strategic Plan and Proposition E Service Standards. The Proposition E Service Standards consist of system reliability, system performance, staffing performance, customer and employee safety and satisfaction.

2) Preservation: This category include projects that focus on the replacement, rehabilitation, modification, and preventive maintenance of existing capital assets (such as facilities, fleet, equipment, systems, railway/track, guide way, traffic lighting and signals, overhead lines, and transit stations) to preserve an asset in a "State of Good Repair." *Note:* A deteriorated asset is one that is beyond its useful life cycle or normal replacement cycle.

3) Transportation Initiatives: This category include projects that address funding and political priorities established and/or highly recommended by federal, state, regional, and local governing bodies which may impact the mission and priorities of the MTA.

4) Mission Development: This category include projects that enhance and/or expand the existing transit system, projects that develop and or create new or additional transit services or systems and projects that acquire new assets to support the transit system.

Based upon the above process, each project receives a score which is calculated based upon the static rank of main and sub criteria and the points accumulated from the evaluation and scoring of the project against the criteria measurement. The maximum points a project can receive is 100 points.

Capital Asset Management and Inventory Program

The MTA has embarked upon a new concept referred to as "Capital Asset Management and Inventory". This new concept clearly integrates asset management and inventory concepts with capital planning, capital improvements, capital budgeting and capital project prioritization concepts. This program will primarily focus on the asset inventory and the condition of the asset for all types of capital assets such as facilities, stations, rail/track/guide ways, fleet, systems and equipment.

Currently, the MTA's Asset Management and Inventory systems is fragment and does not support any of the MTC or FTA capital asset inventory reporting requirements. The MTA uses SHOPS, FAACS, and Facilities Resource Forecast Model (FRFM), a system developed by the City's Department of Public Works, to account for and inventory capital assets. The MTA plans to develop a system with the ability to project and/or forecast capital asset management and inventory needs for a 30 to 40 year horizon. During this process, the MTA will evaluate and design a comprehensive plan to review of the existing capital data sources, identify key asset data collection needs and desired outcomes, database architecture and implementation strategy.

Capital Investment Plan (CIP) Implementation

The Capital and Planning Working Committee (CAPWOC) will be responsible for the implementation and management of the FY 2008-2012 Capital Investment Plan. This committee will review all new capital requests throughout the year and make recommendations to Executive Management on project scope and funding modifications for capital projects. The CAPWOC will use the capital prioritization process as described above to prioritize funding and new projects for the Capital Investment Plan.

EXHIBIT 1 (Page 9)

EXHIBIT 1 (Page10)

EXHIBIT 1 (Page 11)

MAJOR CAPITAL PROJECTS

MTA MAJOR PROJECTS AND PROGRAMS

This document provides an overview of various projects and programs that are moving forward within the Agency. This partial list of projects and programs are supplemental to the day-to-day operations of the Municipal Railway and the Department of Parking and Traffic. A more in depth discussion of many of the MTA's major projects is in the "Short Range Transit Plan".

The projects and programs are divided into major categories:

- Fleet Program
- Third Street Light Rail Project
- Muni Infrastructure
- Traffic Signals
- SF*Go*
- Facilities
- Technology
- Livable Streets
- Other
- Future

Fleet Program

Motor Coach Replacement Program

The phased replacement of Muni's fleet of 455 motor coaches began in 2000. An option for 95 additional diesel motor coaches was exercised in FY01.

The next phase of Muni's motor coach replacement program will be the procurement of 56 standard (40') diesel-electric hybrid coaches from Orion. Delivery of the prototype has occurred and the last production bus delivery is scheduled to be delivered by June 2007.

The final phase is the purchase of 30 small (30') diesel-electric hybrid coaches. MTA negotiated with Orion Bus Industries to supply the 30-foot diesel-electric hybrid coaches. Delivery of the prototype has occurred with delivery of production buses expected to start in June 2007 with the last coaches scheduled to be delivered by August 2007.

Trolley Coach Replacement - 33 Articulated & 240 Standards

This project replaces the fleet of 295 Flyer standard trolley coaches with 33 articulated and 240 standard coaches from Electric Transit Inc. (ETI). Replacement of a number of standard trolley coaches with articulated coaches is needed to better meet heavy ridership demand. The new trolley coaches have accessibility features, including wheelchair lifts, kneeling capability, security cameras and ADA compliant signage.

New Operator safety and convenience features include an ergonomically-designed Operator cabin; a new retriever system to replace the poles when they come off the overhead wires, remote control mirrors, side window shade for glare reduction, hands-free microphone, enclosed cabin for operator security.

All coaches acquired as part of this project have been received. Muni is currently undertaking retrofits and warranty repairs with the help of ETI's subcontractors and vendors.

Light Rail Vehicle Replacement Project

In October 1991, Muni executed a contract with Breda Costruzioni Ferroviare to replace the old Boeing Light Rail Vehicles (LRVs) with 136 new light rail vehicles. Subsequently, an additional 15 light rail vehicles were purchased to provide service to the Third Street corridor once the Third Street Light Rail Project was completed. As of July 2004, MUNI has accepted 151 Breda LRVs.

During the course of the project, a number of modifications to the LRV fleet have taken place. The installation of the Emergency Break Application Limiting Device (EBALD) system began in January 2007.

Historic Vehicle Program

Muni has 7 Historic Streetcar Projects for rehabilitation and/or restoration of Muni's Milan, Presidents' Conference Committee (PCC) and Historic streetcars to operate on the F-Line and future E-Line. Muni's F-Line operates 21.5 hours per day, 365 days a year, and carries approximately 20,100 people per day from Castro and Market Street along the Embarcadero to Fisherman's Wharf. Muni's working fleet of historic streetcars includes 15 PCCs, 9 Milans and 5 Historics, for a total of 29. Muni needs to expand its fleet of historic streetcars to include service for the pending E-line between Fisherman's Wharf and 4th/King and for increased future service to Fort Mason and the Presidio, plus additional vehicles for the reserve fleet. Most recently the MTA purchased 11 PCC cars from New Jersey which are currently being rehabilitated for revenue service. In addition, other historic vehicles in the fleet are undergoing safety modifications and other modifications to make them accessible to the public.

Third Street Light Rail Vehicle Project

Third Street Light Rail Vehicle Project Phase 1 – Initial Operating Segment (Track/Vehicles/MME)

Third Street LRT Phase 1 (IOS) extended light rail service south from its current terminal at Fourth and King streets to Bayshore Caltrain Station. The line crosses the Fourth Street Bridge and runs along Third Street and Bayshore Boulevard, ending at the county line near the Bayshore CalTrain Station. The 5.4 miles of new rail was constructed primarily in a semi-exclusive median in the street to improve safety and reliability, and 19 stations were built. The construction phase of the light rail project is complete and revenue service is scheduled to begin on April 7, 2007. Third Street LRT Phase 1 is projected to carry 71,000 daily riders in 2015. Travel times from Visitacion Valley to Market Street will be reduced by up to 11 minutes.

Third Street Light Rail Vehicle Project Phase 2 – Central Subway

Third Street LRT Phase 2, the Central Subway (CS), will add 1.5 miles of light rail track north from the northern end of the Phase 1 IOS project at Fourth and King Street, to a terminal at Stockton and Clay in Chinatown. Running along Fourth St, the tracks will enter the Central Subway near Bryant Street, and proceed to cross beneath Market Street, running under Stockton to Chinatown. The Central Subway is projected to open in 2016. The current approved alignment places the subway in SOMA under Fourth Street, with a total of three underground subway stations located at Moscone Center, Market St/Union Square and Chinatown. Current projections show that the two-phase Third Street project will carry over 99,000 daily riders by 2030, with travel times from Visitacion Valley to Chinatown reduced by up to 14 minutes, compared to today's travel times.

MUNI Infrastructure Programs

Metro Subway Overhead Reconstruction

The major element of this project is the reconstruction of the Overhead Catenary System (OCS) in the Metro Subway. Modifications on the OCS include replacement of contact wires, messenger wires, hangers, section insulators, and installation of registration arms and associated OCS hardware. The project also includes rebuilding 21 existing circuit breakers and implementing trip units at the traction power substations.

The construction contract is divided into three phases. Phase I includes mobilization, review, and approval of the contractor's schedule, submittal, safety plan, and material procurement. Phase II includes work in Sector 1 (along Market Street between the Embarcadero and Castro Stations). Phase II work began in January 2006 and was completed in December 2006. Phase III includes work in Sector 2 (mainly in the Twin Peaks Tunnel between the West Portal and Castro Stations). This work began in January 2007 after Phase II construction was completed and will be completed in January 2008.

In order to provide the contractor a practical work window each night in the subway, early shutdown of the Metro service is required for Phase II and Phase III of the project. Alternative bus service is being provided between the West Portal Station and the Castro Station Monday – Friday nights between 9:30 p.m. – 1:30 a.m. (the normal end time for Metro service). Some residents at the Castro area, most impacted by the nighttime bus service, have expressed concern about diesel buses in the neighborhood. The MTA continues to work with these residents to mitigate the concerns while still providing sufficient capacity to carry the passenger load generated by the tunnel closure.

22 Fillmore/ 33 Stanyan Overhead Replacement

The scope of the project includes replacement of trolley wires, overhead special work, deteriorated trolley poles and other OCS hardware on 16th Street from South Van Ness Ave. to Kansas Street, on Vermont Street from 16th St. to 17th St. on 17th St. from Vermont Street to Kansas St. The scope also includes construction of new duct-bank and manholes and undergrounding of the existing deteriorated overhead-fed traction power system on 16th St. between Potrero Ave. and Kansas St.

Rail Replacement Project

The purpose of this project is mainly to replace worn out special track work for K and M Lines at the intersection of St. Francis Boulevard, Sloat Bouelvard, Junipero Serra Boulevard, West Portal Avenue, and Portola Drive. The replacement of special track work includes a single crossover on West Portal Avenue, two turnouts, and one diamond crossing. The exclusive K-Line tracks north of the single crossover on Junipero Serra Boulevard and the tangent tracks within the intersection will also be replaced due to the deteriorated condition. In addition, overhead work will include a replacement of the existing push-button controlled track switch interlocking system with a Vehicle Tagging System (VTS) controlled interlocking system to improve the reliability.

West Portal Special Track Work

This project replaces existing worn track within the West Portal intersection and along Ulloa Street, just beyond Forest Side Avenue. The Muni overhead system and track signal system will be upgraded from this project. Other City Departments are participating in this project and include work such as sewer replacement, water lines upgrades, and other infrastructure improvements. All track replacement was completed in February 2007. The replacement overhead system and track signal system upgrades will be completed by May 2007.

Trolley Coach Extension: Mission Bay

As employment and residential development increase within the Mission Bay area, Muni will consider service changes to accommodate new ridership demands. Two trolley coach extensions to serve the Mission Bay area have been identified for further study and implementation. One project is the rerouting and extension of the 22-Fillmore trolley coach line along 16th Street into the Mission Bay area and connecting with the Third Street light rail station north of 16th Street. Another project is the extension of the 45-Union-Stockton trolley coach line from its current terminal at Caltrain to and through the Mission Bay area and continuing south to replace the 22-Line service on Potrero Hill, when that line is rerouted. Muni is committed to implementing these extension by the Mission Bay Agreement, however the only funds identified are $9.5m in Prop B funds, spread over 30 years.

California Street Cable Car Infrastructure Project

This project will assess the condition of the California Street cable car system. It will then prepare a construction project to address the renovation of worn system components and the modification of system components that have experienced chronic operational problems. We have begun the Conceptual Engineering Report process and we are working with Operations and Maintenance to define and establish a clear scope of work.

Cable Car Hatch Cover Replacement

This project will replace 390 of the most badly worn cable car inspection hatch covers of the 1,700 in the system. These hatches cover inspection and maintenance pits that house the cable and pulley system. They are located in the street and are regularly struck by traffic. The MTA has received repeated complaints from residents about the noise that results from the hatches being run over at high speed by cars. This project will attempt to address these noise concerns as well as replace the covers that are approaching the end of their useful life.

We are have tested a number of hatch cover designs/ configurations. The primary purpose of these tests is to determine durability. We have received 36 prototype hatch covers of the most promising types to conduct further tests and make noise reduction measurements.

Cable Car Propulsion System Controller

This project will replace and upgrade the electronic components that control power flow to the cable car system's electric motors. These electronic components are over twenty years old and are obsolete. This has led to increasing difficulty in acquiring spare parts for the system and lead to reliability and safety concerns. The Conceptual Engineering Report is being circulated for signature and the design team has begun the detailed design phase of this work.

Muni Traction Power Feeder Circuit Upgrade Project

The purpose of this project is to improve traction power system reliability and capacity for present and future trolley and rail vehicle demands. The scope of work for this project includes a system-wide evaluation of the traction power, and the design and construction of needed improvements to the traction power feeder system for a reliable traction power system. The project is currently completing design. Advertisement for construction is scheduled for May 2007 and the construction start date is planned for September 2007..

Traffic Signal Programs

Signal Upgrading

This program provides for the replacement and upgrade of obsolete or deteriorated signal hardware for over 1000 signalized intersections, including controllers and foundations, vehicle and pedestrian signal heads, poles, conduit, pull boxes, wiring and loop detectors. Additional programming goals include modifying signal operations to improve safety and efficiency, and installing mast arms to improve visibility. The primary fund source has been the Prop B. sales tax and now the Prop. K sales tax. To date, approximately 300 signals have been completely rebuilt. Listed below are ongoing projects:

Project Location	# of Intersections	Status
Bush: Kearny to Presidio	27	99% constructed
Var. Locations – Signal Mod Ct 28/29	31	100% constructed
Columbus: Washington to Chestnut	9	100% constructed
Hyde St. and Tenderloin area:	17	100% constructed
Var.Locations - Signal Mod. Ct. 31	21	Advertised
Geary: Grant to Polk	9	Signal work complete
Potrero: Alameda to 25th	13	90% constructed
Cesar Chavez: Mission to Potrero	6	100% constructed
Mission: 14th to Cesar Chavez	12	Advertised
Var. Locations - Signal Mod. Ct. 32	30	65% designed
Lombard - Franklin to Chestnut*	14	40% constructed

*See Route 101 below

New Signals

This sales tax funded program provides for the installation of new traffic signals at locations of the highest priority and with the most pressing need. The factors used for determining priority were collision statistics, established engineering warrants, DPT's priority rating system, neighborhood support, and previous funding commitments. Many of the locations were also requested by residents and business owners to improve safety in their neighborhoods. To date, new signals at about 65 locations have been built with the sales tax funds. Listed below are locations to be signalized:

Intersection		Status
Alabama/Cesar Chavez	Ct 55	100% constructed
Grove/Masonic	Ct 55	100% constructed
34th/Geary	Ct 55	100% constructed
North Point/Stockton	Ct 55	100% constructed
4th/California	Ct 55	100% constructed
21st/Guerrero	Ct 56	100% constructed
Duncan/Guerrero	Ct 56	100% constructed

Clarendon/Laguna Honda	Ct 56	100% constructed
850 Bryant/Boardman	Ct 57	100% designed
Avalon/Mission	Ct 57	100% designed
California/Ovtavia	Ct 57	100% designed
California/Stockton	Ct 57	100% designed
Great Highway/John F. Kennedy	Ct 57	100% designed
11th/Geary	Ct 58	75% designed
Baker/Turk	Ct 58	75% designed
California/Lyon	Ct 58	75% designed
Douglas/Market	Ct 58	75% designed
Geary/Spruce	Ct 58	75% designed
Hyde/Vallejo	Ct 58	75% designed

Transit Signal Priority

The project includes research, selection, design, and preparation of contract documents to procure and install a locally controlled traffic signal priority system for Muni buses. Implementation of the recommended traffic signal priority system onto the vehicles was done in phases. Phase I of this project included procurement and installation of on-board equipment onto a total of 124 sixty-foot motor coaches and 93 sixty-foot trolley coaches. As part of phase I wayside traffic signal priority equipment was also installed along the No. 14 Mission and No. 38 Geary Lines at a total of approximately 39 intersections.

The construction of phase I of this project is completed. MUNI and DPT continue to work with the contractor and vendor to finalize the software for data output.

The goal of this project is to have Transit Signal Priority at all 1100 signalized intersections in San Francisco. DPT and Muni are currently exploring GPS technology since the capabilities and cost of GPS have improved greatly since GPS option was studied in the late 1990s.

Battery Backup System (BBS)

The BBS Installation Project goal is to install battery back-up systems at approximately 100 traffic signals throughout the City. These intersections have been selected because of their relative importance due to traffic volumes, MUNI needs, complexity of operation, and related factors. The purpose of the units is to provide temporary power (1 to 2 hours) to operate a traffic signal during interruption of power (blackouts, emergency situations, natural disasters, etc.). DPT received funds from the California Energy Commission to help finance the initial purchase of 80 units. The remaining funding for the initial phase installation is provided by the Road Fund budget. Eighty BBS units were procured in 2004. To date, 45 BBS units are operating in the field. In addition, 14 BBS units will be installed as part of the Lombard signal upgrade contract (Route 101 from Franklin to Chestnut). Typical locations selected include freeway on and off ramps, and major intersections along Market Street and Van Ness Avenue.

Route 101 (Lombard Street)

This signal project is upgrading 14 traffic signals on Lombard Street/Richardson Road from Franklin Street to Lyon Street. Upgrades include mast arm mounted signals on Lombard Street, count down pedestrian indications, and side street detection. The Intelligent Transportation System (ITS) features will also be installed, including system detection and fiber optic interconnect. The City (DPT) and the State (Caltrans) jointly fund the project for approximately $5.5 million. DPT secured proposition B funds in the amount of $2,420,000 in July 2003, and secured proposition K funds in the amount of $478,000 in 2005 based on revised project cost estimates from Caltrans. Caltrans awarded the contract in early 2005. Construction is approximately 35% complete; contract completion is projected for late 2006 (November/December). Three of the fourteen signals have been upgraded as of 4/1/2006.

19th Avenue/Park Presidio (Highway 1)

The Highway 1 (19th Ave/Park Presidio) signal upgrade was divided into two smaller projects in order to expedite upgrades at 12 of the more critical locations. State and local political leaders and residents along the corridor have pushed for these upgrades. The corridor was the subject of significant media attention after a number of traffic accidents involving pedestrian fatalities occurred in 2003.

I. Highway 1 Signal Upgrade Parent Project - 34 Intersections

Ultimately, all of the 19th Avenue/Park Presidio (Highway 1) corridor signals will be fully upgraded. The entire corridor upgrade is scheduled to be complete in June 2008 at a cost of approximately $12,000,000 (less the amount for the subset upgrade described below). This upgrade will include mast arms, countdown pedestrian signals, and improved system coordination. The costs are to be equally split between SF and Caltrans. The SF portion of the funds will come from proposition K sales tax funds. Caltrans has not secured funds at this time.

II. Highway 1 Signal Upgrade - 12 Priority Intersections

There are a total of 34 intersections that are to be fully upgraded within this corridor. The first phase, described below, will upgrade 10 intersections. A second phase will upgrade approximately 18 more intersections and install new system interconnect. A final phase will be implemented when the state and the city are able to secure funds for the remaining 6 intersections, some of which will require only minor work as they have been recently improved (for example: 19th/Sloat). 10 locations on 19th Avenue/Park Presidio have been selected from the parent project above for earlier upgrades. The signal upgrade work will include mast arm signals and countdown pedestrian indications. Design for this subset has been started by Caltrans, and the contract is scheduled to be re-advertised in April 2006. The project cost is estimated to be $4,250,000. The costs are to be equally split between SF and Caltrans, but the city will provide a larger share initially due to cash flow issues at Caltrans. The SF portion of the funds will come from proposition K sales tax funds. The 10 locations are as follows:

1. 19th Ave. at Junipero Serra Blvd.
2. 19th Ave. at Holloway Ave.
3. 19th Ave. at Eucalyptus Dr.
4. 19th Ave. at Vicente St.
5. 19th Ave. at Taraval St.
6. 19th Ave. at Quintara St.
7. 19th Ave. at Noriega St.
8. 19th Ave. at Judah St.
9. 19th Ave. at Irving St.
10. 19th Ave. at Crossover Dr. at Lincoln Way

Accessible Pedestrian Signals (APS) Pilot Project

Accessible pedestrian signals (APS) provide audible warnings (tones or voice messages) to help the visually impaired in crossing signalized intersections safely. DPT recently began a two-phase pilot project to install and evaluate new APS technology at 40 intersections. This pilot project will be used to select a preferred APS technology for San Francisco and determine a policy for increased use. During the first phase in 2005, five intersections were equipped with different types of APS. Locations were primarily in the Tenderloin/Civic Center area (due to grant limitations and the location of key attractions). A preliminary evaluation is being finalized, based on intensive observations of five visually impaired subjects before and after APS installation, as well as observation of sighted pedestrians. An additional seven Phase I-A intersections citywide are expected to be equipped through a signal upgrade contract that has recently been advertised. During Phase II, an additional 28 intersections will be equipped. Standard plans, specifications, and installation guidelines will be refined during this phase. In addition, ADA-compliant pedestrian push buttons are being added at roughly 50 intersections.

Although DPT has been proactively seeking funding for a major APS test for over two years, the CA Council of the Blind (CCB) and the Rose Resnick Lighthouse for the Blind recently threatened legal action, claiming that the limited number of APS installations in San Francisco represents a violation of the Americans with Disabilities Act (ADA). The City Attorney's office, with MTA Board approval, agreed to conduct structured negotiations with these organizations regarding policies for future APS installation. With help from the Controller's Office, a prioritization scheme for ranking candidate locations has been developed and compared to procedures used in several other cities or cited in the literature.

SFGO Program

SF*go* is a citywide intelligent transportation management system that will gather real-time information on current traffic flow and congestion, process and analyze this information, respond to changes in roadway conditions, and disseminate information to the public. The program will advance San Francisco's Transit First Policy by helping to preserve and enhance the City's public transportation system. It will significantly improve existing obsolete and deteriorating traffic signal communications facilities and implement various Intelligent Transportation System (ITS) technologies to improve the overall effectiveness of the transportation system. Various stakeholders including Muni, the Metropolitan Transportation Commission (MTC), California

Department of Transportation (Caltrans), California Highway Patrol (CHP), and the Federal Highway Administration (FHWA) have been actively involved in the development of the Program. Various program related activities are listed below:

Initial Phase Implementation

The SF*go* Initial Phase is funded through various Federal grants. Construction began in late summer of 2004. This contract includes procurement and installation of various field devices, including advanced traffic signal controllers, traffic cameras, vehicle detection cameras, and variable message signs in the South of Market and Civic Center areas. Also included is the final build-out of the Main Transportation Management Center (TMC) at 25 Van Ness Avenue and tenant improvements to the Satellite TMC at AT&T Park. A fiber optic connection to the Caltrans/CHP TMC in Oakland through the BART fiber optic system will also be established as part of the contract. Construction is expected to be complete by mid 2006.

The System Software Integrator contract will complete the Initial Phase by providing intelligent transportation management central system software, a video server subsystem, associated hardware, system integration, project management, rolling and acceptance testing and training. The contract started in April 2005 and is expected to complete in summer 2006.

Third Street Light Rail & ITMS Projects

As part of the Third St. light rail construction project, traffic signals and the signal interconnect system along 3rd Street are being upgraded to enable intelligent transit signal priority. The SF*go* team designed and continues to provide construction support for the installation of interconnect conduits, pull boxes and fiber optics cables under various Third Street Light Rail construction contracts.

The Third Street ITMS Project will install vehicle detection cameras, traffic cameras and variable message signs. These field devices will be connected to the Main TMC via the new fiber optics cables along Third Street and the SF*go* Initial Phase network. A Surface Transportation Improvement Program (STIP) grant was used for the design of this project. Prop. K funds will be used for the construction phase. Construction will begin summer 2006 and completed around the end of 2006.

Oak/Fell ITMS Project

The Oak and Fell Traffic Signal Upgrade Project, completed in 2002, installed advanced traffic signal controllers and communications infrastructure to accommodate a fiber optic network and intelligent transportation systems (ITS). The Oak/Fell ITMS Project will expand the SF*go* Program along the Oak and Fell corridor by designing, purchasing and installing vehicle detection cameras, traffic cameras and variable message signs. These field elements will be networked using fiber optics and connected to the Main Transportation Management Center at 25 Van Ness Avenue for real-time control. Prop. K

funds will be used for this project. We expect to complete the design in the summer of 2006 and complete construction in mid 2007.

SBC Park Traffic Cameras

We are installing two traffic cameras on top of the stadium lights at SBC Park. Because of the pan-tilt-zoom capabilities of the cameras, coverage will include several blocks of Second St., Third St., and King St. and of the nearby freeways. The cameras will be connected wirelessly to the Satellite TMC and the operators will be able to view the video on the computer workstations. In the near future, we would like to provide views from the cameras to the public on the SFgo web site, as well as 511.org.

Emergency Vehicle Preemption

We have received a Caltrans' Hazardous Elimination Safety (HES) grant to implement emergency vehicle preemption technology. 20-30 intersections surrounding the busiest fire stations in the City were selected jointly with the Fire Department for the installation. A purchase order for the equipment has been issued and installation will be completed by DPT Traffic Signal Shop.

Pilot Project - Network Communications Equipment

Data collection, remote control and remote monitoring are core functions of the initiatives being implemented by the SF*go* Program. All require communications links between the Main Transportation Management Center and field devices. Fiber optic cable is the ideal communications media due to high bandwidth and great integrity for transmissions. Fiber optic cables have been installed along 3rd Street and Bush Street, as well as in the South of Market area by the SF*go* Initial Phase. However, DPT realizes that it may become difficult or cost prohibitive to install fiber optic cable citywide.

This Project will evaluate communications equipment to help expand the SFgo network quickly and easily. One option is to install end equipment that will allow copper cable to be used for enhanced two-way communications. A second option is wireless technology. SF*go* staff will evaluate new technology and select the appropriate equipment for specific use. A Prop. K funding has been approved by the County Transportation Authority for the evaluation.

Red Light Photo Enforcement Program

Violating red lights is a serious safety issue in San Francisco, due to the compact driving environment and dense network of signalized intersections. San Francisco was the first city in California to begin red light photo enforcement in October 1996. DPT manages this effort in partnership with a vendor, who supplies the technology, and the Police Department, who reviews and signs all issued citations. The Program has issued more than 80,000 citations to date and has 27 cameras that are rotated among 46 enforced approaches at 23 intersections. Since cameras are rotated among a pool of equipped intersection approaches, motorists are not able to easily tell whether or not a camera is in place at any given time. Fines collected from red light violators fund the program.

The original contract for program administration of this program expired in December 2005. A Request for Proposals (RFP) was advertised in December, 2004. Four vendors submitted responsive proposals prior to the RFP deadline of January 21, 2005. Through a rigorous and competitive selection process ACS State and Local Solutions was selected as the successful proposer.

A contract has been signed with ACS for a term of up to five years, consisting of an initial three-year period with two one-year renewal options, effective December 29, 2005.

The contract includes the option of expanding the System to up to 10 new intersections. The new contract also addresses changes in technology that have occurred in the past several years. For example, the current system utilizes “wet film” technology, which captures images of violations that are developed in the traditional manner on 35 mm film. This system is still reliable, and will continue to be used at existing enforced intersections. New red light camera installations will utilize digital imaging/video technologies that have emerged in the past few years. This new technology will provide the same evidence of violations in a more efficient and economical manner.

The new contract also addresses recent changes to the California Vehicle Code's requirements for issuing red light photo citations. These changes affect the issuance of citations and place safeguards on the confidentiality of the personal information that is collected as a part of the enforcement program.

Transit Preferential Streets (TPS) Program

The TPS Program is an interdepartmental program which applies transit priority treatments to transit streets in order to reduce delays to transit vehicles. The Board of Supervisors established the program in 1973, as part of the Transit First Policy.

The Transit Preferential Streets network defines the streets on which improvements are concentrated. The network was developed based on transit vehicle frequencies, passenger ridership levels and other factors.

The TPS Program includes the following:

- The Rapid Rail Program, which reduces or eliminates delays by not stopping Muni Light Rail Vehicles at traffic signals between passenger stops on the rail lines using priority signaling, exclusive right-of-way and adjusting stop spacing. It would reduce delays at intersections which are now controlled by all way STOP signs or non–priority traffic signals.

- Motor Coach and Trolley Coach Program, which includes a variety of low-to-medium cost treatments to speed transit vehicle flow, such as signal timing, signal priority systems, bus bulbs, boarding islands, transit lanes, exclusive transit right-of-way, and transit stop respacing and relocation.

- Bus Stop Improvements, which will install bus bulbs, lengthened bus stops, and passenger boarding islands, where feasible, throughout the Metro system at stops where passengers must now board and disembark in the street. This project is designed to reduce delays associated with entering and leaving vehicles at bus and Metro stops.

Facilities Program

MTA Headquarters

The City and County of San Francisco spends approximately $46 million per year on 800,000 square feet of leased space, including for the MTA. After years of planning and looking at many alternative sites and buildings, 1 South Van Ness Avenue was identified by the MTA and City as the ideal building and Civic Center location for the MTA headquarters and for other City offices.

1 South Van Ness is being leased in stages and the City has an option to purchase by January 2008, with approximately 219,000 sq. ft. to ultimately be under the jurisdiction of the MTA. All the Lease Options for the MTA have been approved by the MTA Board and Board of Supervisors and the Basement is currently under construction for use as the MTA's Revenue Center. The Board of Supervisors also approved Lease Options for City offices on the 5th Floor and for the City's new 311 Center on the 2nd Floor.

Metro East Light Rail Vehicle Facility

This new facility is for the storage, maintenance, and operation of up to 80 Muni light rail vehicles. It is needed to support the new Third Street Light Rail line and to relieve overcrowded conditions at Green Division, Muni's other light rail maintenance facility. The facility will be located on a 13-acre parcel bounded by 25th Street, Illinois Street, Cesar Chavez Street and Louisiana (part of the former Western Pacific Railroad site). The facility will be constructed to store 80 LRV's. The facility will consist of a two-story main shop and administration building, power substations, an LRV storage yard, and an on-site parking lot. The shop building will have a combined floor space of about 180,000 square feet. The building is designed to be within the allowable height limit of 40 feet. The on-site parking lot will accommodate about 170 vehicles. The project started construction in the fall of 2005 and is scheduled to be complete by May of

2008 with operations scheduled to begin in September 2008. Stacy and Witbeck, Inc. is the contractor for this project (Contract No. MR-1182R1) with a contract award amount of $120 million.

Islais Creek Motor Coach Maintenance Facility

Muni plans to replace the Kirkland Motor Coach Division with a new motor coach facility along the shores of Islais Creek just west of Third Street. The Kirkland facility opened in 1950 in the Fisherman's Wharf area. The service building and related driver facilities are small, outdated, and inadequate to support Muni needs.

The Islais Creek yard will be located on 7.72 acres of land between Cesar Chavez Street, Indiana Street, I-280, and Islais Creek. The new bus yard will include parking for 165 of Muni's 40' alternative fuel vehicles and 19 non-revenue vehicles, and three buildings for 16 service bays, plus facilities for operations, maintenance, administration, fuel and wash. Muni's alternative fuel vehicles are expected to be stored, operated and maintained at the Islais Creek facility. The project, estimated to cost $73.8 M, is currently in final design. Phase 1 of the project, Site Preparation, is scheduled to bid in June 2007. Muni expects to store vehicles at Islais Creek in 2011.

Central Warehouse

This project is intended to consolidate various parts and equipment storage locations into one central facility that includes indoor and outdoor storage to improve security and efficiency. Long term storage for major equipment and other items is currently provided at leased facilities at Piers 72 and 80. The preferred location for this facility is in the southeast waterfront area, near the cluster of Muni operating divisions. The warehouse could be included in the expansion of Metro East.

1401 Bryant Street Rehabilitation

A project to seismically retrofit Muni's Overhead Lines Facility at 1401 Bryant Street had been estimated to cost a total of $22 million. When a large warehouse on Burke Avenue near Third Street came on the market, it was decided to divert the funding targeted for the 1401 Bryant project to the purchase of the Burke Avenue property. The property will become both Muni's central warehouse and the new home of Muni's Overhead Lines Facility, at a total cost estimated to be about $20 million, including the $9.5 million purchase price. The warehouse function moved there in April, 2005, and plans are currently underway to convert a portion of the building for use by Overhead Lines. MTA is currently seeking additional revenue sources to enable completion of the project.

Technology Projects

Advanced Train Control System (ATCS)

This project replaced and modernized the signal system in the Muni Metro subway and includes installation of wayside and on-board computers and upgraded Central Control computer equipment. The Advanced Train Control System provides greater safety, allows operation at closer headways and increases the number of Light Rail Vehicles (LRVs) that can be in the tunnel, eliminates the need for LRV coupling at the portals, and provides visual and audio announcements of approaching trains at the platform level. These improvements reduce wear and tear on the vehicle equipment, decrease wait time for our customers, and improve passenger information. A recent contract amendment established the scope of project closeout activities. Project closeout is currently underway and is scheduled for June 2007.

Paratransit Debit Card Project

Muni is implementing the Paratransit Debit Card Project to replace taxi scrip as a fare collection mechanism in the Paratransit Taxi program. The debit card program will improve capabilities for trip monitoring and verification, and provide trip approval in close to real-time. This program will also streamline and reduce the administrative processes associated with taxi scrip transactions and trip invoicing. Debit cards are easier to handle for senior and disabled consumers who will no longer have to manage bulky books of taxi scrip or complete trip reports after each taxi trip. When the debit card program is fully implemented, approximately 8,000 paratransit taxi customers will conduct fare transactions by utilizing a hand-held debit card inscribed with a Photo ID that will be swiped through mobile data terminals in taxi vehicles.

The Paratransit Debit Card Project seeks to take advantage of recent advancements in technologies for "in-vehicle" taxi payment equipment, communications, and software to automate the administration, use and operation of the Paratransit program.

TransLink Demonstration and Implementation

The Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation planning agency, and the Bay Area's transit operators are working together as the TransLink Consortium to implement the TransLink system region wide. In 1999, MTC hired Motorola, Inc. to serve as the prime contractor to design, build, operate, and maintain the TransLink system. The TransLink card will keep track of stored value, automatically deducting the correct fares, transfers, and discounts. Translink will allow MTA to replace its many paper passes and other fare media with this smart card technology. The implementation of TransLink is occurring in two phases.

The first phase, the **TransLink Pilot Program**, began in 2002 on select routes and at select stations operated by six Bay Area transit agencies. **Phase 1** for MTA included the installation of on-board equipment on 151-vehicle Light Rail Vehicles along with prototype vehicles for Motor Coach, Trolley Coach and historic rail vehicles. In addition, installation of the Driver's Display Unit, Card Readers, as well as Add Value Machines in the Metro Stations and wireless data transmission systems was completed.

During the Pilot Program, approximately 110,000 TransLink trips were taken region wide and over 3,500 TransLink Cards were used. Reliability and availability goals were achieved with the exception of the handheld Card Reader-New Palm type for Phase 2. Approximately $227,000 in value was loaded in Phase 1 and 99.98% of all transactions were settled within 48 hours.

Phase 2, the **implementation of TransLink** throughout the Bay Area, is scheduled to begin in 2006. In October 2003, the six largest Bay Area transit agencies received approval from their respective boards to execute the *TransLink Participation Agreement* and begin full implementation of the Program. TransLink will be rolled out in four phases over the course of four years, beginning with Golden Gate Transit and AC Transit in May of 2006. If the initial launches are successful, MTA will be targeted for a late 2006 rollout. TransLink on all other transit systems in the Bay Area will become available throughout the following few years. Transit riders will be able to access every Bay Area transit system with TransLink by 2010.

Projects in the Pre-Implementation Stage:

311

311 is a single phone number for all non-emergency city services. Currently, anyone in need of city services faces 140 different city departments and agencies listed on the city's website that have thousands of phone numbers and employees. In addition, there are 77 general information numbers that operate only during business hours, and 32 Teletype lines. Lack of a non-emergency 311 number causes extensive misuse of 911, which threatens public safety in San Francisco. Of the estimated 1.5 million phone calls made to San Francisco's 911 center every year, almost 70% are for non-emergencies.

There is also a lack of coordination between city agencies, since they lack a shared database of citizen's requests. Complex problems often require the attention of multiple agencies. When fully operational, the 311 Call Center will be staffed 24 hours a day, 7 days a week (on the 2nd floor of 1 South Van Ness). 311 call takers will function as customer service representatives for all city departments. They will use scripts written by the departments to respond to information requests to the public. Funding for the 311 call takers is coming from all City Departments, based on the % of FTE time which is currently being spent on the calls. One of the challenges with MTA is the complexity of the many informational requests we receive. Requests often involve drilling down through a variety of software applications and paper records to provide a response. In some cases, 311 will have to route the calls back to MTA.

311 will also be available through the Internet. Additionally, the 311 Call Center can backup San Francisco's 911 call center in the event critical systems fail during an earthquake, terrorist attack, or other disaster.

The 2nd phase will introduce a Customer Relationship Management (CRM) system, which will allow all public inquiries to 311 to be managed by a single database. The CRM system will allow the city to evaluate and improve its performance in responding to all service calls. It will also enable better coordination between multiple agencies addressing the same citizen request.

MTA is currently undergoing interviews with the consultants in the Muni and DPT Customer Services areas. We have provided spreadsheets with our public contact phone numbers, along with average call times and the % of time a FTE spends on the calls. MTA and DPW will be the first departments to go live. A soft launch is scheduled for mid- 2006 while late 2006 is currently projected for the official launch of 311.

Projects in the Process of being Implemented:

Trapeze

Trapeze is a new scheduling and dispatch system for MTA operations. MTA selected Trapeze as the vendor and product to replace a system that was "home-built" during the late 1970's and 1980's. Trapeze went "live" for the scheduling and assignment portion of this system in the fall of 2005 and will "go live" with the dispatch unit of this system in 2006.

Trapeze Software is a Transit Scheduling, Run Cutting, and Dispatching application. Trapeze is in the process of replacing MTA's Rucus Scheduling/Dispatching system, for which support is no longer available.

In the first phase of the project, MTA Scheduling successfully used the Trapeze Scheduling application to develop the Fall 2005 service schedule. The scheduling module is currently fully operational and it has been accepted as it is being used again for the next signup.

The implementation of the real time service data collection data module is 70% complete and it should be accepted by the end of the second fiscal year quarter in 2006. The product is operational, installed, and in use. The outstanding 30% will be finished once we resolve some problems and issues with the reports.

The second phase of the project, which includes dispatching and timekeeping, started on 12/8/05. The new application (Trapeze OPS) will replace MTA's old dispatching system in 2006. The original schedule was modified to install the complaint module (COM) along with the dispatching module because they complement each other.

Automatic Vehicle Location

NextMuni is an automatic vehicle location system. NextMuni has been installed on the light rail vehicles, the historic rail vehicles, and cable cars. NextMuni is currently being installed on the trolley fleet followed by the diesel bus fleet, with full NextMuni rollout scheduled for August 2007..

Automatic Vehicle Location (AVL) systems are used to provide real-time vehicle location information and arrival schedules to transit patrons, assist operation managers in recovery from service disruptions, and provide line managers with continuous updates of vehicle locations. Under this contract, passengers, Muni managers and the general public will have the ability to access specific arrival information via the Internet, hand-held cellular devices and/or illuminated

shelter signs. Automatic Vehicle Location systems increase customer satisfaction by reducing unnecessary waiting, with the added benefit of providing vehicle arrival information and performance data to Muni management.

The benefits of on-demand vehicle arrival information eliminates patron uncertainty, reduces passenger wait times and generally improves the desirability of taking transit. Ridership will increase as arrival times and trip-planning control will be returned to the patron. Connectivity on both a regional level and intra-agency level will be increased as arrival information for every stop will be available for the patron to meet their necessary connection time points.

Parking Debit Card

Parking Debit Card uses an application developed by Serco, who is under contract with the MTA for the City's Parking Meter Management Program. Serco has implemented a software upgrade in the existing meter supply citywide to accept a pre-paid parking card. Cards are being distributed through the MTA's existing vendor network that currently sells Fast Passes, tokens and other Muni fare media.

The Pilot Program commenced the week of December 12, 2005. Initially, 100,000 cards ($20 and $50 denominations) are available for sale at MTA Ticket Outlets and at City Hall. The Pilot Program will be completed at the end of the fiscal year, June 30, 2006.

New Parking Meter Technology Tests

While all MTA meters are currently equipped with smart card readers, we currently have only 230 multi-space "Reino" meters. We are partnering with the Port of San Francisco to run a pilot project on Port streets testing solar powered multi-space pay-and-go meters that will accept credit cards. Pay-and-go means that the driver pays at the multi-space meter, which registers the payment on the meter (as is the case with our current Reino meters).

One highly desirable feature we hope to evaluate with this technology is real-time communication with a wireless, GPS handheld device used by Enforcement to identify which parking spaces have and have not been paid for. Ideally the communication would be with the current hand-held units that PCOs already carry. Enforcement could take advantage of this feature to deploy staff to the streets with the highest density of expired meters, hence maximizing the efficiency of enforcement personnel and increasing citation issuance rates. Several vendors feature these technologies, and we hope to evaluate as many vendors as possibly to determine which products and features are best.

The Port plans to issue the RFP in Summer 2006. Based on the experience of the Port's program, MTA can consider establishing such meters more broadly in San Francisco.

In addition to the multi-space meters pilot project, we will evaluate pay-by-cell phone meters this summer at our Steiner Street metered garage, which will allow patrons to pay for parking using their cell phone. The advantage of this test is that it does not require any hardware costs or changes to existing meters. Vendors would recoup their costs through subscription fees. As in the case of multi-space meters, PCO's would be required to carry a handheld device to see which meters have been paid for by phone. If this test is successful, San Francisco could initiate a pay-by-cell-phone program to supplement smart cards or coin operations currently in use.

Projects in the Post-Implementation Stage:

Shops History and On-line Parts System (SHOPS)

SHOPS is an integrated vehicle management and inventory control system. This system, developed by Spear Technology was procured in 2002 with FTA grant money. The SHOPS project has been rolled out and fully implemented with the exception of the facilities management module and areas of maintenance infrastructure, which is to be rolled out during calendar year 2006.

This software was designed specifically for maintenance management by transportation operators and provides for equipment, infrastructure (this module was not part of the original procurement), and facility maintenance. The software supports all work processes including corrective maintenance and campaigns; identifies and tracks equipment and serialized components; identifies, plans, schedules, and tracks work; collects maintenance histories and costs; analyzes maintenance performance; and manages configuration of equipment. The Materials Manager module provides a comprehensive warehouse management function designed to support multiple warehouses. Over time, the software will increase asset utilization, extend asset life cycles, increase worker productivity, improve safety, minimize inventory, and increase warranty recovery. We currently have over 753 active users in SHOPS.

TransitSafe

TransitSafe allows us to track and analyze all incidents (accidents, collisions, dewirements, falls on board) utilizing a modern database design. TransitSafe has five modules: Incidents, Hazards, Internal Audits, Training, and Security where data is tracked for analysis by MTA operations and safety personnel.

Phase I of the system was implemented in July 2002 in anticipation of the 2002 CPUC audit. The system was listed as a conforming condition for that audit. Since its implementation in 2002, MTA has used TransitSafe to track safety and security incidents for reporting purposes and trend analysis. TransitSafe supplies the data for National Transit Database (NTD) monthly reporting, the quarterly service standards reports, and SFStat reporting. MTA safety and operations personnel review trend data in TransitSafe on a regular basis as part of the Executive Director's safety initiative. In 2004, MTA upgraded to a new release of the TransitSafe software product. The new release went into production on May 2, 2005. The new release includes a user-friendly web browser interface and quarterly updates that keep the system current with state and federal regulatory agencies.

Livable Streets

San Francisco is one of the densest cities in the country, with pedestrians, transit users, and motorists competing for limited street space, and sometimes ignoring basic safety rules. The Livable Streets Section is comprised of two traffic safety programs, each aimed at improving traffic safety and funded from grants, sales tax, and fines from red light violators. Livable Streets staff works closely with community organizations, policymakers and individuals. Staff also works with other departments frequently on engineering issues, education, outreach, and enforcement strategies to enhance safety and neighborhood livability.

I. Pedestrian Program

San Francisco is one of the few major U.S. cities to have a Pedestrian Program. Our Pedestrian Program promotes safety and convenience for walkers, develops new policies and tests a number of innovative technologies and approaches to further these goals. San Francisco was the first city to receive federal approval for the citywide use of pedestrian countdown signals, now operating at some 660 intersections and expected to increase. San Francisco is one of three cities chosen nationally for a special federal grant to test "cutting edge" technologies to improve pedestrian safety. San Francisco led the Nation by implementing policies to increase pedestrian crossing time by to allow for slower walkers. Other projects include testing flashing in-pavement crosswalk lights, adding and improving pedestrian refuge areas including signs in roadway medians reminding motorists to yield, and citywide conversion of crossing warning signs to brighter fluorescent versions. Through the sales tax re-authorization measure, the Pedestrian Program will receive funding to lead an interdepartmental effort to develop a citywide Pedestrian Master Plan, including a long-range blueprint for physical improvements and policy changes. DPT staffs the Pedestrian Safety Advisory Committee, a Board of Supervisors citizen's advisory committee.

II. Traffic Calming Program

The Traffic Calming Program is based on adopted City Guidelines created in partnership with other city agencies and the community to address ever-growing concerns of competing street users. We are responsible for overseeing this effort to increase traffic safety, with special attention given to non-motorized users. Traffic calming attempts to reduce the negative impacts of auto traffic by redesigning streets and sidewalks and without limiting mobility or impeding public transportation. Traffic calming measures include sidewalk bulb-outs, traffic circles, and speed humps.

MTA is responsible for determining which streets have the highest need for traffic calming on the Arterial and Commercial Streets track. For the Local Streets and School Area tracks, projects are initiated when community members submit an application to the Traffic Calming Program. MTA has been accepting such applications since July 2001. The re-authorization of Proposition K has provided monies to fund traffic calming efforts. The Planning Division prioritized more than 120 community requests for traffic

calming through the development of a five-year plan for spending Proposition K funds.

The Traffic Calming Program is in the midst of several community planning efforts to develop Traffic Calming Plans for a number of neighborhoods, including:

- Excelsior District (neighborhood area-wide study)
- Inner Sunset District (neighborhood area-wide study)
- Bayview District (neighborhood area-wide study)
- West Portal
- 18th Avenue, between Lincoln and Judah
- O'Shaughnessy Boulevard
- Teresita Boulevard
- Circular Avenue
- Broad and Randolph Streets

We are hoping to complete these plans in late summer this year, which then make the plans eligible for construction funding in the next year. Staff is also working to implement traffic calming measures from the two Bernal Heights Plans, which are the only City-adopted traffic calming plans to date. These include the installation of speed humps, traffic chicanes and islands on the Bernal Heights streets identified in the Plans.

In the arterial track, staff is working towards the completion of the Valencia Street Livable Streets Corridor Plan which was started last year. This plan is being crafted with design input from the Department of Public Works landscape architects, Mayor's Office of Greening and community members.

Other Programs

Bicycle Plan Update

In 1997, the Board of Supervisors approved the City's first Bicycle Plan to provide a safe and attractive environment for bicycling. A policy document that includes new design guidelines for a wide range of bicycle facilities and other policies has been completed and approved by the MTA and the Board of Supervisors. An updated Bicycle Route Network has been developed but has not yet been approved by the MTA. A legal challenge to the environmental review of the policy document has delayed the completion of the entire plan.

The Bicycle Program has continued implementing projects based on recommendations from the Bicycle Plan: Policy Framework. The Bicycle Program should install bike lanes on over 35 streets within the next year, including:

1) Alemany (San Jose Ave to Rousseau)
2) North Point Street
3) Illinois Street
4) Cargo Way
5) John Muir Drive
6) Bayshore (southbound, Industrial to Silver)
7) Howard Street(The Embarcadero to Fremont)
8) Sloat Blvd (Skyline to the Great Highway)

The MTA Bicycle Program has lead the state and the nation with the Shared Roadway Marking (aka "Sharrows"), and created the standard that is now being used state-wide. The MTA will install 2,500 of these markings by the end of the 2006. For FY07, the MTA Bicycle Program will also begin a study of Colored Bike Lanes and install dedicated bicycle signals, aka "bike heads".

Pedestrian Master Plan

The MTA is working with interested City departments and citizens to develop the City's first Pedestrian Master Plan (PMP). The PMP will provide a comprehensive framework for improving pedestrian safety, mobility, and walkability and will be a tool to focus and attract funding for physical improvements, education/outreach and enforcement efforts. The PMP will be closely coordinated with the Citywide Streetscape Master Plan, undertaken by the Mayor's Better Streets Initiative, and with DPW's ADA Curb Ramp and Sidewalk Transition Plans. The first of four rounds of extensive outreach meetings will be held in late May/early June of 2006. The MTA Board and the Board of Supervisors are expected to approve the PMP in the Fall of 2007.

Mission & Steuart Street Hotel Vitale Project

The Mission & Steuart Hotel Vitale (Italian for "vitality**"**) Project is an innovative development of property, owned by the City of San Francisco and under the jurisdiction of the MTA, on the corner of Steuart Street, across from the Ferry Building. The Mission and Steuart site, a former

Muni bus layover yard, was identified in 1996 as a site for commercial development to increase Muni's revenues. The RFQ and RFP process for the project began in 1997 and the PTC approved the selection of the Emerald Fund as the developer, Joie de Vivre as the hotel operator and Heller Manus as the architect. After three years of extensive work, the Mission and Steuart Development Agreement (DDA) and Lease were executed in September 2001. Following the September 11, 2001 disaster, construction on the Project was delayed for more than 2+ years. Groundbreaking for Hotel Vitale was celebrated on October 2003, and Hotel Vitale opened in March 2005. More information is available at: **www.hotelvitale.com.**

Mission & Steuart Hotel Partners built a boutique hotel of 199 rooms, and operates the hotel with a 51-year lease with an option for a 14-year extension. Under the terms of the lease, the developer pays all costs of operating, maintaining, and repairing the hotel, and pays rent to the MTA estimated to average about $4,790,000 per year over the life of the lease. The total payments over the term of the 65-year lease are estimated to be $311 million to the MTA and $500 million to the City of San Francisco.

Bus Rapid Transit Program (BRT)

BRT's appeal is that it can attract more riders by providing more comfortable stations, newer vehicles, and other attractive features, in addition to better reliability and frequency. BRT is generally conceived of as a rubber-tired vehicle operation that is configured to offer speeds and capacity similar to rail transit, with exclusive travel lanes, limited stops, and signal pre-emption. Other characteristics include the use of low-floor transit vehicles, a prepaid fare system that expedites boarding, and stations that provide shelter and passenger information. A full expression of BRT is the system in Curitiba, Brazil, which includes all of these features. BRT is best used in corridors with high ridership and sufficient right-of-way to provide dedicated, physically separated lanes. The separation of transit vehicles from other vehicles and wider stop spacing causes travel time to decrease. BRT does not require as much capital infrastructure as LRT, and may serve as the first phase of implementing light rail transit.

MTA (Muni/DPT) are active participants in two BRT studies being led by the Transportation Authority. The Van Ness BRT study area covers Van Ness Avenue between Mission and North Point. The Geary BRT study area covers Geary Boulevard from Van Ness to 33rd Avenue. Both projects are in the alternative evaluation stage. Final reports and recommendations for both studies are anticipated to be made in summer 2006. Project development would then enter the environmental and preliminary engineering phase. Potrero Avenue has been identified as the next study area after Van Ness and Geary.

Geary Transit Improvements, Phase 1

Transit service on Geary, a crucial transit corridor, needs to be upgraded. Though it is a high priority for the MTA, limited funding is available so improvements must be made incrementally. "Geary Phase 1" is a package of low cost, high impact Transit Preferential Streets (TPS) improvements on Geary and O'Farrell between Van Ness and Market streets. It is intended to improve transit reliability, travel time, and rider comfort. The package includes lane reconfiguration (reduction of one travel lane), 38-Geary stop deletions, bus bulbs, conversion of

regular parking spaces to yellow zones, and some new parking meters. The Phase 1 package was completed in 2005. These improvements are compatible with plans for the Geary Bus Rapid Transit project that MTA expects to implement in approximately 2009.

Miscellaneous Employees Labor Negotiations

Negotiations are currently underway with 17 unions that represent MTA's administrative, technical, engineers, operations and maintenance employees. . Negotiations must be concluded by June 30, 2006 either by agreement or by Charter mandated "final and binding" arbitration. Four of the open contracts involve "MTA specific" agreements, and must be approved by the MTA Board, TWU, Local 250-A (automotive maintenance workers & fare inspectors,) Electrical Workers, Local 6, and SEIU, Local 790 (miscellaneous employees in "MUNI only" job classifications) and Machinists, Local 1414 (machinists and mechanics). Not less than 30 days prior to adopting any agreement, the MTA is required to disclose the tentative agreement to the public and provide an analysis of the agreement, a comparison of the differences between the agreement and the prior agreement and analyze the costs for each year of the agreement. TWU Local 200 (transit managers and supervisors) has an economic reopener provision in the current collective bargaining agreement but did not request to reopen the contract for negotiations. The remaining agreements are "City-wide" contracts and will be approved by the Board of Supervisors.

Breda Lease-Leaseback

A few years ago, Muni implemented a two part leveraged lease transaction involving the Breda Light Rail Vehicles. This type of transaction has been commonly used in the transit industry to leverage existing assets in return for a one time, up front payment of cash. In this transaction a private investor takes the depreciation of the assets (which results in a deferral of income tax for the investor) in return for a one time, up front payment to the transit agency. Muni closed the first part of this two-part transaction in April 2002 and utilized 118 of the Breda Light Rail Vehicles in the transaction and in return, received over $35 million. The second portion of the transaction, involving 21 vehicles, closed in September 2003 and as part of this transaction Muni received just under $5 million. The funds from these transactions are being applied towards capital projects (and there is a loan to be paid back in future years as some of these funds were used to balance the FY2005 operating budget). It is probable that the Federal Government may disallow these transactions in the future.

Marketing/Public Relations Campaigns

Our ComMUNIty: Muni has an ongoing public relations/marketing campaign entitled "Our ComMUNIty." Starting in December 2002, this campaign brought the Muni driver out from behind the wheel, putting a human face on Muni. A few ad examples are attached.

You See, We See: As of August 2003 Muni marketing implemented a new marketing/public information campaign entitled "You see, We see." Messages included information about the fare increase, rider security and safety, and an in-depth look at what it takes to keep Muni on track every day. There were seventeen different types of ads within this project. The campaign makes use of television and print media sources. A few ad examples are attached.

ComMUNIty Artists: In May 2004, Muni and the Academy of Art University implemented a public art program, turning 64 buses into "Rolling Galleries." Over 1,400 pieces of student art were reproduced as part of this project. This project has received tremendous media coverage and positive feedback from the community. The Academy of Art University covered the entire production cost. One poster example is attached.

Security Training and Drills

Both Muni and DPT employees have received Security Awareness training. This is an ongoing program. Both departments are actively involved in conducting internal emergency preparedness drills as well as citywide and regional drills with various City and County departments, Metropolitan Transportation Commission (MTC) and other Bay Area transit properties.

Tip Hotline

The MTA has established a telephone tip hotline for reporting waste, fraud, abuse, theft or any other possible criminal activity in order to maintain a secure and safe work environment. All valid reports will result in prosecution and appropriate disciplinary action.

Transit Watch/Safe Transit

Muni is part of a nationwide safety and security awareness program for transit systems to encourage the active participation of transit passengers, employees, neighborhood residents, urging them to stay alert and vigilant serving as the "eyes and ears" of our transit system reporting suspicious activity
Muni is also working with the San Francisco Unified School District on a "Transit Watch/Safe Transit" program targeted for kids/young adults for implementation in the Fall 2004.

Central Freeway Replacement Project/ Octavia Boulevard Project

The new Central Freeway/Octavia Boulevard opened September 9, 2005. This was a Caltrans project. DPT, DPW, MUNI and Police provide liaison and coordination efforts for those portions of the work that affect city streets. DPT produced a six-month report on March 6 detailing traffic issues with the new boulevard. Several of these have been resolved (e.g. Fell/Octavia southbound right turn), but others are still in progress (South Van Ness on-ramp changes scheduled this month) or under study (No Right Turn from Market to the Central Freeway).

Bay Bridge West Approach Seismic Retrofit Project

This project will retrofit the entire I-80 Freeway structure including the on and off ramps between the Bay Bridge anchorage (Beale Street) and the 5th Street. The project will include construction of a new off ramp at Folsom Street and is expected to be completed in 2009. During construction most freeway ramps and the mainline will remain open during the weekday peak hours. Temporary ramps and structures are being provided at various stages of the work.

The main impacts during construction will be temporary weekend closures of the streets next to or under the freeway. No closures are allowed during the Holiday Moratorium, Bay to Breakers, Gay pride Parade or other high profile events. A long-range impact will be the loss of approximately 4,000 off street parking spaces under the existing freeway. DPT staff has prepared and implemented a traffic management plan for this project.

Golden Gate Park Concourse Garage and Surface Improvements

This project involves the construction of an underground garage as provided by Proposition J in 1998 and is being administered by the Golden Gate Park Concourse Authority. DPT's role is to provide temporary traffic routing plans during construction and to prepare traffic signing and striping plans for the surface street improvements. Traffic routing plans have been developed and signs are being installed to detour vehicular traffic, bicycle and pedestrians around the construction area. The garage opened in October 2005. DPT prepared the draft Transportation Management Plan for the operation of the Concourse and is currently refining the plan based on experience gained after the opening of the garage and the de Young Museum in October 2005. .

Parking Citation Processing Contract

DPT's contract for parking citation processing is in it sixth year with PRWT Services. Because the meter contract and towing contract have taken longer than anticipated staff plans to request another extension as permitted under the existing contract. DPT writes more than 2.2 million parking citations a year. As a result there is over $65 million in parking fines paid which funds Muni. The contract provides handheld ticket writing devices, processing of parking citations, provides an on-line real time accounting system for handling parking citation payments, a noticing system, a hearing tracking system, a residential parking permit tracking system, and an on-line report system. The City pays the vendor per ticket processed and is around $5 million dollars annually. The contract required a special collections component to increase revenues on hard to collect parking citations. The contractor gets $0.34 for every dollar collected on those accounts. In FY03 the contractor collected almost $6 million dollars in parking fines that DPT had historically been unable to collect.

Parking Meter Contract

In 2002 DPT entered into a $37 million dollar, five year contract with Serco Management Services for the purchase and installation of a parking meter system that included: all equipment, installation services, custom software development, collection-coin counting-card data services, and extended warranty and technical support of the meters and software. DPT was losing millions of dollars in meter revenue by trying to maintain meters that were susceptible to vandalism, theft and breakdowns. This contract was issued so that the City's 23,000 plus parking meters could be updated with electronic meters. These new meters last longer, are less prone to vandalism, and allow for detailed tracking of revenue. The meters procurement and installation included 250 multi-space meters. Staff wanted the collection process to be flexible enough to handle any changes that would occur over the life of the contract. DPT will have the combined information system finished by July 2004 and are planning the first pilot project for a smart card system in FY05. As a result of this contract, annual meter revenues have increased

over five million dollars to date.

Tow Contract

The City's contract for towing, storage and disposal services includes removal of approximately 70,000 abandoned and illegally-parked vehicles per year in order to keep traffic lanes functional and safe, manage limited street parking and clear discarded vehicles. The previous contract, held by City Tow, had been operating on a month-to-month holdover provision since 1999. In September 2002, the MTA issued an RFP to select a new towing services vendor. Included in the RFP were provisions designed to improve operational efficiencies and enhance the customer service process. In December 2003, the MTA Board authorized the Director of Transportation to enter into negotiations for a new five-year contract with San Francisco AutoReturn, the highest ranked proposer.

On December 31, 2003, City Tow informed the City that they would cease towing operations at the end of 30 days. This timeline was subsequently extended to March 21, 2004. Since the stoppage of towing services would severely impede traffic flow throughout the City and potentially threaten public safety, DPT negotiated an emergency interim agreement with AutoReturn to provide these services beginning March 22, 2004 and continuing until a long-term contract could be negotiated and executed. The City plans to complete negotiations on the long-term contract within the next few months. The MTA Board approved the emergency interim agreement on March 16, 2004. The scope of services for the emergency interim agreement contains substantially the same scope of service applicable under the previous contract with City Tow. San Francisco AutoReturn, the current contractor, has also met with the Teamsters and will enter into a collective bargaining agreement.

Downtown Streets Management

DPT and Muni meet monthly on the Downtown Street Management (DSM) project to discuss enforcement and traffic changes to improve Muni operations. DSM implemented the Sansome Street contra-flow lane to help Muni avoid PM congestion approaching the Bay Bridge. Other DSM projects include bus bulbs on Bush and on Folsom Streets, a queue jump signal at 1st & Howard Streets, Transit Signal Priority on Mission and Geary Streets at 39 locations, a bus-only lane on 3rd Street, "unclog the streets" deployment of Parking Control Officers, enforcement of bus-only lanes, and many more projects.

Radio Replacement Project

Muni's existing voice and data radio systems are out-of-date and in urgent need of complete replacement. For transit and security purposes, communication between the fleet, Central Control as well as police, fire and security is critical. Muni has embarked on a program to replace its obsolete system with a state-of-the-art wireless communications system that will include mobile and handheld radios, mobile data terminals and interface from new mobile radios to vehicle on-board power, control and communications systems. The Request for Proposals for Phase 1 of this project is scheduled to be issued in April 2007 and will include analysis, design, and specification development to guide Phase 2 procurement.

Future Projects

Training Center

Develop a combined operations and maintenance training facility. Although all operators are first trained on motor coaches, the current training facility, located at Muni's Presidio trolley coach division, is several miles from any of Muni's motor coach divisions. Maintenance Training is located at Pier 80, in space rented from the Port. Both could operate more efficiently if combined in one facility. Also, relocating Operator Training would allow redevelopment of all or part of the Presidio Division property (leaving the trolley facility intact and upgrading it), and relocating Maintenance Training would allow Muni to give up leased space.

Proposals include: 1) building a new training center on property acquired near one of Muni's existing motor coach divisions, most likely on Port land that could be acquired adjacent to the new Islais Creek Motor Coach Division, or 2) including the building of a training center as an obligation of the developer selected to redevelop the Presidio property.

Central Control Facility Replacement

Design and construction of a new central control facility for both Muni and DPT. The difficulty of expanding the current Muni facility combined with the need to combine it with DPT's facility, means that off-site expansion is the best option. Expansion is needed in part to provide adequate facilities for Advanced Train Control System and other communication functions. One option is to include the facility at 1 South Van Ness, though security concerns about co-locating a headquarters with a Central Control facility may preclude this. A consultant is currently conducting a functional analysis to establish the needs for the facility.

Asset Development

Muni is looking at joint and/or development at other sites, which may include: Kirkland Yard (residential and possibly historic streetcar or other neighborhood-serving retail uses); Presidio Yard (rebuilding the maintenance and operating facilities for electric trolley bus service, with residential, parking, and retail above); Phelan Loop (new Muni bus turnaround, with streets and infrastructure to serve a proposed new residential neighborhood adjacent to City College's Main Campus); and Geneva Upper Yard (Muni off-street employee parking, with residential uses above, plus other infrastructure improvements per the Balboa Park Better Neighborhoods Plan).

CAPITAL PROJECT SUMMARY

- **Capital Project Description**
- **Capital Project 5-Year Financial Projections & Annual Capital Improvement Budget**
- **Capital Project Priority Scoring and Ranking**

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Replacement*												
CPT 397	EQUIPMENT	**SHOP EQUIP PHASE 2:** Ongoing acquisition and replacement of the equipment needed to support all aspects of Muni operations, maintenance, and admin functions.	$ 1,290,731	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,290,731		
		LESS FUNDED	$ (1,290,731)	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,290,731)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
28	EQUIPMENT	**SHOP EQUIP PROGRAM:** Ongoing acquisition and replacement of the equipment needed to support all aspects of Muni operations, maintenance, and admin functions. SIGNAL VITAL RELAY TEST SYSTEM - procurement of a computer based tester for subway surface signaling system relays; SPECIAL MACHINE SHOP HEATERS - Purchase of special machine shop heaters: SHOP HOIST REPLACEMENT - Purchase and replace four shop hoist.	$ -	$ 4,006,856	$ 4,015,993	$ 4,034,736	$ 4,091,668	$ 4,150,878	$ 20,300,131	$ 20,300,131		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 4,006,856***	***$ 4,015,993***	***$ 4,034,736***	***$ 4,091,668***	***$ 4,150,878***	***$ 20,300,131***	***$ 20,300,131***		
		(1) Programmed	***$ -***	***$ -***	***$ 375,000***	***$ -***	***$ -***	***$ -***	***$ 375,000***	***$ 375,000***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (4,006,856)***	***$ (3,640,993)***	***$ (4,034,736)***	***$ (4,091,668)***	***$ (4,150,878)***	***$ (19,925,131)***	***$ (19,925,131)***		
49	EQUIPMENT	**TRANSIT SIGNAGE PROGRAM:** Procurement of basic information "Landor" style bus stop signage for passengers at an additional 1000 stops.	$ -	$ 175,479	$ 175,479	$ -	$ -	$ -	$ 350,958	$ 350,958		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 175,479***	***$ 175,479***	***$ -***	***$ -***	***$ -***	***$ 350,958***	***$ 350,958***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (175,479)***	***$ (175,479)***	***$ -***	***$ -***	***$ -***	***$ (350,958)***	***$ (350,958)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Replacement cont'd*												
97	BUILDING	**PRESIDIO SHOP DOOR ELECTRIC MOTORS:** Procurement and installation of electric motors for the ease of opening and closing the roll-up doors.	$ -	$ 126,532	$ -	$ -	$ -	$ -	$ 126,532	$ 126,532		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 126,532***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 126,532***	***$ 126,532***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (126,532)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (126,532)***	***$ (126,532)***		
5	SYSTEMS	**DATA PROCESSING - FUTURE PHASE:** Procurement and replacement of data processing and office equipment to support management, administration, planning, operations, and engineering services of the MTA.	$ -	$ 5,286,052	$ 5,354,481	$ 5,425,646	$ 5,499,659	$ 5,576,631	$ 27,142,469	$ 27,142,469		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 5,286,052***	***$ 5,354,481***	***$ 5,425,646***	***$ 5,499,659***	***$ 5,576,631***	***$ 27,142,469***	***$ 27,142,469***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (5,286,052)***	***$ (5,354,481)***	***$ (5,425,646)***	***$ (5,499,659)***	***$ (5,576,631)***	***$ (27,142,469)***	***$ (27,142,469)***		
CPT 398/444	SYSTEMS	**DATA PROCESSING & OFFICE EQUIP:** Procurement and replacement of data processing and office equipment to support management, administration, planning, operations, and engineering services of the MTA.	$ 3,802,446	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,802,446		
		LESS FUNDED	$ (3,802,446)	$ -	$ -	$ -	$ -	$ -	$ -	$ (3,802,446)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Replacement cont'd*												
CPT 474	SYSTEMS	**MIS: SCHEDULING SYS REPLACEMENT:** Acquisition of an integrated, client-server based scheduling and dispatch system to replace the current RUCUS scheduling systems.	$ 4,181,934	$ 18,066	$ -	$ -	$ -	$ -	$ 18,066	$ 4,200,000		
		LESS FUNDED	$ (4,181,934)	$ (18,066)	$ -	$ -	$ -	$ -	$ (18,066)	$ (4,200,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
29	SYSTEMS	**MOTIVE POWER SCADA SYSTEM:** Procurement of three HP workstations, front-end processor that interfaces with 29 remote terminal units with a link to a communication link to Central Control to replace the current Transit Power Substation monitoring and control equipment located at the Power Control Center.	$ -	$ 108,160	$ -	$ -	$ -	$ -	$ 108,160	$ 108,160		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 108,160***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 108,160***	***$ 108,160***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (108,160)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (108,160)***	***$ (108,160)***		
31	SYSTEMS	**PBX TELEPHONE SYSTEM & EQUIPMENT**: Purchase and install Private Business Exchange (PBX) telephone system and fiber-optic communications links at Muni Facilities to replace the obsolete Centrex equipment.	$ -	$ 275,592	$ 275,592	$ -	$ -	$ -	$ 551,183	$ 551,183		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 275,592***	***$ 275,592***	***$ -***	***$ -***	***$ -***	***$ 551,183***	***$ 551,183***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (275,592)***	***$ (275,592)***	***$ -***	***$ -***	***$ -***	***$ (551,183)***	***$ (551,183)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Replacement cont'd*												
107		**(INTENTIONALLY LEFT BLANK)**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		SUBTOTAL EQUIPMENT REPLACEMENT COSTS	***$ 9,275,111***	***$ 9,996,736***	***$ 9,821,544***	***$ 9,460,382***	***$ 9,591,327***	***$ 9,727,509***	***$ 48,597,499***	***$ 57,872,610***		
		LESS FUNDED	***$ (9,275,111)***	***$ (18,066)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (18,066)***	$ (9,293,177)		
		BALANCE UNFUNDED	***$ -***	***$ 9,978,670***	***$ 9,821,544***	***$ 9,460,382***	***$ 9,591,327***	***$ 9,727,509***	***$ 48,579,433***	***$ 48,579,433***		
		(1) Programmed	***$ -***	***$ -***	***$ 375,000***	***$ -***	***$ -***	***$ -***	***$ 375,000***	***$ 375,000***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (9,978,670)***	***$ (9,446,544)***	***$ (9,460,382)***	***$ (9,591,327)***	***$ (9,727,509)***	***$ (48,204,433)***	***$ (48,204,433)***		
EQUIPMENT - *Enhancement*												
22	CABLE CAR	**CABLE CAR SHOP EQUIPMENT:** Purchase of specialized equipment to include a Lathe, Monarch EE 10" X 20"; Propane Forklift to lift heavy objects and load and unload of lumber deliveries; Radio Repeater; Suc-o-Matic Hydraulic Lift to lit cable cars to desired working height; and fans to circulate air from one end of the shop to the other.	$ -	$ 205,419	$ -	$ -	$ -	$ -	$ 205,419	$ 205,419		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 205,419***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 205,419***	***$ 205,419***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (205,419)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (205,419)***	$ (205,419)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
8	SYSTEMS	**ELECTRONIC DOCUMENT MANAGEMENT:** Purchase and installation of a electronic document storage, retrieval, scanning, indexing and search software and hardware system.	$ -	$ 189,280	$ 189,280	$ -	$ -	$ -	$ 378,560	$ 378,560		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 189,280***	***$ 189,280***	***$ -***	***$ -***	***$ -***	***$ 378,560***	***$ 378,560***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (189,280)***	***$ (189,280)***	***$ -***	***$ -***	***$ -***	***$ (378,560)***	***$ (378,560)***		
17	SYSTEMS	**GEOGRAPHICAL INFORMATION SYSTEM:** Purchase and installation of a centralized and comprehensive GIS. System includes data storage, handheld devices, ruggedized laptops for field data collections, GIS software, software training, consultant scanning and georeferencing, and building the geodatabase.	$ -	$ 189,280	$ 189,280	$ -	$ -	$ -	$ 378,560	$ 378,560		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 189,280***	***$ 189,280***	***$ -***	***$ -***	***$ -***	***$ 378,560***	***$ 378,560***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (189,280)***	***$ (189,280)***	***$ -***	***$ -***	***$ -***	***$ (378,560)***	***$ (378,560)***		
25	SYSTEMS	**MIS: REVENUE RECONCILIATION DB:** Purchase and install Revenue Reconciliation database and system with networked hardware and software which interface to FAMIS to include security controls that comply with standard accounting practices.	$ -	$ -	$ -	$ 350,000	$ 320,000	$ 330,000	$ 1,000,000	$ 1,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 350,000***	***$ 320,000***	***$ 330,000***	***$ 1,000,000***	***$ 1,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (350,000)***	***$ (320,000)***	***$ (330,000)***	***$ (1,000,000)***	***$ (1,000,000)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
50	SYSTEMS	**TRAVEL MODELING/MICRO-SIMULATION:** Purchase and install systems to perform limited travel demand modeling and traffic micro-simulation tasks.	$ -	$ 86,528	$ -	$ -	$ -	$ -	$ 86,528	$ 86,528		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 86,528***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 86,528***	***$ 86,528***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (86,528)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (86,528)***	***$ (86,528)***		
54	SYSTEMS	**WORKER'S COMPENSATION SYSTEM:** Purchase and install a wireless system for the field inspectors to enforce timely data entry. System includes 30 hand-held pocket PCs, or equivalent, software, consultant services, and training.	$ -	$ -	$ 162,240	$ 162,240	$ -	$ -	$ 324,480	$ 324,480		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 162,240***	***$ 162,240***	***$ -***	***$ -***	***$ 324,480***	***$ 324,480***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (162,240)***	***$ (162,240)***	***$ -***	***$ -***	***$ (324,480)***	***$ (324,480)***		
21	SYSTEMS	**KIOSKS, MEDIA SALES** - Purchase and installation of Kiosks for media and advertisement sales.	$ -	$ 1,200,000	$ -	$ -	$ -	$ -	$ 1,200,000	$ 1,200,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,200,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,200,000***	***$ 1,200,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,200,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (1,200,000)***	***$ (1,200,000)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
45	SYSTEMS	**SUPERVISORY CONTROL & DATA ACQUISITION (SCADA SYSTEM)** - Purchase and Installation of hardware and software to support the existing system.	$ -	$ 180,000	$ -	$ -	$ -	$ -	$ 180,000	$ 180,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 180,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 180,000***	***$ 180,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (180,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (180,000)***	***$ (180,000)***		
47	SYSTEMS	**TRACTION POWER-HI-SPEED UNIT TRIP DEVICES** - Purchase of equipment to improve the traction power system.	$ -	$ 30,380	$ -	$ -	$ -	$ -	$ 30,380	$ 30,380		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 30,380***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 30,380***	***$ 30,380***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (30,380)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (30,380)***	***$ (30,380)***		
2	SYSTEMS	**CAPITAL ASSET TRACKING SYSTEM**: Purchase and install a system to track, maintain, and account for all capital assets. System to include relational data bases, condition assessment, and valuation. System should include hand-held devices for field inspections of assets.	$ -	$ 230,000	$ 195,000	$ 3,000,000	$ 1,575,000		$ 5,000,000	$ 5,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 230,000***	***$ 195,000***	***$ 3,000,000***	***$ 1,575,000***	***$ -***	***$ 5,000,000***	***$ 5,000,000***		
		(1) Programmed	***$ -***	***$ 300,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 300,000***	**$ 300,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 70,000***	***$ (195,000)***	***$ (3,000,000)***	***$ (1,575,000)***	***$ -***	***$ (4,700,000)***	**$ (4,700,000)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
3	SYSTEMS	**CAPITAL INVESTMENT PROGRAM (CIP) SYSTEM:** Purchase and install a system to manage, analyze, and account for all capital projects. System includes a web-based project management system to replace the current Access-based PMIS system.	$ -	$ 400,000	$ 600,000	$ -	$ -	$ -	$ 1,000,000	$ 1,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 400,000***	***$ 600,000***	***$ -***	***$ -***	***$ -***	***$ 1,000,000***	***$ 1,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (400,000)***	***$ (600,000)***	***$ -***	***$ -***	***$ -***	***$ (1,000,000)***	***$ (1,000,000)***		
14	SYSTEMS	**FINANCIAL SYSTEM** - Upgrade of financial system to support accounting activities. Include software and hardware.	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ 250,000	$ 250,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 250,000***	***$ -***	***$ -***	***$ -***	***$ 250,000***	***$ 250,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (250,000)***	***$ -***	***$ -***	***$ -***	***$ (250,000)***	***$ (250,000)***		
20	SYSTEMS	**HUMAN RESOURCES SYSTEM**: To provide support to the City's new HRMIS system to manage the worker's comp, benefits, position control, and employee information. Integrating BEMIS, TESS, and Peoplesoft systems into one HRMIS system.	$ -	$ 75,000	$ 420,000	$ 2,247,500	$ 1,500,000	$ 757,500	$ 5,000,000	$ 5,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 75,000***	***$ 420,000***	***$ 2,247,500***	***$ 1,500,000***	***$ 757,500***	***$ 5,000,000***	***$ 5,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (75,000)***	***$ (420,000)***	***$ (2,247,500)***	***$ (1,500,000)***	***$ (757,500)***	***$ (5,000,000)***	***$ (5,000,000)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
7	TRAINING	**DRIVER TRAINING SIMULATORS:** Purchase and install 360 degree computer based graphic training stations. These simulators will be used to train transit operators to provide control over difficult weather conditions, equipment malfunctions, traffic behaviors and other real-world hazard situations.	$ -	$ 933,637	$ -	$ -	$ -	$ -	$ 933,637	$ 933,637		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 933,637***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 933,637***	***$ 933,637***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (933,637)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (933,637)***	***$ (933,637)***		
15	TRAINING	**RAIL TRAINING SIMULATOR**: To purchase and install full scale rail training simulator and virtual learning environment. Includes the purchase of Audio Visual and multimedia setup for 5 class rooms	$ -	$ 950,000	$ -	$ -	$ -	$ -	$ 950,000	$ 950,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 950,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 950,000***	***$ 950,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (950,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (950,000)***	***$ (950,000)***		
9		**(INTENTIONALLY LEFT BLANK)**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
33	ENFORCEMENT	**PROOF OF PAYMENT WIRELESS:** Purchase and install a wireless solution system for the Proof of Payment (POP) staff while in the field. This system will include hand held units and all software and hardware.	$ -	$ 126,187	$ 126,187	$ 126,187	$ -	$ -	$ 378,560	$ 378,560		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 126,187***	***$ 126,187***	***$ 126,187***	***$ -***	***$ -***	***$ 378,560***	***$ 378,560***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (126,187)***	***$ (126,187)***	***$ (126,187)***	***$ -***	***$ -***	***$ (378,560)***	***$ (378,560)***		
1	ENFORCEMENT	**4 AUTO VIEW/AUTO FIND** - Purchase of equipment to support the software associated with digital video recorders (DVRs) utilized in capturing, storing, reviewing and transmitting video data/images installed on MTA buses, facilities and platforms. This component will facilitate the quick identification of events recorded on the DVR for review, exporting and copying.	$ -	$ 184,000	$ 184,000	$ -	$ -	$ -	$ 368,000	$ 368,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 184,000***	***$ 184,000***	***$ -***	***$ -***	***$ -***	***$ 368,000***	***$ 368,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (184,000)***	***$ (184,000)***	***$ -***	***$ -***	***$ -***	***$ (368,000)***	***$ (368,000)***		
51	SAFETY & SECURITY	**TUNNEL INTRUSION SYSTEM** - Purchase and installation of a laser based surveillance and identification system that will be installed in Muni subways and portals for the detection of unauthorized intrusion into the aforementioned areas and perimeters.	$ -	$ 109,000	$ 202,000	$ 689,000	$ -	$ -	$ 1,000,000	$ 1,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 109,000***	***$ 202,000***	***$ 689,000***	***$ -***	***$ -***	***$ 1,000,000***	***$ 1,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 1,000,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,000,000***	***$ 1,000,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 891,000***	***$ (202,000)***	***$ (689,000)***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
55	SAFETY & SECURITY	**YARD INTRUSION ALARM SYSTEMS** - Purchase and installation of a equipment to enhance the current alarm system; the constituent components will be mounted on or around perimeter fences and integrated with audible alarms and strobe lights and high intensity illumination.	$ -	$ 42,000	$ 224,000	$ 867,000	$ 867,000	$ -	$ 2,000,000	$ 2,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 42,000***	***$ 224,000***	***$ 867,000***	***$ 867,000***	***$ -***	***$ 2,000,000***	***$ 2,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 2,000,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 2,000,000***	**$ 2,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 1,958,000***	***$ (224,000)***	***$ (867,000)***	***$ (867,000)***	***$ -***	***$ -***	**$ -**		
10	SAFETY & SECURITY	**ELECTRONIC LED SIGNAGE SYSTEM: EXPANSION TO NEXTBUS** - Purchase and installation of a public information signage structure that will be installed at the entrances of all subway stations to alert and inform Muni passengers of the status of Muni service (e.g., train delays, emergencies and other service related disruptions)	$ -	$ 42,000	$ 224,000	$ 867,000	$ 867,000	$ -	$ 2,000,000	$ 2,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 42,000***	***$ 224,000***	***$ 867,000***	***$ 867,000***	***$ -***	***$ 2,000,000***	***$ 2,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 2,000,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 2,000,000***	**$ 2,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 1,958,000***	***$ (224,000)***	***$ (867,000)***	***$ (867,000)***	***$ -***	***$ -***	**$ -**		
12	SAFETY & SECURITY	**FACILITY VIDEO CAMERAS CONNECTIVITY** - Purchase and installation of a system to connect all facility video systems through a high speed T-1 line or fiber optic network to the MTA wide area network (WAN) in order for authorized security staff and MTA management personnel to monitor (in real time) all MTA facilities.	$ -	$ 150,000	$ 840,000	$ 5,000,000	$ 2,000,000	$ 2,010,000	$ 10,000,000	$ 10,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 150,000***	***$ 840,000***	***$ 5,000,000***	***$ 2,000,000***	***$ 2,010,000***	***$ 10,000,000***	***$ 10,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 7,500,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 7,500,000***	**$ 7,500,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 7,350,000***	***$ (840,000)***	***$ (5,000,000)***	***$ (2,000,000)***	***$ (2,010,000)***	***$ (2,500,000)***	**$ (2,500,000)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
18	SAFETY & SECURITY	**GPS/GPM UPGRADES** - Purchase and installation of equipment to integrate exiting GPS architecture to the DVRs on revenue vehicles; it will make it easy to superimpose the City map on recorded video (from DVRs) to accurately depict the location of a vehicle at the time of an incident.	$ -	$ 42,000	$ 224,000	$ 867,000	$ 867,000	$ -	$ 2,000,000	$ 2,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 42,000***	***$ 224,000***	***$ 867,000***	***$ 867,000***	***$ -***	***$ 2,000,000***	***$ 2,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 2,000,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 2,000,000***	***$ 2,000,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 1,958,000***	***$ (224,000)***	***$ (867,000)***	***$ (867,000)***	***$ -***	***$ -***	***$ -***		
30	SAFETY & SECURITY	**HOMELAND SECURITY NEEDS -SYSTEM WIDE IMPROVEMENTS (I-BOND)** - To purchase and install equipment, make improvements and renovations to address emergency, disaster, and Homeland security needs of the MTA.	$ -	$ 34,800,000	$ 34,800,000	$ 34,800,000	$ 34,800,000	$ 34,900,000	$ 174,100,000	$ 174,100,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 34,800,000***	***$ 34,800,000***	***$ 34,800,000***	***$ 34,800,000***	***$ 34,900,000***	***$ 174,100,000***	***$ 174,100,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 9,500,000***	***$ 9,500,000***	***$ 9,500,000***	***$ 9,500,000***	***$ 9,500,000***	***$ 47,500,000***	***$ 47,500,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (25,300,000)***	***$ (25,300,000)***	***$ (25,300,000)***	***$ (25,300,000)***	***$ (25,400,000)***	***$ (126,600,000)***	***$ (126,600,000)***		
32	SAFETY & SECURITY	**PORTAL EMPLOYEE ACCESS CONTROL** - Purchase and installation of an enhanced/upgrade to the existing employee identification system that will provide a more stringent control of access into the portals	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000	$ 100,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 100,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 100,000***	***$ 100,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 100,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 100,000***	***$ 100,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
38	SAFETY & SECURITY	**SECURITY INSPECTION SYSTEM** -	$ -	$ 42,000	$ 224,000	$ 867,000	$ 867,000		$ 2,000,000	$ 2,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 42,000***	***$ 224,000***	***$ 867,000***	***$ 867,000***	***$ -***	***$ 2,000,000***	***$ 2,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	***$ 200,000***	$ -	$ -	$ -	***$ 200,000***	$ 200,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (42,000)***	***$ (24,000)***	***$ (867,000)***	***$ (867,000)***	***$ -***	***$ (1,800,000)***	$ (1,800,000)		
39	SAFETY & SECURITY	**SECURITY SIGNAGE PROGRAM** -	$ -	$ 42,000	$ 224,000	$ 867,000	$ 867,000		$ 2,000,000	$ 2,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 42,000***	***$ 224,000***	***$ 867,000***	***$ 867,000***	***$ -***	***$ 2,000,000***	***$ 2,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	***$ 2,000,000***	$ -	$ -	$ -	***$ 2,000,000***	$ 2,000,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (42,000)***	***$ 1,776,000***	***$ (867,000)***	***$ (867,000)***	***$ -***	$ -	$ -		
40	SAFETY & SECURITY	**SECURITY SOFTWARE** -	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000	$ 100,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 100,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 100,000***	***$ 100,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	***$ 100,000***	$ -	$ -	$ -	***$ 100,000***	$ 100,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (100,000)***	***$ 100,000***	$ -	$ -	$ -	$ -	$ -		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
EQUIPMENT - *Enhancement Cont'd*												
41	SAFETY & SECURITY	**SECURITY VIDEO DISPLAYS** -	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ 200,000	$ 200,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 200,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 200,000***	***$ 200,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ 200,000***	***$ -***	***$ -***	***$ -***	***$ 200,000***	***$ 200,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (200,000)***	***$ 200,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 472	SAFETY & SECURITY	**VIDEO SURVEILLANCE CAMERAS** - Purchase and installation of video surveillance cameras	$ 1,878,789	$ 53,000	$ 280,000	$ 2,167,000	$ -	$ -	$ 2,500,000	$ 4,378,789		
		LESS FUNDED	$ (1,878,789)	$ (35,574)	$ -	$ -	$ -	$ -	$ (35,574)	$ (1,914,363)		
		BALANCE UNFUNDED	***$ -***	***$ 17,426***	***$ 280,000***	***$ 2,167,000***	***$ -***	***$ -***	***$ 2,464,426***	***$ 2,464,426***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ 2,500,000***	***$ -***	***$ -***	***$ -***	***$ 2,500,000***	***$ 2,500,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (17,426)***	***$ 2,220,000***	***$ (2,167,000)***	***$ -***	***$ -***	***$ 35,574***	***$ 35,574***		
310	VARIOUS	**VARIOUS PROJECTS -** MTA- Wide for all divisions routine facility maintenance.	$ -	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 100,000,000	$ 100,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 20,000,000***	***$ 20,000,000***	***$ 20,000,000***	***$ 20,000,000***	***$ 20,000,000***	***$ 100,000,000***	***$ 100,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (20,000,000)***	***$ (20,000,000)***	***$ (20,000,000)***	***$ (20,000,000)***	***$ (20,000,000)***	***$ (100,000,000)***	***$ (100,000,000)***		
		SUBTOTAL EQUIPMENT ENHANCEMENT COSTS	**$ 1,878,789**	**$ 60,701,711**	**$ 59,557,987**	**$ 72,876,927**	**$ 64,530,000**	**$ 57,997,500**	**$ 315,664,124**	**$ 317,542,913**		
		LESS FUNDED	**$ (1,878,789)**	**$ (35,574)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (35,574)**	$ (1,914,363)		
		BALANCE UNFUNDED	***$ -***	***$ 60,666,137***	***$ 59,557,987***	***$ 72,876,927***	***$ 64,530,000***	***$ 57,997,500***	***$ 315,628,550***	***$ 315,628,550***		
		(1) Programmed	***$ -***	$ 300,000	$ -	$ -	$ -	$ -	$ 300,000	$ 300,000		
		(2) Planned	***$ -***	$ 24,100,000	$ 14,500,000	$ 9,500,000	$ 9,500,000	$ 9,500,000	$ 67,100,000	$ 67,100,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (36,266,137)***	***$ (45,057,987)***	***$ (63,376,927)***	***$ (55,030,000)***	***$ (48,497,500)***	***$ (248,228,550)***	$ (248,228,550)		
		TOTAL EQUIPMENT	**$ 11,153,900**	**$ 70,698,447**	**$ 69,379,531**	**$ 82,337,309**	**$ 74,121,327**	**$ 67,725,009**	**$ 364,261,623**	**$ 375,415,523**		
		LESS FUNDED	**$ (11,153,900)**	**$ (53,640)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (53,640)**	**$ (11,207,540)**		
		BALANCE UNFUNDED	***$ -***	***$ 70,644,807***	***$ 69,379,531***	***$ 82,337,309***	***$ 74,121,327***	***$ 67,725,009***	***$ 364,207,983***	***$ 364,207,983***		
		(1) Programmed	***$ -***	$ 300,000	$ 375,000	$ -	$ -	$ -	$ 675,000	$ 675,000		
		(2) Planned	***$ -***	$ 24,100,000	$ 14,500,000	$ 9,500,000	$ 9,500,000	$ 9,500,000	$ 67,100,000	$ 67,100,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (46,244,807)***	***$ (54,504,531)***	***$ (72,837,309)***	***$ (64,621,327)***	***$ (58,225,009)***	***$ (296,432,983)***	$ (296,432,983)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Replacement*												
CPT 566	BUILDING	**BURKE AVENUE REAL ESTATE:** To acquire a 103,000 square-foot warehouse at 1570 Burke Avenue for use as MTA's new Central Warehouse and Overhead Lines Facility and replace the current facility located at 1401 Bryant which is required to be seismically strengthened by the City's unreinforced masonry building code.	$ 10,294,949	$ 430,051	$ 1,753,000	$ 1,753,000	$ -	$ -	$ 3,936,051	$ 14,231,000		
		LESS FUNDED	$ (10,294,949)	$ (430,051)	$ -	$ -	$ -	$ -	$ (430,051)	$ (10,725,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 1,753,000***	***$ 1,753,000***	***$ -***	***$ -***	***$ 3,506,000***	***$ 3,506,000***		
		(1) Programmed	***$ -***	***$ -***	***$ 1,753,000***	***$ 1,753,000***	***$ -***	***$ -***	***$ 3,506,000***	**$ 3,506,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
82	BUILDING	**GREEN FACILITY DOOR REPLACEMENT:** Replacement of existing roll-up doors with doors that can accommodate the BREDA Fleet.	$ -	$ -	$ 2,349,856	$ 2,349,856	$ 2,349,856	$ -	$ 7,049,568	$ 7,049,568		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,349,856***	***$ 2,349,856***	***$ 2,349,856***	***$ -***	***$ 7,049,568***	***$ 7,049,568***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (2,349,856)***	***$ (2,349,856)***	***$ (2,349,856)***	***$ -***	***$ (7,049,568)***	***$ (7,049,568)***		
CPT 358/432/440	BUILDING	**ISLAIS CREEK FACILITY:** Development of a maintenance facility to replace the Kirkland motor coach maintenance facility. The replacement facility will accommodate 165 standard motor coaches.	$ 12,828,318	$ 33,695,134	$ 13,613,689	$ 13,613,689	$ 13,613,689	$ 2,537,659	$ 77,073,860	$ 89,902,178		
		LESS FUNDED	$ (12,828,318)	$ (33,695,134)	$ -	$ -	$ -	$ -	$ (33,695,134)	$ (46,523,452)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 13,613,689***	***$ 13,613,689***	***$ 13,613,689***	***$ 2,537,659***	***$ 43,378,726***	***$ 43,378,726***		
		(1) Programmed	***$ -***	***$ -***	***$ 17,721,564***	***$ 4,862,320***	***$ -***	***$ -***	***$ 22,583,884***	**$ 22,583,884**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 4,107,875***	***$ (8,751,369)***	***$ (13,613,689)***	***$ (2,537,659)***	***$ (20,794,842)***	***$ (20,794,842)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Replacement cont'd*												
CPT 564	BUILDING	**ONE SOUTH VAN NESS** : Renovation of the space in this building to accommodate various administrative, operations, and management offices within the MTA.	$ 916,550	$ 11,461	$ -	$ -	$ -	$ -	$ 11,461	$ 928,011		
		LESS FUNDED	$ (916,550)	$ (11,461)	$ -	$ -	$ -	$ -	$ (11,461)	$ (928,011)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 502	BUILDING	**FLYNN VENTILATION SYSTEM & ROOF:** Replacement of the ventilation system at this facility to evacuate the exhaust fumes caused by the diesel vehicles. This projects improves the health and safety of employees.	$ 3,588,168	$ 107,719	$ 2,541,286	$ 2,541,286	$ -	$ -	$ 5,190,291	$ 8,778,459		
		LESS FUNDED	$ (3,588,168)	$ (107,719)	$ -	$ -	$ -	$ -	$ (107,719)	$ (3,695,887)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,541,286***	***$ 2,541,286***	***$ -***	***$ -***	***$ 5,082,572***	***$ 5,082,572***		
		(1) Programmed	***$ -***	***$ 4,357,400***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 4,357,400***	**$ 4,357,400**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 3,000,000***	***$ 1,400,000***	***$ -***	***$ 4,400,000***	**$ 4,400,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 4,357,400***	***$ (2,541,286)***	***$ 458,714***	***$ 1,400,000***	***$ -***	***$ 3,674,828***	**$ 3,674,828**		
CPT 470	BUILDING	**CENTRAL CONTROL - FACILITY:** Design and construction of a new central control facility to replace the existing facility which is undersized for its existing use, contributing to inefficiencies.	$ 462,501	$ 950,035	$ 18,549,965	$ 18,500,000	$ 18,500,000	$ 18,500,000	$ 75,000,000	$ 75,462,501		
		LESS FUNDED	$ (462,501)	$ (950,035)	$ -	$ -	$ -	$ -	$ (950,035)	$ (1,412,536)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 18,549,965***	***$ 18,500,000***	***$ 18,500,000***	***$ 18,500,000***	***$ 74,049,965***	***$ 74,049,965***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ 15,000,000***	***$ -***	***$ -***	***$ -***	***$ 15,000,000***	**$ 15,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (3,549,965)***	***$ (18,500,000)***	***$ (18,500,000)***	***$ (18,500,000)***	***$ (59,049,965)***	**$ (59,049,965)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Replacement cont'd*												
CPT 542	BUILDING	**POTRERO/PRESIDIO-TC LIFTS**: Purchase and install lifts at the Potrero and Presidio Maintenance Facilities to replace the existing lifts. These lifts are used to raise the ETI Trolley Coaches to allow maintenance activities from under the vehicle and side compartment access.	$ 34,615	$ 345,385	$ 3,125,000	$ -	$ -	$ -	$ 3,470,385	$ 3,505,000		
		LESS FUNDED	$ (34,615)	$ (345,385)	$ -	$ -	$ -	$ -	$ (345,385)	$ (380,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 3,125,000***	***$ -***	***$ -***	***$ -***	***$ 3,125,000***	***$ 3,125,000***		
		(1) Programmed	***$ -***	***$ -***	***$ 3,125,000***	***$ -***	***$ -***	***$ -***	***$ 3,125,000***	**$ 3,125,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
94	BUILDING	**PRESIDIO FIRE DETECTION SYSTEM**: Purchase and install an adequate and modern fire alarm and detection system at the Presidio facility to replace the existing antiquated fire alarm system.	$ -	$ 1,427,227	$ 1,427,227	$ -	$ -	$ -	$ 2,854,455	$ 2,854,455		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,427,227***	***$ 1,427,227***	***$ -***	***$ -***	***$ -***	***$ 2,854,455***	***$ 2,854,455***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,427,227)***	***$ (1,427,227)***	***$ -***	***$ -***	***$ -***	***$ (2,854,455)***	**$ (2,854,455)**		
CPT 372	BUILDING	**WOODS-FUEL, WASH & LIFTS**: Replace underground fuel tanks and repave the bus parking yard. Includes the replacement of piping and electrical systems, and rehabilitation of the fueling islands and bus wash. Additional phases include vehicle lift replacement and procurement and installation of a Transmission Dynamometer to diagnose motor coach transmission power and performance capability.	$ 20,279,130	$ 2,986,232	$ 2,584,009	$ 584,009	$ 584,009	$ 584,009	$ 7,322,268	$ 27,601,398		
		LESS FUNDED	$ (20,279,130)	$ (2,986,232)	$ -	$ -	$ -	$ -	$ (2,986,232)	$ (23,265,362)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,584,009***	***$ 584,009***	***$ 584,009***	***$ 584,009***	***$ 4,336,036***	***$ 4,336,036***		
		(1) Programmed	***$ -***	***$ -***	***$ 2,592,236***	***$ 500,000***	***$ 500,000***	***$ -***	***$ 3,592,236***	**$ 3,592,236**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 8,227***	***$ (84,009)***	***$ (84,009)***	***$ (584,009)***	***$ (743,800)***	**$ (743,800)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Replacement cont'd*												
80	LIGHT RAIL	**GREEN - LRV WASHER REPLACEMENT**: Replace the existing Light Rail Vehicle (LRV) washer at the Green Maintenance Facility to accommodate the BREDA vehicles.	$ -	$ -	$ 912,490	$ 912,490	$ -	$ -	$ 1,824,979	$ 1,824,979		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 912,490***	***$ 912,490***	***$ -***	***$ -***	***$ 1,824,979***	***$ 1,824,979***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (912,490)***	***$ (912,490)***	***$ -***	***$ -***	***$ (1,824,979)***	***$ (1,824,979)***		
109	LIGHT RAIL	**SUBWAY FIRE ALARM & DETECTION**: Replacement of the existing fire alarm and detection systems in the West Portal, Forest Hill, Castro, Church, and Van Ness) subway stations.	$ -	$ 912,490	$ 912,490	$ -	$ -	$ -	$ 1,824,979	$ 1,824,979		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 912,490***	***$ 912,490***	***$ -***	***$ -***	***$ -***	***$ 1,824,979***	***$ 1,824,979***		
		(1) Programmed	***$ -***	***$ -***	***$ 1,875,000***	***$ -***	***$ -***	***$ -***	***$ 1,875,000***	**$ 1,875,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (912,490)***	***$ 962,510***	***$ -***	***$ -***	***$ -***	***$ 50,021***	**$ 50,021**		
102	REVENUE	**REVENUE CENTER REPLACEMENT**: Includes Coin Sorter Replacement and renovations of the existing facility.	$ -	$ 1,534,340	$ 1,434,340	$ 1,434,340	$ 1,434,340	$ 1,434,340	$ 7,271,700	$ 7,271,700		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,534,340***	***$ 1,434,340***	***$ 1,434,340***	***$ 1,434,340***	***$ 1,434,340***	***$ 7,271,700***	***$ 7,271,700***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,534,340)***	***$ (1,434,340)***	***$ (1,434,340)***	***$ (1,434,340)***	***$ (1,434,340)***	***$ (7,271,700)***	***$ (7,271,700)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Replacement cont'd*												
112	TRAINING	**TRAINING CENTER - Muni Wide**: Development and construction of a combined operations and maintenance training facility to replace the existing facility.	$ -	$ -	$ -	$ -	$ 19,738,977	$ 19,738,977	$ 39,477,953	$ 39,477,953		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ 19,738,977***	***$ 19,738,977***	***$ 39,477,953***	***$ 39,477,953***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ (19,738,977)***	***$ (19,738,977)***	***$ (39,477,953)***	***$ (39,477,953)***		
78	BUILDING	**CABLE CAR VENTILATION SYSTEM:** Installation and replacement of the fresh air and exhaust ventilation systems for the cable car machinery area.	$ -	$ 115,000	$ -	$ -	$ -	$ -	$ 115,000	$ 115,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 115,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 115,000***	***$ 115,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (115,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (115,000)***	***$ (115,000)***		
101	LIGHT RAIL	**MUNI METRO EAST - RESTORE SCOPE**: To restore the scope of work to the project to ensure a fully functional maintenance facility.	$ -	$ 750,000	$ 4,200,000	$ 22,475,000	$ 15,000,000	$ 7,575,000	$ 50,000,000	$ 50,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 750,000***	***$ 4,200,000***	***$ 22,475,000***	***$ 15,000,000***	***$ 7,575,000***	***$ 50,000,000***	***$ 50,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 29,000,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 29,000,000***	***$ 29,000,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 28,250,000***	***$ (4,200,000)***	***$ (22,475,000)***	***$ (15,000,000)***	***$ (7,575,000)***	***$ (21,000,000)***	***$ (21,000,000)***		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Replacement cont'd*												
0		**(INTENTIONALLY LEFT BLANK)**	$ -						$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***		***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		SUBTOTAL FACILITY REPLACEMENT	***$ 48,404,231***	***$ 43,265,074***	***$ 53,403,352***	***$ 64,163,670***	***$ 71,220,871***	***$ 50,369,985***	***$ 282,422,951***	***$ 330,827,182***		
		LESS FUNDED	***$ (48,404,231)***	***$ (38,526,017)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (38,526,017)***	**$ (86,930,248)**		
		BALANCE UNFUNDED	***$ -***	***$ 4,739,057***	***$ 53,403,352***	***$ 64,163,670***	***$ 71,220,871***	***$ 50,369,985***	***$ 243,896,934***	***$ 243,896,934***		
		(1) Programmed	***$ -***	***$ 4,357,400***	***$ 27,066,800***	***$ 7,115,320***	***$ 500,000***	***$ -***	***$ 39,039,520***	**$ 39,039,520**		
		(2) Planned	***$ -***	***$ 29,000,000***	***$ 15,000,000***	***$ 3,000,000***	***$ 1,400,000***	***$ -***	***$ 48,400,000***	**$ 48,400,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 28,618,343***	***$ (11,336,552)***	***$ (54,048,350)***	***$ (69,320,871)***	***$ (50,369,985)***	***$ (156,457,414)***	**$ (156,457,414)**		
FACILITY - *Rehabilitation*												
111	LIGHT RAIL	**SUBWAY STATION IMPROVEMENTS**: Rehab and improvements projects in the Metro Subway stations. Includes painting and platform edge detection tile replacement.	$ -	$ -	$ -	$ 5,835,578	$ -	$ -	$ 5,835,578	$ 5,835,578		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 5,835,578***	***$ -***	***$ -***	***$ 5,835,578***	***$ 5,835,578***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (5,835,578)***	***$ -***	***$ -***	***$ (5,835,578)***	**$ (5,835,578)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Rehabilitation Cont'd*												
65	BUILDING	**CABLE CAR MUSEUM RENOVATION**: Renovation and improvements to the Cable Car Museum, located at the Cable Car Barn at 1201 Mason Street.	$ -	$ -			$ 5,624,320	$ 5,624,320	$ 11,248,640	$ 11,248,640		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ 5,624,320***	***$ 5,624,320***	***$ 11,248,640***	***$ 11,248,640***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ (5,624,320)***	***$ (5,624,320)***	***$ (11,248,640)***	***$ (11,248,640)***		
CPT 500	BUILDING	**FACILITY PRES./IMP. PROGRAM**: Includes the *minor* rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	$ (4)	$ 1,637,915	$ 2,573,542	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 7,211,457	$ 7,211,453		
		LESS FUNDED	$ 4	$ (637,915)	$ -	$ -	$ -	$ -	$ (637,915)	$ (637,911)		
		BALANCE UNFUNDED	***$ -***	***$ 1,000,000***	***$ 2,573,542***	***$ 1,000,000***	***$ 1,000,000***	***$ 1,000,000***	***$ 6,573,542***	***$ 6,573,542***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,000,000)***	***$ (2,573,542)***	***$ (1,000,000)***	***$ (1,000,000)***	***$ (1,000,000)***	***$ (6,573,542)***	***$ (6,573,542)***		
CPT 371/400/402/534	BUILDING	**FIXED FACILITY REHABILITATION**: Includes the *major* rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	$ 14,208,679	$ 694,070	$ 5,037,440	$ 5,037,440	$ 5,037,440	$ 5,037,440	$ 20,843,830	$ 35,052,509		
		LESS FUNDED	$ (14,208,679)	$ (9,896)	$ -	$ -	$ -	$ -	$ (9,896)	$ (14,218,575)		
		BALANCE UNFUNDED	***$ -***	***$ 684,174***	***$ 5,037,440***	***$ 5,037,440***	***$ 5,037,440***	***$ 5,037,440***	***$ 20,833,934***	***$ 20,833,934***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (684,174)***	***$ (5,037,440)***	***$ (5,037,440)***	***$ (5,037,440)***	***$ (5,037,440)***	***$ (20,833,934)***	***$ (20,833,934)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Rehabilitation Cont'd*												
81	BUILDING	**GREEN ANNEX ROOF/HVAC REHAB**: Rehabilitation or replacement of the roof and HVAC system at the Green Maintenance and Annex buildings. The roofs and HVAC systems are past their useful life. Include heating systems and minor improvements such as carpet replacement.	$ -	$ 1,575,000	$ 2,075,000	$ -	$ -	$ -	$ 3,650,000	$ 3,650,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,575,000***	***$ 2,075,000***	***$ -***	***$ -***	***$ -***	***$ 3,650,000***	***$ 3,650,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (1,575,000)***	***$ (2,075,000)***	***$ -***	***$ -***	***$ -***	***$ (3,650,000)***	$ (3,650,000)		
CPT 509	BUILDING	**POTRERO REHABILITATION**: Rehabilitation and improvements to the paint and body facility. Prior project phases included rehab of the roof and parking deck structure to eliminate roof leakages.	$ 2,796,002	$ 2,042,803	$ 2,197,097	$ 2,197,097	$ -	$ -	$ 6,436,997	$ 9,232,999		
		LESS FUNDED	$ (2,796,002)	$ (2,042,803)	$ -	$ -	$ -	$ -	$ (2,042,803)	$ (4,838,805)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,197,097***	***$ 2,197,097***	***$ -***	***$ -***	***$ 4,394,194***	***$ 4,394,194***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	***$ 3,000,000***	$ -	$ -	$ -	$ -	***$ 3,000,000***	$ 3,000,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ 3,000,000***	***$ (2,197,097)***	***$ (2,197,097)***	***$ -***	***$ -***	***$ (1,394,194)***	$ (1,394,194)		
95	BUILDING	**PRESIDIO MAINTENANCE AREA FACILITY MODS**: Rehabilitation and improvements to the Presidio Maintenance Facility to accommodate vehicles. Currently, vehicle movement during maintenance is blocked by the "I" Beam section of the ceiling. Includes step down trenches to allow better access for the maintenance staff to access the side compartments of the vehicles.	$ -	$ 584,929	$ 584,929	$ -	$ -	$ -	$ 1,169,859	$ 1,169,859		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 584,929***	***$ 584,929***	***$ -***	***$ -***	***$ -***	***$ 1,169,859***	***$ 1,169,859***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (584,929)***	***$ (584,929)***	***$ -***	***$ -***	***$ -***	***$ (1,169,859)***	$ (1,169,859)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Rehabilitation Cont'd*												
CPT 505/504	BUILDING	**PRESIDIO REHABILITATION**: Rehabilitation includes yard repaving and re-roofing of the facility.	$ 2,380,344	$ 243,464	$ -	$ -	$ -	$ -	$ 243,464	$ 2,623,808		
		LESS FUNDED	$ (2,380,344)	$ (243,464)	$ -	$ -	$ -	$ -	$ (243,464)	$ (2,623,808)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 500/538	BUILDING	**FACILITIES - MISC SMALL PROJECTS**: Includes a collection of *small project* rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	$ 2,464,712	$ -	$ 2,500,000	$ -	$ -	$ -	$ 2,500,000	$ 4,964,712		
		LESS FUNDED	$ (2,464,712)	$ -	$ -	$ -	$ -	$ -	$ -	$ (2,464,712)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,500,000***	***$ -***	***$ -***	***$ -***	***$ 2,500,000***	***$ 2,500,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (2,500,000)***	***$ -***	***$ -***	***$ -***	***$ (2,500,000)***	***$ (2,500,000)***		
CPT 519	LIGHT RAIL	**GREEN ROOF/HVAC REHABILITATION**: Rehabilitation or replacement of the roof and HVAC system at the Green Maintenance buildings. The roofs and HVAC systems are past their useful life.	$ 344,000	$ 226,925	$ 2,201,500	$ 2,201,500	$ -	$ -	$ 4,629,925	$ 4,973,925		
		LESS FUNDED	$ (344,000)	$ (226,925)	$ -	$ -	$ -	$ -	$ (226,925)	$ (570,925)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,201,500***	***$ 2,201,500***	***$ -***	***$ -***	***$ 4,403,000***	***$ 4,403,000***		
		(1) Programmed	***$ -***	***$ -***	***$ 652,322***	***$ -***	***$ -***	***$ -***	***$ 652,322***	***$ 652,322***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (1,549,178)***	***$ (2,201,500)***	***$ -***	***$ -***	***$ (3,750,678)***	***$ (3,750,678)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Rehabilitation Cont'd*												
62	BUILDING	**BURKE AVENUE FACILITY IMPROVEMENTS**: Rehabilitation of the warehouse purchased at 1570 Burke Ave for use as the new Central Warehouse and overhead line facility.	$ -	$ 210,000	$ 3,176,000	$ 5,000,000	$ 4,000,000	$ 1,614,000	$ 14,000,000	$ 14,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 210,000***	***$ 3,176,000***	***$ 5,000,000***	***$ 4,000,000***	***$ 1,614,000***	***$ 14,000,000***	***$ 14,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 14,000,000***	***$ -***	***$ -***	***$ 14,000,000***	**$ 14,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (210,000)***	***$ (3,176,000)***	***$ 9,000,000***	***$ (4,000,000)***	***$ (1,614,000)***	***$ -***	**$ -**		
67	BUILDING	**CENTRAL OPERATION UPGRADES TO EXISTING FACILITY:** Major focus of this project is the rehabilitation of this facility. Includes minor improvements, replacement and installation of small equipments items such as: 1) Voice Data Recorder for Central Control 2) Voice Data Recorder Motive Power 3) Replacement of computers 4) Installation of Motive Power Maintenance Telephone System.	**$ -**	$ 231,153	$ 1,147,000	$ 1,787,000	$ 4,000,000	$ 3,490,000	$ 10,655,153	$ 10,655,153		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 231,153***	***$ 1,147,000***	***$ 1,787,000***	***$ 4,000,000***	***$ 3,490,000***	***$ 10,655,153***	***$ 10,655,153***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (231,153)***	***$ (1,147,000)***	***$ (1,787,000)***	***$ (4,000,000)***	***$ (3,490,000)***	***$ (10,655,153)***	**$ (10,655,153)**		
113	BUS	**KIRKLAND MOTOR COACH FACILITY REHAB:** Major renovation of deteriorated office building, shop building, operator breakroom, and addresses environmental remediation.	$ -	$ 150,000	$ 860,000	$ 1,500,000	$ 4,000,000	$ 3,490,000	$ 10,000,000	$ 10,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 150,000***	***$ 860,000***	***$ 1,500,000***	***$ 4,000,000***	***$ 3,490,000***	***$ 10,000,000***	***$ 10,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (150,000)***	***$ (860,000)***	***$ (1,500,000)***	***$ (4,000,000)***	***$ (3,490,000)***	***$ (10,000,000)***	**$ (10,000,000)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Rehabilitation Cont'd*												
304	BUILDING	**WOODS FACILITY REHAB:** Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	$ -	$ -	$ -	$ 1,000,000	$ 2,000,000	$ 2,000,000	$ 5,000,000	$ 5,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 1,000,000***	***$ 2,000,000***	***$ 2,000,000***	***$ 5,000,000***	***$ 5,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	***$ 2,000,000***	$ -	$ -	***$ 2,000,000***	$ 2,000,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	$ -	$ -	***$ 1,000,000***	***$ (2,000,000)***	***$ (2,000,000)***	***$ (3,000,000)***	$ (3,000,000)		
305	BUILDING	**BRYANT STREET FACILITY SEISMIC:** Rehabilitation and seismic retrofit of the current warehouse located at 1401 Bryant Street.	$ -	$ -	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 18,000,000	$ 18,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 4,500,000***	***$ 4,500,000***	***$ 4,500,000***	***$ 4,500,000***	***$ 18,000,000***	***$ 18,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	$ -	***$ (4,500,000)***	***$ (4,500,000)***	***$ (4,500,000)***	***$ (4,500,000)***	***$ (18,000,000)***	$ (18,000,000)		
306	BUILDING - REGULATORY	**REGULATORY/COMPLIANCE HAZMAT PROGRAM:** Development of an environmental and regulatory compliance program for the correction of long-standing facility deficiencies for all facilities within the MTA.	$ -	$ 500,000	$ 3,500,000	$ -	$ -	$ -	$ 4,000,000	$ 4,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 500,000***	***$ 3,500,000***	***$ -***	***$ -***	***$ -***	***$ 4,000,000***	***$ 4,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (500,000)***	***$ (3,500,000)***	***$ -***	***$ -***	***$ -***	***$ (4,000,000)***	$ (4,000,000)		
87	BUILDING	**GREEN FACILITY MAINTENANCE**: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance. Includes modernization of major maintenance/overhaul of equipment.	$ -	$ 300,000	$ 1,680,000	$ 8,990,000	$ 4,000,000	$ 5,030,000	$ 20,000,000	$ 20,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 300,000***	***$ 1,680,000***	***$ 8,990,000***	***$ 4,000,000***	***$ 5,030,000***	***$ 20,000,000***	***$ 20,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (300,000)***	***$ (1,680,000)***	***$ (8,990,000)***	***$ (4,000,000)***	***$ (5,030,000)***	***$ (20,000,000)***	$ (20,000,000)		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Rehabilitation Cont'd*												
70	SAFETY & SECURITY	**SAFETY, SECURITY & TRAINING FACILITY IMPROVEMENTS**: Includes the installation of a facility gate and rollup doors; repair and installation of a fence at 501-10th Street; replacement of bay door and main door at 2650 Geary; rehabilitation and/or replacement of classroom dividers at 2640 Geary; and rehab of security entrance and reception area at 2640 Geary.	$ -	$ 411,000	$ 409,000	$ 1,052,000	$ 1,052,000	$ 185,000	$ 3,109,000	$ 3,109,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 411,000***	***$ 409,000***	***$ 1,052,000***	***$ 1,052,000***	***$ 185,000***	***$ 3,109,000***	***$ 3,109,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 3,059,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 3,059,000***	$ 3,059,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 2,648,000***	***$ (409,000)***	***$ (1,052,000)***	***$ (1,052,000)***	***$ (185,000)***	***$ (50,000)***	$ (50,000)		
308	LIGHT RAIL	**WEST PORTAL FACILITY MAINTENANCE**: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance. Includes modernization of major maintenance/overhaul of equipment.	$ -	$ -	$ 3,000,000	$ -	$ -	$ -	$ 3,000,000	$ 3,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 3,000,000***	***$ -***	***$ -***	***$ -***	***$ 3,000,000***	***$ 3,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (3,000,000)***	***$ -***	***$ -***	***$ -***	***$ (3,000,000)***	$ (3,000,000)		
		SUBTOTAL FACILITY REHABILITATION	***$ 22,193,733***	***$ 8,807,259***	***$ 35,441,508***	***$ 40,100,615***	***$ 35,213,760***	***$ 31,970,760***	***$ 151,533,903***	***$ 173,727,636***		
		LESS FUNDED	***$ (22,193,733)***	***$ (3,161,003)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (3,161,003)***	$ (25,354,736)		
		BALANCE UNFUNDED	***$ -***	***$ 5,646,256***	***$ 35,441,508***	***$ 40,100,615***	***$ 35,213,760***	***$ 31,970,760***	***$ 148,372,900***	***$ 148,372,900***		
		(1) Programmed	***$ -***	***$ -***	***$ 652,322***	***$ -***	***$ -***	***$ -***	***$ 652,322***	$ 652,322		
		(2) Planned	***$ -***	***$ 6,059,000***	***$ -***	***$ 16,000,000***	***$ -***	***$ -***	***$ 22,059,000***	$ 22,059,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 412,744***	***$ (34,789,186)***	***$ (24,100,615)***	***$ (35,213,760)***	***$ (31,970,760)***	***$ (125,661,578)***	$ (125,661,578)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Enhancement*												
CPT 303	BUILDING	**OPERATOR RESTROOMS - T LINE**: Continue the construction of Muni-only restroom facilities at transit terminals to provide Muni operators with restroom facilities availability 24-hours a day.	$ 1,931,849	$ 3,264,987	$ -	$ -	$ -	$ 382,804	$ 3,647,791	$ 5,579,640		
		LESS FUNDED	$ (1,931,849)	$ (803,151)	$ -	$ -	$ -	$ -	$ (803,151)	$ (2,735,000)		
		BALANCE UNFUNDED	***$ -***	***$ 2,461,836***	***$ -***	***$ -***	***$ -***	***$ 382,804***	***$ 2,844,640***	***$ 2,844,640***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (2,461,836)***	***$ -***	***$ -***	***$ -***	***$ (382,804)***	***$ (2,844,640)***	***$ (2,844,640)***		
64	BUILDING	**CABLE CAR BARN FACILITY IMPROVEMENTS**: Construct office space on the first floor mezzanine level of the building for maintenance management and staff. Includes the construction of an emergency fire escape hatch from the welding shop.	$ -	$ 462,587	$ 462,587	$ -	$ -	$ -	$ 925,173	$ 925,173		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 462,587***	***$ 462,587***	***$ -***	***$ -***	***$ -***	***$ 925,173***	***$ 925,173***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (462,587)***	***$ (462,587)***	***$ -***	***$ -***	***$ -***	***$ (925,173)***	***$ (925,173)***		
CPT 532	BUILDING	**FLYNN FACILITY LIFT MODIFICATION**: Installation of five new lifts, relocation of overhead fluid and air hose to accommodate rear-engine vehicles, modification of the local exhaust scavenging system to accommodate the maintenance and servicing of vehicles.	$ 4,137,085	$ 112,915	$ -	$ -	$ -	$ -	$ 112,915	$ 4,250,000		
		LESS FUNDED	$ (4,137,085)	$ (112,915)	$ -	$ -	$ -	$ -	$ (112,915)	$ (4,250,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Enhancement Cont'd*												
89	BUILDING	**PARTS STORAGE IMPROVEMENTS**: Increase storage capacity by installing additional pallet racks, shelving, and extending mezzanine with metal grating and shelving at the Green LRV Maintenance facility. Construct a modular office, add pallet racks and install telecommunication and computer lines at Pier 72.	$ -	$ 449,946	$ -	$ -	$ -	$ -	$ 449,946	$ 449,946		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 449,946***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 449,946***	***$ 449,946***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (449,946)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (449,946)***	***$ (449,946)***		
43		**(INTENTIONALLY LEFT BLANK)**	$ -		$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 531	HISTORIC	**GENEVA HISTORIC CAR ENCLOSURE**: Build a canopy over 4 to 8 tracks in the Geneva Yard to provide weather protection and minimize deterioration of the historic rail fleet.	$ 881,164	$ -	$ 5,000,000	$ -	$ -	$ -	$ 5,000,000	$ 5,881,164		
		LESS FUNDED	$ (881,164)	$ -	$ (3,268,836)	$ -	$ -	$ -	$ (3,268,836)	$ (4,150,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 1,731,164***	***$ -***	***$ -***	***$ -***	***$ 1,731,164***	***$ 1,731,164***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (1,731,164)***	***$ -***	***$ -***	***$ -***	***$ (1,731,164)***	***$ (1,731,164)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Enhancement Cont'd*												
84	LIGHT RAIL	**GREEN SPRAY CABINET AND OVEN**: Purchase and install a spray cabinet and drying oven in the Green Electronics Shop to wash and rinse electronic assemblies.	$ -	$ -	$ 152,082	$ 152,082	$ -	$ -	$ 304,163	$ 304,163		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 152,082***	***$ 152,082***	***$ -***	***$ -***	***$ 304,163***	***$ 304,163***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ 304,163***	***$ -***	***$ 304,163***	**$ 304,163**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (152,082)***	***$ (152,082)***	***$ 304,163***	***$ -***	***$ (0)***	**$ (0)**		
110	LIGHT RAIL	**SUBWAY RELAY ROOM SECURITY /ACCESS**: Procure and install electronic door security/access system for subway relay rooms. Current security access of critical equipment rooms in subway is inadequate.	$ -	$ 162,240	$ 162,240	$ -	$ -	$ -	$ 324,480	$ 324,480		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 162,240***	***$ 162,240***	***$ -***	***$ -***	***$ -***	***$ 324,480***	***$ 324,480***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (162,240)***	***$ (162,240)***	***$ -***	***$ -***	***$ -***	***$ (324,480)***	**$ (324,480)**		
103	BUILDING	**SCOTT CENTER PARKING LOT**: Purchase a small parking lot next to the Scott Non-Revenue Center at Harrison and Alameda Streets. This lot will provide a secure overnight parking area for large service trucks.	$ -	$ -	$ -	$ 1,000,000	$ -	$ -	$ 1,000,000	$ 1,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 1,000,000***	***$ -***	***$ -***	***$ 1,000,000***	***$ 1,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 1,000,000***	***$ -***	***$ -***	***$ 1,000,000***	**$ 1,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Enhancement Cont'd*												
73	SAFETY & SECURITY	**FACILITY SAFETY IMPROVEMENTS**: A series of facility safety improvement projects including: Eye Wash Station improvements, Pigeon Abatement, Pit Drain Sump Systems, Pit Safety Net improvements, Motive Power Emergency Lights, Potrero Storeroom Isolative Wall, Presidio Power Shutoff Switches, and Woods Lift Replacement.	$ -	$ 413,853	$ 413,853	$ 413,853	$ 413,853	$ 413,853	$ 2,069,265	$ 2,069,265		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 413,853***	***$ 413,853***	***$ 413,853***	***$ 413,853***	***$ 413,853***	***$ 2,069,265***	***$ 2,069,265***		
		(1) Programmed	***$ -***	***$ 2,049,265***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 2,049,265***	$ 2,049,265		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 1,635,412***	***$ (413,853)***	***$ (413,853)***	***$ (413,853)***	***$ (413,853)***	***$ (20,000)***	$ (20,000)		
59	LIGHT RAIL	**ATCS TEST & REPAIR SHOP- GREEN**: Increase space at the Green Center Electronics shop for technicians testing equipment and spare parts. Current space is overcrowded, this expansion would allow for more efficient use of shop space and the ability to build test stations and leave them assembled, saving considerable labor.	$ -	$ -	$ 108,864	$ -	$ -	$ -	$ 108,864	$ 108,864		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 108,864***	***$ -***	***$ -***	***$ -***	***$ 108,864***	***$ 108,864***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (108,864)***	***$ -***	***$ -***	***$ -***	***$ (108,864)***	$ (108,864)		
63	SYSTEMS	**CABLE CAR BARN CCTV**: Purchase and install digital color cameras and security housing to replace older malfunctioning units and expand existing video coverage throughout the Cable Car Barn.	$ -	$ 101,670	$ -	$ -	$ -	$ -	$ 101,670	$ 101,670		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 101,670***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 101,670***	***$ 101,670***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (101,670)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (101,670)***	$ (101,670)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Enhancement Cont'd*												
CPT582	SYSTEMS	**FALL PROTECTION SYSTEMS**:	$ -	$ 120,000	$ 120,000	$ 120,000	$ 120,000	$ 120,000	$ 600,000	$ 600,000		
		LESS FUNDED	$ -	$ (20,000)	$ -	$ -	$ -	$ -	$ (20,000)	$ (20,000)		
		BALANCE UNFUNDED	***$ -***	***$ 100,000***	***$ 120,000***	***$ 120,000***	***$ 120,000***	***$ 120,000***	***$ 580,000***	***$ 580,000***		
		(1) Programmed	***$ -***	***$ 750,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 750,000***	**$ 750,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 650,000***	***$ (120,000)***	***$ (120,000)***	***$ (120,000)***	***$ (120,000)***	***$ 170,000***	**$ 170,000**		
93	SYSTEMS	**PRESIDIO CCTV IMPROVEMENT**: Purchase and Install digital color cameras and security housing to replace older malfunctioning units and expand existing video coverage with 19 new cameras throughout the Presidio facility.	$ -	$ 110,323	$ -	$ -	$ -	$ -	$ 110,323	$ 110,323		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 110,323***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 110,323***	***$ 110,323***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (110,323)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (110,323)***	**$ (110,323)**		
57	BUILDING	**PRESIDIO DIVISION FACILITY IMPROVEMENTS**: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	$ -	$ 300,000	$ 1,680,000	$ 8,990,000	$ 4,000,000	$ 5,030,000	$ 20,000,000	$ 20,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 300,000***	***$ 1,680,000***	***$ 8,990,000***	***$ 4,000,000***	***$ 5,030,000***	***$ 20,000,000***	***$ 20,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 5,000,000***	***$ -***	***$ -***	***$ 5,000,000***	**$ 5,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (300,000)***	***$ (1,680,000)***	***$ (3,990,000)***	***$ (4,000,000)***	***$ (5,030,000)***	***$ (15,000,000)***	**$ (15,000,000)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Enhancement Cont'd*												
60	BUILDING	**BUS RAPID TRANSIT (BRT) FACILITY**: Develop maintenance facilities and yard at the Kirkland yard for the new VanNess BRT and Geary BRT Lines.	$ -	$ 440,000	$ 1,580,000	$ 8,000,000	$ 4,990,000	$ 4,990,000	$ 20,000,000	$ 20,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 440,000***	***$ 1,580,000***	***$ 8,000,000***	***$ 4,990,000***	***$ 4,990,000***	***$ 20,000,000***	***$ 20,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (440,000)***	***$ (1,580,000)***	***$ (8,000,000)***	***$ (4,990,000)***	***$ (4,990,000)***	***$ (20,000,000)***	***$ (20,000,000)***		
68		**(INTENTIONALLY LEFT BLANK)**	$ -		$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
99	BUILDING	**GREEN MEZZANINE REMODELING:** Remodel and improvements to this facility to accommodate the installation of the Rail Simulator Project (Ref No. 15)	$ -	$ 480,000	$ -	$ -	$ -	$ -	$ 480,000	$ 480,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 480,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 480,000***	***$ 480,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (480,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (480,000)***	***$ (480,000)***		
104		**(INTENTIONALLY LEFT BLANK)**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FACILITY - *Enhancement Cont'd*												
CPT515/ 547		**MISSION-STUART ST. HOTEL DEVELOPMENT:** Development of the Mission Stuart Street Hotel	$ -	$ 2,833,996				$ -	$ 2,833,996	$ 2,833,996		
		LESS FUNDED	$ -	$ (2,833,996)	$ -	$ -	$ -	$ -	$ (2,833,996)	$ (2,833,996)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***		***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
58		**(INTENTIONALLY LEFT BLANK)**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		SUBTOTAL FACILITY ENHANCEMENT	***$ 6,950,098***	***$ 9,252,517***	***$ 9,679,625***	***$ 18,675,935***	***$ 9,523,853***	***$ 10,936,657***	***$ 58,068,587***	***$ 65,018,685***		
		LESS FUNDED	***$ (6,950,098)***	***$ (3,770,062)***	***$ (3,268,836)***	***$ -***	***$ -***	***$ -***	***$ (7,038,898)***	$ (13,988,996)		
		BALANCE UNFUNDED	***$ -***	***$ 5,482,455***	***$ 6,410,789***	***$ 18,675,935***	***$ 9,523,853***	***$ 10,936,657***	***$ 51,029,689***	***$ 51,029,689***		
		(1) Programmed	***$ -***	***$ 2,799,265***	***$ -***	***$ -***	***$ 304,163***	***$ -***	***$ 3,103,428***	$ 3,103,428		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 6,000,000***	***$ -***	***$ -***	***$ 6,000,000***	$ 6,000,000		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (2,683,190)***	***$ (6,410,789)***	***$ (12,675,935)***	***$ (9,219,690)***	***$ (10,936,657)***	***$ (41,926,261)***	$ (41,926,261)		
		TOTAL FACILITIES	**$ 77,548,062**	**$ 61,324,850**	**$ 98,524,485**	**$ 122,940,220**	**$ 115,958,484**	**$ 93,277,402**	**$ 492,025,440**	**$ 569,573,502**		
		LESS FUNDED	**$ (77,548,062)**	**$ (45,457,082)**	**$ (3,268,836)**	**$ -**	**$ -**	**$ -**	**$ (48,725,918)**	**$ (126,273,980)**		
		BALANCE UNFUNDED	***$ -***	***$ 15,867,768***	***$ 95,255,649***	***$ 122,940,220***	***$ 115,958,484***	***$ 93,277,402***	***$ 443,299,522***	***$ 443,299,522***		
		(1) Programmed	**$ -**	**$ 7,156,665**	**$ 27,719,122**	**$ 7,115,320**	**$ 804,163**	**$ -**	**$ 42,795,270**	**$ 42,795,270**		
		(2) Planned	**$ -**	**$ 35,059,000**	**$ 15,000,000**	**$ 25,000,000**	**$ 1,400,000**	**$ -**	**$ 76,459,000**	**$ 76,459,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 26,347,897***	***$ (52,536,527)***	***$ (90,824,900)***	***$ (113,754,321)***	***$ (93,277,402)***	***$ (324,045,252)***	$ (324,045,252)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Replacement*												
CPT 581	BUS	**MC REPLACE-30 HYBRIDS (30')**: Replacement of 30 motor coaches 30- foot 1990 Orions with 30-foot Hybrid-Electric vehicles.	$ 17,588,128	$ 5,304,053	$ 7,882,543	$ -	$ -	$ -	$ 13,186,596	$ 30,774,724		
		LESS FUNDED	$ (17,588,128)	$ (5,304,053)	$ -	$ -	$ -	$ -	$ (5,304,053)	$ (22,892,181)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 7,882,543***	***$ -***	***$ -***	***$ -***	***$ 7,882,543***	***$ 7,882,543***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (7,882,543)***	***$ -***	***$ -***	***$ -***	***$ (7,882,543)***	***$ (7,882,543)***		
CPT 554	BUS	**MC REPLACE-56 HYBRIDS (40')**: Replacement of 56 motor coaches with 51 Hybrid-electric 40-foot 1988/1989 New Flyers and 5 30-foot 1990 Orions vehicle.	$ 33,376,050	$ 13,479,222	$ 4,730,511	$ -	$ -	$ -	$ 18,209,733	$ 51,585,783		
		LESS FUNDED	$ (33,376,050)	$ (13,479,222)	$ -	$ -	$ -	$ -	$ (13,479,222)	$ (46,855,272)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 4,730,511***	***$ -***	***$ -***	***$ -***	***$ 4,730,511***	***$ 4,730,511***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (4,730,511)***	***$ -***	***$ -***	***$ -***	***$ (4,730,511)***	***$ (4,730,511)***		
CPT 466 /309	BUS	**MOTOR COACH REPLACE-375 DIESEL**: Replacement of all 180 1984 Flyer coaches with 45 standard coaches from NABI and 135 standard coaches from Neoplan. Replacement of 100 1984 MAN Articulated coaches with 100 articulated coaches from Neoplan.	$ 162,786,153	$ 3,184,540	$ 1,685,259	$ -	$ -	$ -	$ 4,869,799	$ 167,655,952		
		LESS FUNDED	$ (162,786,153)	$ (3,184,540)	$ -	$ -	$ -	$ -	$ (3,184,540)	$ (165,970,693)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 1,685,259***	***$ -***	***$ -***	***$ -***	***$ 1,685,259***	***$ 1,685,259***		
		(1) Programmed	***$ -***	***$ -***	***$ 1,898,726***	***$ -***	***$ -***	***$ -***	***$ 1,898,726***	***$ 1,898,726***		
		(2) Planned	***$ -***	***$ -***	***$ 406,219***	***$ -***	***$ -***	***$ -***	***$ 406,219***	***$ 406,219***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 619,686***	***$ -***	***$ -***	***$ -***	***$ 619,686***	***$ 619,686***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Replacement Cont'd*												
146	BUS	**MOTOR COACH REPLACE-FUTURE**: Continue the phased replacement of the motor coach fleet when vehicles reach the end of their useful life.	$ -	$ -	$ -	$ 38,958,596	$ 52,277,481	$ -	$ 91,236,077	$ 91,236,077		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 38,958,596***	***$ 52,277,481***	***$ -***	***$ 91,236,077***	***$ 91,236,077***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ 13,523,412***	***$ -***	***$ 13,523,412***	$ 13,523,412		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 27,365,783***	***$ 47,609,799***	***$ -***	***$ 74,975,582***	$ 74,975,582		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (11,592,813)***	***$ 8,855,730***	***$ -***	***$ (2,737,083)***	$ (2,737,083)		
CPT 565	ACCESSIBILITY	**PARATRANSIT VANS 2005**: Purchase of 20 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	$ 1,141,764	$ 58,236	$ -	$ -	$ -	$ -	$ 58,236	$ 1,200,000		
		LESS FUNDED	$ (1,141,764)	$ (58,236)	$ -	$ -	$ -	$ -	$ (58,236)	$ (1,200,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
155	ACCESSIBILITY	**PARATRANSIT VANS 2006**: Purchase of 34 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	$ -	$ -	$ -	$ 1,353,936	$ 1,353,936	$ -	$ 2,707,871	$ 2,707,871		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 1,353,936***	***$ 1,353,936***	***$ -***	***$ 2,707,871***	***$ 2,707,871***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ 587,217***	***$ -***	***$ -***	***$ 587,217***	$ 587,217		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (766,719)***	***$ (1,353,936)***	***$ -***	***$ (2,120,654)***	$ (2,120,654)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Replacement Cont'd*												
156	ACCESSIBILITY	**PARATRANSIT VANS FUTURE**: Continue the phased replacement of the Paratransit Van Fleet.	$ -	$ -	$ 1,766,038	$ -	$ 3,216,101	$ -	$ 4,982,139	$ 4,982,139		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 1,766,038***	***$ -***	***$ 3,216,101***	***$ -***	***$ 4,982,139***	***$ 4,982,139***		
		(1) Programmed	***$ -***	***$ -***	***$ 399,575***	***$ -***	***$ 886,555***	***$ -***	***$ 1,286,130***	**$ 1,286,130**		
		(2) Planned	***$ -***	***$ -***	***$ 1,383,015***	***$ -***	***$ 2,771,515***	***$ -***	***$ 4,154,530***	**$ 4,154,530**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 16,552***	***$ -***	***$ 441,969***	***$ -***	***$ 458,521***	**$ 458,521**		
133	LIGHT RAIL	**LRV - REPLACE 151 BREDA CARS:** Replacement of 151 BREDA Light Rail Vehicles which are at the end of their useful life.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 385/ 375	LIGHT RAIL	**LRV BREDA PROCUREMENT - 128 +8**: Purchase 128 Light Rail Vehicles to replace the 128 Boeing-Vertol SLRVs and 8 LRVs to be used for expansion of service on the Metro Turnback and Extension.	$ 515,281,420	$ 10,281,878	$ -	$ -	$ -	$ -	$ 10,281,878	$ 525,563,298		
		LESS FUNDED	$ (515,281,420)	$ (10,281,878)	$ -	$ -	$ -	$ -	$ (10,281,878)	$ (525,563,298)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Replacement Cont'd*												
CPT 401/ 393	TROLLEY	**TROLLEY REPLACE-33 ART/240 STD**: Purchase 33 articulated and 240 standard trolley coaches to replace the existing 295 Flyer standard trolley coaches.	$ 224,441,453	$ 10,142,740	$ -	$ -	$ -	$ -	$ 10,142,740	$ 234,584,193		
		LESS FUNDED	$ (224,441,453)	$ (10,142,740)	$ -	$ -	$ -	$ -	$ (10,142,740)	$ (234,584,193)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
184	TROLLEY	**TROLLEY COACH REPLACEMENT-FUTURE**: Continue the phased replacement of the trolley coach fleet when vehicles reach the end of their useful life.	$ -	$ -	$ -	$ -	$ -	$ 75,048,387	$ 75,048,387	$ 75,048,387		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 75,048,387***	***$ 75,048,387***	***$ 75,048,387***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 10,318,366***	***$ 10,318,366***	**$ 10,318,366**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 27,349,901***	***$ 27,349,901***	**$ 27,349,901**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (37,380,120)***	***$ (37,380,120)***	**$ (37,380,120)**		
148	SUPPORT VEHICLES	**NON-REVENUE VEHICLE REPLACEMENT PROGRAM**: Purchase and replace non-revenue vehicles such as specialized maintenance vehicles, light and heavy duty trucks and sedans that are used agency-wide.	$ -	$ 7,428,852	$ 7,428,852	$ 7,428,852	$ 7,428,852	$ 7,428,852	$ 37,144,260	$ 37,144,260		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 7,428,852***	***$ 7,428,852***	***$ 7,428,852***	***$ 7,428,852***	***$ 7,428,852***	***$ 37,144,260***	***$ 37,144,260***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 2,000,000***	***$ -***	***$ -***	***$ 2,000,000***	**$ 2,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (7,428,852)***	***$ (7,428,852)***	***$ (5,428,852)***	***$ (7,428,852)***	***$ (7,428,852)***	***$ (35,144,260)***	**$ (35,144,260)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Replacement Cont'd*												
128	REVENUE	**FAREBOXES-REPLACEMENT PROGRAM**: Procure new fareboxes and replace existing fareboxes which has reached their useful life.	$ -	$ -	$ 32,270,228	$ -	$ -		$ 32,270,228	$ 32,270,228		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 32,270,228***	***$ -***	***$ -***	***$ -***	***$ 32,270,228***	***$ 32,270,228***		
		(1) Programmed	***$ -***	***$ -***	***$ 7,422,153***	***$ -***	***$ -***	***$ -***	***$ 7,422,153***	**$ 7,422,153**		
		(2) Planned	***$ -***	***$ -***	***$ 15,000,000***	***$ -***	***$ -***	***$ -***	***$ 15,000,000***	**$ 15,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (9,848,075)***	***$ -***	***$ -***	***$ -***	***$ (9,848,075)***	**$ (9,848,075)**		
166	BUS	**BUS DOOR SYSTEM REPLACEMENT**: Replace existing door system with Vapor glass door system.	$ -	$ 527,760	$ 527,760	$ 527,760	$ 527,760	$ 527,760	$ 2,638,800	$ 2,638,800		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 527,760***	***$ 527,760***	***$ 527,760***	***$ 527,760***	***$ 527,760***	***$ 2,638,800***	***$ 2,638,800***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (527,760)***	***$ (527,760)***	***$ (527,760)***	***$ (527,760)***	***$ (527,760)***	***$ (2,638,800)***	**$ (2,638,800)**		
167	BUS	**BUS VIDEO SYSTEM REPLACEMENT**: Replace on board video system.	$ -	$ 847,200	$ 847,200	$ 847,200	$ 847,200	$ 847,200	$ 4,236,000	$ 4,236,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 847,200***	***$ 847,200***	***$ 847,200***	***$ 847,200***	***$ 847,200***	***$ 4,236,000***	***$ 4,236,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (847,200)***	***$ (847,200)***	***$ (847,200)***	***$ (847,200)***	***$ (847,200)***	***$ (4,236,000)***	**$ (4,236,000)**		
		SUBTOTAL FLEET REPLACEMENT	***$ 954,614,968***	***$ 51,254,481***	***$ 57,138,391***	***$ 49,116,344***	***$ 65,651,330***	***$ 83,852,199***	***$ 307,012,744***	***$ 1,261,627,712***		
		LESS FUNDED	***$ (954,614,968)***	***$ (42,450,669)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (42,450,669)***	**$ (997,065,637)**		
		BALANCE UNFUNDED	***$ -***	***$ 8,803,812***	***$ 57,138,391***	***$ 49,116,344***	***$ 65,651,330***	***$ 83,852,199***	***$ 264,562,075***	***$ 264,562,075***		
		(1) Programmed	***$ -***	***$ -***	***$ 9,720,454***	***$ 587,217***	***$ 14,409,967***	***$ 10,318,366***	***$ 35,036,004***	**$ 35,036,004**		
		(2) Planned	***$ -***	***$ -***	***$ 16,789,234***	***$ 29,365,783***	***$ 50,381,314***	***$ 27,349,901***	***$ 123,886,232***	**$ 123,886,232**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (8,803,812)***	***$ (30,628,703)***	***$ (19,163,344)***	***$ (860,049)***	***$ (46,183,932)***	***$ (105,639,839)***	**$ (105,639,839)**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Rehabilitation*												
137	LIGHT RAIL	**LRV-OVERHAUL PROGRAM**: Systematic rehab and overhaul of all light rail vehicles every five years including HVAC, brakes, couplers, pantograph, propulsion, doors, car body, seats and cab, to improve a high state of reliability throughout the useful life of the vehicles and reduce maintenance costs.	$ -	$ 18,274,223	$ 18,687,899	$ 16,321,660	$ 20,858,146	$ 11,965,143	$ 86,107,071	$ 86,107,071		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 18,274,223***	***$ 18,687,899***	***$ 16,321,660***	***$ 20,858,146***	***$ 11,965,143***	***$ 86,107,071***	***$ 86,107,071***		
		(1) Programmed	***$ -***	***$ 2,068,792***	***$ 8,500,000***	***$ -***	***$ -***	***$ -***	***$ 10,568,792***	**$ 10,568,792**		
		(2) Planned	***$ -***	***$ 517,198***	***$ 18,375,000***	***$ 16,250,000***	***$ 16,250,000***	***$ 16,250,000***	***$ 67,642,198***	**$ 67,642,198**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (15,688,233)***	***$ 8,187,101***	***$ (71,660)***	***$ (4,608,146)***	***$ 4,284,857***	***$ (7,896,081)***	**$ (7,896,081)**		
CPT 569	BUS	**MOTOR COACH 45 AC TRANSIT GILLIGS:** Purchase 45 1993 Gillig motor coaches from AC Transit to replace 45 1988/89 New Flyers in the existing fleet. Includes the installation of clean air devices	$ 4,699,235	$ 542,015	$ -	$ -	$ -	$ -	$ 542,015	$ 5,241,250		
		LESS FUNDED	$ (4,699,235)	$ (542,015)	$ -	$ -	$ -	$ -	$ (542,015)	$ (5,241,250)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
143	BUS	**MOTOR COACH MID-LIFE REBUILD:** Systematic mid-life rebuild of all vehicles in the motor coach fleet. Includes the rehabilitation and replacement of engine, transmissions, differentials, suspension systems, wheelchair lifts, passenger and driver seats, glass, and body repair and paint.	$ -	$ 10,265,509	$ 42,340,105	$ 44,033,709	$ -	$ 7,216,191	$ 103,855,514	$ 103,855,514		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 10,265,509***	***$ 42,340,105***	***$ 44,033,709***	***$ -***	***$ 7,216,191***	***$ 103,855,514***	***$ 103,855,514***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ 5,000,000***	***$ 5,000,000***	***$ 5,000,000***	***$ 5,000,000***	***$ 5,000,000***	***$ 25,000,000***	**$ 25,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (5,265,509)***	***$ (37,340,105)***	***$ (39,033,709)***	***$ 5,000,000***	***$ (2,216,191)***	***$ (78,855,514)***	**$ (78,855,514)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Rehabilitation Cont'd*												
CPT 568	BUS	**MOTOR COACH REHAB - 12 ARTICS**: Rehabilitation on 12 New Flyer articulated motor coaches to extend useful life by seven years. Includes the rehabilitation and replacement of engine, transmissions, axles, brakes, differentials, suspension systems, wheelchair lifts, windows, body work, pain, steering, air, electrical, heating, and cooling systems and the installation of low emission (PM/NOx).	$ 3,755,244	$ 866,837	$ -	$ -	$ -	$ -	$ 866,837	$ 4,622,081		
		LESS FUNDED	$ (3,755,244)	$ (866,837)	$ -	$ -	$ -	$ -	$ (866,837)	$ (4,622,081)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
141	BUS	**MC RESERVE-END OF LIFE REHAB:** Continue to maintain a viable reserve fleet by providing for an end of useful life rehabilitation on part of the motor coach fleet to allow these vehicles to function in a reserve capacity for up to 10 years.	$ -	$ 4,188,328	$ 4,188,328	$ 4,188,328	$ 4,188,328	$ 4,188,328	$ 20,941,638	$ 20,941,638		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 4,188,328***	***$ 4,188,328***	***$ 4,188,328***	***$ 4,188,328***	***$ 4,188,328***	***$ 20,941,638***	***$ 20,941,638***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (4,188,328)***	***$ (4,188,328)***	***$ (4,188,328)***	***$ (4,188,328)***	***$ (4,188,328)***	***$ (20,941,638)***	***$ (20,941,638)***		
CPT 404	CABLE CAR	**CABLE CAR VEHICLE REHAB:** Phased overhaul and reconstruction of the Cable Car fleet to maintain a high state of system reliability and productivity.	$ 9,554,262	$ 2,275,320	$ 1,404,991	$ 1,448,609	$ 1,493,963	$ 1,541,132	$ 8,164,015	$ 17,718,277		
		LESS FUNDED	$ (9,554,262)	$ (1,226,992)	$ -	$ -	$ -	$ -	$ (1,226,992)	$ (10,781,254)		
		BALANCE UNFUNDED	***$ -***	***$ 1,048,328***	***$ 1,404,991***	***$ 1,448,609***	***$ 1,493,963***	***$ 1,541,132***	***$ 6,937,023***	***$ 6,937,023***		
		(1) Programmed	***$ -***	***$ 1,048,328***	***$ 1,390,472***	***$ -***	***$ -***	***$ -***	***$ 2,438,800***	**$ 2,438,800**		
		(2) Planned	***$ -***	***$ -***	***$ 1,271,878***	***$ 1,133,863***	***$ 1,179,217***	***$ 1,226,386***	***$ 4,811,344***	**$ 4,811,344**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 1,257,359***	***$ (314,746)***	***$ (314,746)***	***$ (314,746)***	***$ 313,121***	**$ 313,121**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Rehabilitation Cont'd*												
182	TROLLEY	**TROLLEY COACH MID-LIFE REBUILD**: Systematic mid-life rebuild of all vehicles in the trolley coach fleet to maintain adequate vehicle availability throughout the vehicle's useful life.	$ -	$ 17,198,325	$ 35,969,332	$ -	$ -	$ -	$ 53,167,657	$ 53,167,657		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 17,198,325***	***$ 35,969,332***	***$ -***	***$ -***	***$ -***	***$ 53,167,657***	***$ 53,167,657***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 4,000,000***	***$ 4,000,000***	***$ 4,000,000***	***$ 4,000,000***	***$ 4,000,000***	***$ 20,000,000***	***$ 20,000,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (13,198,325)***	***$ (31,969,332)***	***$ 4,000,000***	***$ 4,000,000***	***$ 4,000,000***	***$ (33,167,657)***	***$ (33,167,657)***		
CPT 575	TROLLEY	**TROLLEY COACH REBUILD 60 ARTICS:** Overhaul 60 New Flyer articulated trolley coaches. Includes the rehabilitation and replacement of frames, kiepe retriever, inverter replacement, battery management, and minor overhaul of major components.	$ 171,509	$ 3,472,491	$ 3,144,000	$ -	$ -	$ -	$ 6,616,491	$ 6,788,000		
		LESS FUNDED	$ (171,509)	$ -	$ -	$ -	$ -	$ -	$ -	$ (171,509)		
		BALANCE UNFUNDED	***$ -***	***$ 3,472,491***	***$ 3,144,000***	***$ -***	***$ -***	***$ -***	***$ 6,616,491***	***$ 6,616,491***		
		(1) Programmed	***$ -***	***$ 1,702,000***	***$ 2,798,000***	***$ -***	***$ -***	***$ -***	***$ 4,500,000***	***$ 4,500,000***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,770,491)***	***$ (346,000)***	***$ -***	***$ -***	***$ -***	***$ (2,116,491)***	***$ (2,116,491)***		
CPT 521	HISTORIC	**HISTORIC VEHICLE REHAB:** Phased rehabilitation of the Historic Light Rail Vehicle (F-Line) fleet to maintain a high state of system reliability and productivity.	$ 3,514,325	$ 13,185,502	$ -	$ -	$ -	$ -	$ 13,185,502	$ 16,699,827		
		LESS FUNDED	$ (3,514,325)	$ (13,185,502)	$ -	$ -	$ -	$ -	$ (13,185,502)	$ (16,699,827)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Rehabilitation Cont'd*												
CPT 583	HISTORIC	**HISTORIC VEHICLE (F- LINE)**: Systematic rehabilitation of all the Historic Light Rail Vehicle fleet for operation on the F-Line. Includes CPUC and ADA rehabs, brake interlock system, backup master controller, major overhauls, and farebox procurement.	$ -	$ 6,627,218	$ 8,519,527	$ 15,941,903	$ -	$ -	$ 31,088,648	$ 31,088,648		
		LESS FUNDED	$ -	$ (5,407,608)	$ -	$ -	$ -	$ -	$ (5,407,608)	$ (5,407,608)		
		BALANCE UNFUNDED	***$ -***	***$ 1,219,610***	***$ 8,519,527***	***$ 15,941,903***	***$ -***	***$ -***	***$ 25,681,040***	***$ 25,681,040***		
		(1) Programmed	***$ -***	***$ 194,831***	***$ 1,076,270***	***$ 9,472,581***	***$ -***	***$ -***	***$ 10,743,682***	**$ 10,743,682**		
		(2) Planned	***$ -***	***$ -***	***$ 7,648,925***	***$ 11,387,871***	***$ -***	***$ -***	***$ 19,036,796***	**$ 19,036,796**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,024,779)***	***$ 205,668***	***$ 4,918,549***	***$ -***	***$ -***	***$ 4,099,438***	**$ 4,099,438**		
		SUBTOTAL FLEET REHABILITATION	***$ 21,694,575***	***$ 76,895,768***	***$ 114,254,182***	***$ 81,934,209***	***$ 26,540,437***	***$ 24,910,794***	***$ 324,535,388***	***$ 346,229,963***		
		LESS FUNDED	***$ (21,694,575)***	***$ (21,228,954)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (21,228,954)***	**$ (42,923,529)**		
		BALANCE UNFUNDED	***$ -***	***$ 55,666,814***	***$ 114,254,182***	***$ 81,934,209***	***$ 26,540,437***	***$ 24,910,794***	***$ 303,306,434***	***$ 303,306,434***		
		(1) Programmed	***$ -***	***$ 5,013,951***	***$ 13,764,742***	***$ 9,472,581***	***$ -***	***$ -***	***$ 28,251,274***	**$ 28,251,274**		
		(2) Planned	***$ -***	***$ 9,517,198***	***$ 36,295,803***	***$ 37,771,734***	***$ 26,429,217***	***$ 26,476,386***	***$ 136,490,338***	**$ 136,490,338**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (41,135,665)***	***$ (64,193,637)***	***$ (34,689,894)***	***$ (111,220)***	***$ 1,565,592***	***$ (138,564,822)***	**$ (138,564,822)**		
FLEET - *Enhancement*												
CPT 543	BUS	**DVAS VEHICLE RETROFIT**: Installation of a Digital Voice Annunciation System (DVAS) on motor coaches and trolley coaches. This system allows all ADA-related announcements to be made automatically without driver intervention.	$ 12,852	$ 1,018,051	$ 2,997,276	$ 2,997,275	$ 2,997,275	$ 2,997,275	$ 13,007,152	$ 13,020,004		
		LESS FUNDED	$ (12,852)	$ (1,018,051)	$ -	$ -	$ -	$ -	$ (1,018,051)	$ (1,030,903)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,997,276***	***$ 2,997,275***	***$ 2,997,275***	***$ 2,997,275***	***$ 11,989,101***	***$ 11,989,101***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ 132,055***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 132,055***	**$ 132,055**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 132,055***	***$ (2,997,276)***	***$ (2,997,275)***	***$ (2,997,275)***	***$ (2,997,275)***	***$ (11,857,046)***	**$ (11,857,046)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Enhancement Cont'd*												
135	LIGHT RAIL	**LRV-BREDA SAFETY MODIFICATIONS**: Installations and Improvements to the BREDA Light Rail Vehicles such as auto drop pantograph, crew door control switch, emergency door release, interlock step cutout/door, lighting ballasts replacement, master controller modifications, onboard event recorder, and sensitive edge body seals.	$ -	$ 3,373,715	$ 3,373,715	$ 3,373,715	$ 3,373,715	$ 3,373,715	$ 16,868,573	$ 16,868,573		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 3,373,715***	***$ 3,373,715***	***$ 3,373,715***	***$ 3,373,715***	***$ 3,373,715***	***$ 16,868,573***	***$ 16,868,573***		
		(1) Programmed	***$ -***	***$ 3,125,000***	***$ 8,209,578***	***$ -***	***$ -***	***$ -***	***$ 11,334,578***	$ 11,334,578		
		(2) Planned	***$ -***	***$ -***	***$ 1,165,422***	***$ -***	***$ -***	***$ -***	***$ 1,165,422***	$ 1,165,422		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (248,715)***	***$ 6,001,285***	***$ (3,373,715)***	***$ (3,373,715)***	***$ (3,373,715)***	***$ (4,368,573)***	$ (4,368,573)		
153	ACCESSIBILITY	**PARATRANSIT VAN AVL SYSTEM:** Purchase and install an automated vehicle locator system in paratransit vans and link the associated data stream to the Mobility Master software at the Paratransit Broker's office.	$ -	$ 141,767	$ 141,767	$ -	$ -	$ -	$ 283,535	$ 283,535		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 141,767***	***$ 141,767***	***$ -***	***$ -***	***$ -***	***$ 283,535***	***$ 283,535***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (141,767)***	***$ (141,767)***	***$ -***	***$ -***	***$ -***	***$ (283,535)***	$ (283,535)		
CPT 436	ACCESSIBILITY	**PARATRANSIT VANS/DEBIT CARDS:** Purchase 54 accessible mini vans to be used by local taxi service providers and replacing vehicles on a four year cycle. Includes the procurement of a debit card system to replace taxi scrips.	$ 4,834,431	$ 1,965,238	$ 98,459	$ -	$ -	$ -	$ 2,063,697	$ 6,898,128		
		LESS FUNDED	$ (4,834,431)	$ (1,965,238)	$ -	$ -	$ -	$ -	$ (1,965,238)	$ (6,799,669)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 98,459***	***$ -***	***$ -***	***$ -***	***$ 98,459***	***$ 98,459***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(2) Planned	***$ -***	***$ -***	***$ 98,459***	***$ -***	***$ -***	***$ -***	***$ 98,459***	$ 98,459		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Enhancement Cont'd*												
127	REVENUE	**FAREBOXES-INDUCTIVE COIN SENSORS:** Purchase and install 1,400 Inductive Coin Sensors (ICS) to replace the existing Coin Size Sensors farebox system which have been discontinued. The new ICS has a higher reliability and also sharply reduces maintenance costs.	$ -	$ -	$ 513,327	$ -	$ -		$ 513,327	$ 513,327		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 513,327***	***$ -***	***$ -***	***$ -***	***$ 513,327***	***$ 513,327***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (513,327)***	***$ -***	***$ -***	***$ -***	***$ (513,327)***	***$ (513,327)***		
CPT 546	BUS	**MC CLEAN AIR DEVICE RETROFIT:** Retrofit all diesel powered buses with low emission traps and convert to ultra low sulfur diesel fuel as required by CARB legislation adopted on 1/23/01.	$ 8,121,725	$ 585,416	$ -	$ -	$ -	$ -	$ 585,416	$ 8,707,141		
		LESS FUNDED	$ (8,121,725)	$ (585,416)	$ -	$ -	$ -	$ -	$ (585,416)	$ (8,707,141)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
158	BUS	**REAR WHEEL SAFETY GUARD:** Purchase approximately 800 safety rear wheel guard devices for the motor and trolley coach fleet	$ -	$ 1,200,000	$ -	$ -	$ -	$ -	$ 1,200,000	$ 1,200,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,200,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,200,000***	***$ 1,200,000***		
		(1) Programmed	***$ -***	***$ 1,200,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,200,000***	**$ 1,200,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Enhancement Cont'd*												
129	REVENUE	**FAREBOXES-TRANSFER/FARE RECEIPT PRINTERS:** Purchase and install automatic on-board printing of time-stamped transfers and fare receipts. The printers will be stand-alone machines and take the place of the operator's cutting transfers by hand.	$ -	$ -	$ 2,163,200	$ -	$ -		$ 2,163,200	$ 2,163,200		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,163,200***	***$ -***	***$ -***	***$ -***	***$ 2,163,200***	***$ 2,163,200***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (2,163,200)***	***$ -***	***$ -***	***$ -***	***$ (2,163,200)***	***$ (2,163,200)***		
CPT 588	SYSTEMS	**AUTOMATIC PASSENGER COUNTING SYSTEM:** Procure and install on-board automatic passenger counting (APC) equipment on Muni's revenue fleet, exclusive of historic rail and cable cars. The APC system counts on- and off- passenger loading and logs the data to an on-board computer.	$ 1,013,976	$ 3,370,160	$ 3,370,160	$ 3,370,160	$ -	$ -	$ 10,110,480	$ 11,124,456		
		LESS FUNDED	$ (1,013,976)	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,013,976)		
		BALANCE UNFUNDED	***$ -***	***$ 3,370,160***	***$ 3,370,160***	***$ 3,370,160***	***$ -***	***$ -***	***$ 10,110,480***	***$ 10,110,480***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ 5,000,000***	***$ -***	***$ -***	***$ -***	***$ 5,000,000***	***$ 5,000,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (3,370,160)***	***$ 1,629,840***	***$ (3,370,160)***	***$ -***	***$ -***	***$ (5,110,480)***	***$ (5,110,480)***		
		SUBTOTAL FLEET ENHANCEMENT	***$ 13,982,984***	***$ 11,654,347***	***$ 12,657,904***	***$ 9,741,150***	***$ 6,370,990***	***$ 6,370,990***	***$ 46,795,380***	***$ 60,778,364***		
		LESS FUNDED	***$ (13,982,984)***	***$ (3,568,705)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (3,568,705)***	**$ (17,551,689)**		
		BALANCE UNFUNDED	***$ -***	***$ 8,085,642***	***$ 12,657,904***	***$ 9,741,150***	***$ 6,370,990***	***$ 6,370,990***	***$ 43,226,675***	***$ 43,226,675***		
		(1) Programmed	***$ -***	***$ 4,325,000***	***$ 8,209,578***	***$ -***	***$ -***	***$ -***	***$ 12,534,578***	**$ 12,534,578**		
		(2) Planned	***$ -***	***$ 132,055***	***$ 6,263,881***	***$ -***	***$ -***	***$ -***	***$ 6,395,936***	**$ 6,395,936**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (3,628,587)***	***$ 1,815,555***	***$ (9,741,150)***	***$ (6,370,990)***	***$ (6,370,990)***	***$ (24,296,161)***	**$ (24,296,161)**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
FLEET - *Expansion*												
136	LIGHT RAIL	**LRV-JKLMN EXPANSION**: Purchase additional light rail vehicles to increase the level of service on the existing J-, K-, L-, M-, and N-lines. Delivery of the first 10 vehicles is planned for 2015.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 555	HISTORIC	**HISTORIC VEHICLE PURCHASE:** Purchase and rehabilitate 11 PCCs from New Jersey Transit for use on the F-line.	$ 7,789,983	$ 1,120,017	$ 375,000	$ -	$ -	$ -	$ 1,495,017	$ 9,285,000		
		LESS FUNDED	$ (7,789,983)	$ (1,120,017)	$ -	$ -	$ -	$ -	$ (1,120,017)	$ (8,910,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 375,000***	***$ -***	***$ -***	***$ -***	***$ 375,000***	***$ 375,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (375,000)***	***$ -***	***$ -***	***$ -***	***$ (375,000)***	***$ (375,000)***		
		SUBTOTAL FLEET EXPANSION	***$ 7,789,983***	***$ 1,120,017***	***$ 375,000***	***$ -***	***$ -***	***$ -***	***$ 1,495,017***	***$ 9,285,000***		
		LESS FUNDED	***$ (7,789,983)***	***$ (1,120,017)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (1,120,017)***	**$ (8,910,000)**		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 375,000***	***$ -***	***$ -***	***$ -***	***$ 375,000***	***$ 375,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (375,000)***	***$ -***	***$ -***	***$ -***	***$ (375,000)***	***$ (375,000)***		
		TOTAL FLEET	**$ 998,082,510**	**$ 140,924,613**	**$ 184,425,477**	**$ 140,791,702**	**$ 98,562,756**	**$ 115,133,982**	**$ 679,838,529**	**$ 1,677,921,039**		
		LESS FUNDED	**$ (998,082,510)**	**$ (68,368,345)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (68,368,345)**	**$ (1,066,450,855)**		
		BALANCE UNFUNDED	***$ -***	***$ 72,556,268***	***$ 184,425,477***	***$ 140,791,702***	***$ 98,562,756***	***$ 115,133,982***	***$ 611,470,184***	***$ 611,470,184***		
		(1) Programmed	***$ -***	**$ 9,338,951**	**$ 31,694,774**	**$ 10,059,798**	**$ 14,409,967**	**$ 10,318,366**	**$ 75,821,856**	**$ 75,821,856**		
		(2) Planned	***$ -***	**$ 9,649,253**	**$ 59,348,918**	**$ 67,137,517**	**$ 76,810,531**	**$ 53,826,287**	**$ 266,772,506**	**$ 266,772,506**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (53,568,064)***	***$ (93,381,785)***	***$ (63,594,387)***	***$ (7,342,258)***	***$ (50,989,329)***	***$ (268,875,822)***	**$ (268,875,822)**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Replacement*												
CPT 447	TROLLEY	**OVERHEAD REHAB 1998-2009**: Phased design and replacement of the overhead wires and are 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.	$ 51,689,932	$ 31,286,775	$ 13,517,037	$ 13,517,037	$ 13,517,037	$ -	$ 71,837,886	$ 123,527,818		
		LESS FUNDED	$ (51,689,932)	$ (23,330,525)	$ -	$ -	$ -	$ -	$ (23,330,525)	$ (75,020,457)		
		BALANCE UNFUNDED	***$ -***	***$ 7,956,250***	***$ 13,517,037***	***$ 13,517,037***	***$ 13,517,037***	***$ -***	***$ 48,507,361***	***$ 48,507,361***		
		(1) Programmed	***$ -***	***$ 17,500,000***	***$ 15,750,000***	***$ 2,250,000***	***$ -***	***$ -***	***$ 35,500,000***	**$ 35,500,000**		
		(2) Planned	***$ -***	***$ 1,125,000***	***$ -***	***$ 8,500,000***	***$ -***	***$ -***	***$ 9,625,000***	**$ 9,625,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 10,668,750***	***$ 2,232,963***	***$ (2,767,037)***	***$ (13,517,037)***	***$ -***	***$ (3,382,361)***	**$ (3,382,361)**		
256	TROLLEY	**OVERHEAD REHAB 2010-2019:** Phased design and replacement of the overhead wires and are 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.	$ -	$ -	$ -	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ 30,000,000	$ 30,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 10,000,000***	***$ 10,000,000***	***$ 10,000,000***	***$ 30,000,000***	***$ 30,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ 2,000,000***	***$ 2,000,000***	***$ 2,000,000***	***$ 6,000,000***	**$ 6,000,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 8,000,000***	***$ 8,000,000***	***$ 8,000,000***	***$ 24,000,000***	**$ 24,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
257	TROLLEY	**OVERHEAD REHAB 2020-2029**: Phased design and replacement of the overhead wires and are 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.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Replacement Cont'd*												
CPT 527/ 413/311	CABLE CAR	**CABLE CAR INFRA. REHAB 1998-2009**: Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	$ 6,066,366	$ 31,369,348	$ 27,253,828	$ -	$ -	$ -	$ 58,623,176	$ 64,689,542		
		LESS FUNDED	$ (6,066,366)	$ (22,018,243)	$ -	$ -	$ -	$ -	$ (22,018,243)	$ (28,084,609)		
		BALANCE UNFUNDED	***$ -***	***$ 9,351,105***	***$ 27,253,828***	***$ -***	***$ -***	***$ -***	***$ 36,604,933***	***$ 36,604,933***		
		(1) Programmed	***$ -***	***$ 12,783,331***	***$ 11,875,000***	***$ -***	***$ -***	***$ -***	***$ 24,658,331***	**$ 24,658,331**		
		(2) Planned	***$ -***	***$ 628,192***	***$ 7,873,203***	***$ -***	***$ -***	***$ -***	***$ 8,501,395***	**$ 8,501,395**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 4,060,418***	***$ (7,505,625)***	***$ -***	***$ -***	***$ -***	***$ (3,445,207)***	**$ (3,445,207)**		
233	CABLE CAR	**CABLE CAR INFRA. REHAB 2010-2019**: Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	$ -	$ -	$ -	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ 30,000,000	$ 30,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 10,000,000***	***$ 10,000,000***	***$ 10,000,000***	***$ 30,000,000***	***$ 30,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ 1,000,000***	***$ 1,000,000***	***$ 1,000,000***	***$ 3,000,000***	**$ 3,000,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 8,000,000***	***$ 8,000,000***	***$ 8,000,000***	***$ 24,000,000***	**$ 24,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (1,000,000)***	***$ (1,000,000)***	***$ (1,000,000)***	***$ (3,000,000)***	**$ (3,000,000)**		
234	CABLE CAR	**CABLE CAR INFRA. REHAB 2020-2029:** Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Replacement Cont'd*												
CPT 438/ 579/425	LIGHT RAIL	**RAIL REPLACEMENT 1998-2009**: Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.	$ 63,939,543	$ 36,505,070	$ 43,238,709	$ 35,611,635	$ -	$ -	$ 115,355,414	$ 179,294,957		
		LESS FUNDED	$ (63,939,543)	$ (23,256,435)	$ -	$ -	$ -	$ -	$ (23,256,435)	$ (87,195,978)		
		BALANCE UNFUNDED	***$ -***	***$ 13,248,635***	***$ 43,238,709***	***$ 35,611,635***	***$ -***	***$ -***	***$ 92,098,979***	***$ 92,098,979***		
		(1) Programmed	***$ -***	***$ 18,352,953***	***$ 16,050,000***	***$ 2,250,000***	***$ -***	***$ -***	***$ 36,652,953***	**$ 36,652,953**		
		(2) Planned	***$ -***	***$ 84,297***	***$ 1,200,000***	***$ 8,500,000***	***$ -***	***$ -***	***$ 9,784,297***	**$ 9,784,297**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 5,188,615***	***$ (25,988,709)***	***$ (24,861,635)***	***$ -***	***$ -***	***$ (45,661,729)***	**$ (45,661,729)**		
261	LIGHT RAIL	**RAIL REPLACEMENT 2010-2019**: Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.	$ -	$ -	$ -	$ -	$ 30,000,000	$ 30,000,000	$ 60,000,000	$ 60,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ 30,000,000***	***$ 30,000,000***	***$ 60,000,000***	***$ 60,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ 2,000,000***	***$ 2,000,000***	***$ 4,000,000***	**$ 4,000,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ 8,000,000***	***$ 8,000,000***	***$ 16,000,000***	**$ 16,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ (20,000,000)***	***$ (20,000,000)***	***$ (40,000,000)***	**$ (40,000,000)**		
262	LIGHT RAIL	**RAIL REPLACEMENT 2020-2029**: Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Replacement Cont'd*												
270	LIGHT RAIL	**SUBWAY BLUE-LIGHT PHONE REPLACEMENT:** Replacement of the existing Subway Emergency Telephone system with a new state-of-the-art emergency phone system. This phone system is a safety communication device.	$ -	$ -	$ 1,819,000	$ -	$ -	$ -	$ 1,819,000	$ 1,819,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 1,819,000***	***$ -***	***$ -***	***$ -***	***$ 1,819,000***	***$ 1,819,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (1,819,000)***	***$ -***	***$ -***	***$ -***	***$ (1,819,000)***	***$ (1,819,000)***		
271	LIGHT RAIL/ REGULATORY/C OMPLIANCE	**SUBWAY PA SYSTEM REPLACEMENT**: Replacement of the existing 25 year old subway Public Address system, which interfaces with the Train Control System, with the installation of a new state-of-the-art public address system to make local announcements. The installation includes central control, nine subway stations, both mezzanine and platform levels and 15 station agent booths. Includes the installation of the LED displays (visual) for passenger info for nine stations, 18 platforms, 6 signs/platform = 108 signs scalable to include Central Subway.	$ -	$ -	$ 15,300,000	$ -	$ -	$ -	$ 15,300,000	$ 15,300,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 15,300,000***	***$ -***	***$ -***	***$ -***	***$ 15,300,000***	***$ 15,300,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (15,300,000)***	***$ -***	***$ -***	***$ -***	***$ (15,300,000)***	***$ (15,300,000)***		
222	ACCESSIBILITY	**ACCESSIBLE LIFT REPLACEMENT:** Replacement of the four (4) Wayside lifts on Market Street and one (1) on San Jose and Geneva with Wayside platforms. Replacing the lifts with platforms will improve access to the Metro system for wheelchair users.	$ -	$ -	$ -	$ 3,202,452	$ -	$ -	$ 3,202,452	$ 3,202,452		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 3,202,452***	***$ -***	***$ -***	***$ 3,202,452***	***$ 3,202,452***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 368,282***	***$ -***	***$ -***	***$ 368,282***	***$ 368,282***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (2,834,170)***	***$ -***	***$ -***	***$ (2,834,170)***	***$ (2,834,170)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Replacement Cont'd*												
290	LIGHT RAIL	**WAYSIDE/CENTRAL TRAIN CONTROL SYSTEM:** Replacement or improvements of the subway data transmission systems, subway signal cutover, Van Ness power supply for the wayside/central train control system, a secondary yard departure test device, signalizing and electrifying Green yard switches, and replacing train control switching at St. Francis Circle.	$ -	$ 4,000,000	$ 2,255,000	$ 2,255,000	$ 2,255,000	$ -	$ 10,765,000	$ 10,765,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 4,000,000***	***$ 2,255,000***	***$ 2,255,000***	***$ 2,255,000***	***$ -***	***$ 10,765,000***	***$ 10,765,000***		
		(1) Programmed	***$ -***	***$ 1,422,548***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,422,548***	**$ 1,422,548**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (2,577,452)***	***$ (2,255,000)***	***$ (2,255,000)***	***$ (2,255,000)***	***$ -***	***$ (9,342,452)***	**$ (9,342,452)**		
CPT 560	INFRASTRUCT	**FARE COLLECTION SYSTEM**: Replacement of the existing Metro Subway fare collection system with a new state-of-art fare collection system. Includes the replacement of fare gates, ticket vending machines, and agent's booth control panel and display.	$ 546,851	$ 9,133,319	$ 7,448,977	$ 27,000,000	$ 27,000,000	$ 27,000,000	$ 97,582,296	$ 98,129,147		
		LESS FUNDED	$ (546,851)	$ (9,133,319)	$ -	$ -	$ -	$ -	$ (9,133,319)	$ (9,680,170)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 7,448,977***	***$ 27,000,000***	***$ 27,000,000***	***$ 27,000,000***	***$ 88,448,977***	***$ 88,448,977***		
		(1) Programmed	***$ -***	***$ -***	***$ 762,048***	***$ -***	***$ -***	***$ -***	***$ 762,048***	**$ 762,048**		
		(2) Planned	***$ -***	***$ -***	***$ 2,768,554***	***$ -***	***$ -***	***$ -***	***$ 2,768,554***	**$ 2,768,554**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (3,918,375)***	***$ (27,000,000)***	***$ (27,000,000)***	***$ (27,000,000)***	***$ (84,918,375)***	**$ (84,918,375)**		
CPT 017/ 318/386	LIGHT RAIL	**ADVANCED TRAIN CONTROL SYSTEM (ATCS):** Replace and modernize the signal system in the Muni Metro subway. Includes installation of wayside and on-board computers and upgraded Central Control computer equipment.	$ 69,218,289	$ 2,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 6,000,000	$ 75,218,289		
		LESS FUNDED	$ (69,218,289)	$ (1,200,000)	$ -	$ -	$ -	$ -	$ (1,200,000)	$ (70,418,289)		
		BALANCE UNFUNDED	***$ -***	***$ 800,000***	***$ 1,000,000***	***$ 1,000,000***	***$ 1,000,000***	***$ 1,000,000***	***$ 4,800,000***	***$ 4,800,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (800,000)***	***$ (1,000,000)***	***$ (1,000,000)***	***$ (1,000,000)***	***$ (1,000,000)***	***$ (4,800,000)***	**$ (4,800,000)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Replacement Cont'd*												
307	SYSTEMS	**UPGRADE ADVANCED TRAIN CONTROL SYSTEM (ATCS):**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
253	SYSTEMS	**ATCS SYSTEM MNGMENT CENTER:** Replacement and upgrade of the existing ATCS software to current technology.	$ -	$ -	$ 10,000,000	$ -	$ -	$ -	$ 10,000,000	$ 10,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 10,000,000***	***$ -***	***$ -***	***$ -***	***$ 10,000,000***	***$ 10,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (10,000,000)***	***$ -***	***$ -***	***$ -***	***$ (10,000,000)***	***$ (10,000,000)***		
CPT 535	SYSTEMS	**RADIO REPLACEMENT PROGRAM**: 1) Replacement of the existing obsolete Radio Voice/Data Communications and Computer Aided Dispatch (CAD) systems with a new state-of-the art radio communication system. The FCC requires MTA to migrate to a newer narrow-band radio system before 2013. 2) Includes the purchase and replacement of handheld mobile radios for the Safety and Security staff.	$ 468,017	$ 6,848,488	$ 18,933,373	$ 18,933,374	$ 18,933,374	$ 18,933,374	$ 82,581,983	$ 83,050,000		
		LESS FUNDED	$ (468,017)	$ (6,798,488)	$ -	$ -	$ -	$ -	$ (6,798,488)	$ (7,266,505)		
		BALANCE UNFUNDED	***$ -***	***$ 50,000***	***$ 18,933,373***	***$ 18,933,374***	***$ 18,933,374***	***$ 18,933,374***	***$ 75,783,495***	***$ 75,783,495***		
		(1) Programmed	***$ -***	***$ 4,017,066***	***$ 17,941,698***	***$ 17,941,698***	***$ 17,941,698***	***$ 17,941,698***	***$ 75,783,858***	$ 75,783,858		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 3,967,066***	***$ (991,675)***	***$ (991,676)***	***$ (991,676)***	***$ (991,676)***	***$ 363***	$ 363		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Replacement Cont'd*												
265	PARKING AND TRAFFIC	**PARKING CONTROL SIGN RENOVATION & REPLACEMENT PROGRAM**: 1) Perform preventive maintenance on 10,000 signs per year. 2) Renovate 5,000 signs per year with Graffiti sheeting. 3) Replace 10,000 street name signs.	$ -	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 12,500,000	$ 12,500,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 2,500,000***	***$ 2,500,000***	***$ 2,500,000***	***$ 2,500,000***	***$ 2,500,000***	***$ 12,500,000***	***$ 12,500,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (2,500,000)***	***$ (2,500,000)***	***$ (2,500,000)***	***$ (2,500,000)***	***$ (2,500,000)***	***$ (12,500,000)***	***$ (12,500,000)***		
CPKA/ CPKC		**PARKING SIGNS (CURRENT):** 1) CPKA19 - 25th AVE Road Diet 2) CPKC05 - West Approach Overhead Signs	$ 337,663	$ 297,367	$ -	$ -	$ -	$ -	$ 297,367	$ 635,030		
		LESS FUNDED	$ (337,663)	$ (297,367)	$ -	$ -	$ -	$ -	$ (297,367)	$ (635,030)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		SUBTOTAL INFRASTRUCTURE REPLACEMENT	***$ 192,266,661***	***$ 123,940,367***	***$ 143,265,924***	***$ 124,019,498***	***$ 115,205,411***	***$ 99,433,374***	***$ 605,864,574***	***$ 798,131,235***		
		LESS FUNDED	***$ (192,266,661)***	***$ (86,034,377)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (86,034,377)***	**$ (278,301,038)**		
		BALANCE UNFUNDED	***$ -***	***$ 37,905,990***	***$ 143,265,924***	***$ 124,019,498***	***$ 115,205,411***	***$ 99,433,374***	***$ 519,830,197***	***$ 519,830,197***		
		(1) Programmed	***$ -***	***$ 54,075,898***	***$ 62,378,746***	***$ 25,441,698***	***$ 22,941,698***	***$ 22,941,698***	***$ 187,779,738***	$ 187,779,738		
		(2) Planned	***$ -***	***$ 1,837,489***	***$ 11,841,757***	***$ 33,368,282***	***$ 24,000,000***	***$ 24,000,000***	***$ 95,047,528***	$ 95,047,528		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 18,007,397***	***$ (69,045,421)***	***$ (65,209,518)***	***$ (68,263,713)***	***$ (52,491,676)***	***$ (237,002,931)***	$ (237,002,931)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Rehabilitation*												
272	ACCESSIBILITY/ REGULATORY	**SUBWAY RESTROOM REHABILITATION**: Improvements to Muni Metro stations restrooms (Van Ness, Church Street, Castro Street, Forest Hill and West Portal) to improve physical access for ADA compliance and to improve health and safety conditions. ADA improvements would be required before restrooms reopen.	$ -	$ -	$ -	$ -	$ 1,065,776	$ -	$ 1,065,776	$ 1,065,776		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,065,776***	***$ -***	***$ 1,065,776***	***$ 1,065,776***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ (1,065,776)***	***$ -***	***$ (1,065,776)***	***$ (1,065,776)***		
273	LIGHT RAIL	**SUBWAY SEISMIC RETROFIT STUDY**: Includes a study of the Market Street Subway, Twin Peaks Tunnel, MMT, and Sunset Tunnel to assess the seismic condition of these structures.	$ -	$ 584,929	$ -	$ -	$ -	$ -	$ 584,929	$ 584,929		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 584,929***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 584,929***	***$ 584,929***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (584,929)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (584,929)***	***$ (584,929)***		
274	ACCESSIBILITY/ REGULATORY	**REGULATORY COMPLIANCE - SUBWAY STATION TALKING SIGNS**: Installation of "Talking Sign" infrared transmitters in subway stations. This project will improve accessibility to the blind and visually impaired.	$ -	$ -	$ 3,374,592	$ -	$ -	$ -	$ 3,374,592	$ 3,374,592		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 3,374,592***	***$ -***	***$ -***	***$ -***	***$ 3,374,592***	***$ 3,374,592***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (3,374,592)***	***$ -***	***$ -***	***$ -***	***$ (3,374,592)***	***$ (3,374,592)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Rehabilitation Cont'd*												
CPT 526	BUILDING	**ESCALATOR & ELEVATOR REHABILITATION:** Rehabilitation or replacement of existing escalators and elevators in various stations to conform with current building codes and incorporate modern safety features.	$ 55,459	$ 10,054,541	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -	$ 40,054,541	$ 40,110,000		
		LESS FUNDED	$ (55,459)	$ -	$ -	$ -	$ -	$ -	$ -	$ (55,459)		
		BALANCE UNFUNDED	***$ -***	***$ 10,054,541***	***$ 10,000,000***	***$ 10,000,000***	***$ 10,000,000***	***$ -***	***$ 40,054,541***	***$ 40,054,541***		
		(1) Programmed	***$ -***	***$ 3,500,000***	***$ 500,000***	***$ -***	***$ -***	***$ -***	***$ 4,000,000***	**$ 4,000,000**		
		(2) Planned	***$ -***	***$ -***	***$ 4,000,000***	***$ 4,000,000***	***$ 4,000,000***	***$ -***	***$ 12,000,000***	**$ 12,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (6,554,541)***	***$ (5,500,000)***	***$ (6,000,000)***	***$ (6,000,000)***	***$ -***	***$ (24,054,541)***	**$ (24,054,541)**		
227	BUS	**BOARDING/PLATFORM ISLAND REPAIR** Include improvements for the repair and maintenance of the boarding/platform islands in the transit system. Includes the purchase of railings, equipment, and other materials.		$ 1,164,527	$ 871,527	$ 841,527	$ 841,527	$ 841,527	$ 4,560,635	$ 4,560,635		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,164,527***	***$ 871,527***	***$ 841,527***	***$ 841,527***	***$ 841,527***	***$ 4,560,635***	***$ 4,560,635***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,164,527)***	***$ (871,527)***	***$ (841,527)***	***$ (841,527)***	***$ (841,527)***	***$ (4,560,635)***	**$ (4,560,635)**		
		SUBTOTAL INFRASTRUCTURE REHABILITATION	***$ 55,459***	***$ 11,803,997***	***$ 14,246,119***	***$ 10,841,527***	***$ 11,907,303***	***$ 841,527***	***$ 49,640,473***	***$ 49,695,932***		
		LESS FUNDED	***$ (55,459)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**	**$ (55,459)**		
		BALANCE UNFUNDED	***$ -***	***$ 11,803,997***	***$ 14,246,119***	***$ 10,841,527***	***$ 11,907,303***	***$ 841,527***	***$ 49,640,473***	***$ 49,640,473***		
		(1) Programmed	***$ -***	***$ 3,500,000***	***$ 500,000***	***$ -***	***$ -***	***$ -***	***$ 4,000,000***	**$ 4,000,000**		
		(2) Planned	***$ -***	***$ -***	***$ 4,000,000***	***$ 4,000,000***	***$ 4,000,000***	***$ -***	***$ 12,000,000***	**$ 12,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (8,303,997)***	***$ (9,746,119)***	***$ (6,841,527)***	***$ (7,907,303)***	***$ (841,527)***	***$ (33,640,473)***	**$ (33,640,473)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement*												
CPT 313/ 317/418	ACCESSIBILITY	**METRO ACCESSIBILITY PROGRAM**: Provides various accessibility improvement projects on the Metro system and key station to ensure compliance with ADA requirements.	$ 20,291,600	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,291,600		
		LESS FUNDED	$ (20,291,600)	$ -	$ -	$ -	$ -	$ -	$ -	$ (20,291,600)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
250	ACCESSIBILITY	**METRO ACCESSIBILITY-BEYOND KEY STOPS**: Includes accessibility improvements beyond key stops and to address the Metro Rail Accessibility Lawsuit Mitigation.	$ -	$ 1,772,809	$ -	$ 996,318	$ -	$ 1,077,618	$ 3,846,745	$ 3,846,745		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,772,809***	***$ -***	***$ 996,318***	***$ -***	***$ 1,077,618***	***$ 3,846,745***	***$ 3,846,745***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,772,809)***	***$ -***	***$ (996,318)***	***$ -***	***$ (1,077,618)***	***$ (3,846,745)***	***$ (3,846,745)***		
252	LIGHT RAIL	**MMX TERMINAL IMPROVEMENTS**: Enhancement of Muni streetcar operations along the MMX corridor by constructing additional terminal tracks and loop in the vicinity of 6th and Berry street needed for the proposed E-Line HLRV service.	$ -	$ -	$ -	$ 1,910,827	$ 1,910,827	$ 1,910,827	$ 5,732,481	$ 5,732,481		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 1,910,827***	***$ 1,910,827***	***$ 1,910,827***	***$ 5,732,481***	***$ 5,732,481***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (1,910,827)***	***$ (1,910,827)***	***$ (1,910,827)***	***$ (5,732,481)***	***$ (5,732,481)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
235	CABLE CAR	**CABLE CAR RADIO**: Procurement and installation of fixed on-board radios for 40 Cable Cars (including hardware and software for central control), 4 spare sets to replace the existing handheld radios currently used by Cable Car Operators.	$ -	$ 195,770	$ -	$ -	$ -	$ -	$ 195,770	$ 195,770		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 195,770***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 195,770***	***$ 195,770***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (195,770)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (195,770)***	**$ (195,770)**		
237	ACCESSIBILITY/ REGULATORY	**CURB RAMP REMEDIATION:** Repair or reconstruct curb ramps that are on the path of travel to MUNI Key transit stops and stations which FTA assessments have identified as non-ADA compliant.	$ -	$ 150,000	$ 150,000	$ -	$ -	$ -	$ 300,000	$ 300,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 150,000***	***$ 150,000***	***$ -***	***$ -***	***$ -***	***$ 300,000***	***$ 300,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 150,000***	***$ 150,000***	***$ -***	***$ -***	***$ -***	***$ 300,000***	**$ 300,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
CPT578	PLANNING	**TPS - 19TH AVE STUDY**: The study will review traffic and transit operations along the corridor (19th Avenue and Park Presidio between Junipero Serra Boulevard and Lake Street) and identify potential solutions such as bus bulbs and transit signal priority.	$ -	$ 77,000	$ -	$ -	$ -	$ -	$ 77,000	$ 77,000		
		LESS FUNDED	$ -	$ (77,000)	$ -	$ -	$ -	$ -	$ (77,000)	$ (77,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
CPT 448	PLANNING	**TRANSIT PREFERENTIAL STREETS (TPS) - BUS STOP IMPROVEMENTS**: Improvements to bus stops such as installation of bus bulbs and lengthened bus stops. Includes the design and construction of passenger boarding islands, throughout the Metro system at stops where passengers must now board and align in the streets.	$ 1,526,927	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,526,927		
		LESS FUNDED	$ (1,526,927)	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,526,927)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 512	PLANNING	**TRANSIT PREFERENTIAL STREETS (TPS) - PRIORITY SIGNAL SYSTEMS:** Procurement and installation of on-board and wayside priority signals on the 14-Mission and 38-Geary Lines. This project will increase the average operating speeds and reduce the amount of time spent waiting for traffic signals.	$ 2,012,243	$ 22,756	$ 649,001	$ -	$ -	$ -	$ 671,757	$ 2,684,000		
		LESS FUNDED	$ (2,012,243)	$ (22,756)	$ -	$ -	$ -	$ -	$ (22,756)	$ (2,034,999)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 649,001***	***$ -***	***$ -***	***$ -***	***$ 649,001***	***$ 649,001***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 52,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 52,000***	**$ 52,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 52,000***	***$ (649,001)***	***$ -***	***$ -***	***$ -***	***$ (597,001)***	**$ (597,001)**		
286	PLANNING	**TRANSIT PREFERENTIAL STREETS PROGRAM**: Design and implementation of a variety of cost effective approaches to speed the transit vehicles flow throughout the system. Includes exclusive or semi-exclusive transit lanes, colored or textured surface treatments, signal priority, stop respacing and relocation, and replacing stop signs and signals. Corridors included are Market, 19th Avenue, Potrero, Outer Mission, Stockton, and Geneva.	$ -	$ 9,523,105	$ 40,315,907	$ 13,897,261	$ 16,623,450	$ 12,450,300	$ 92,810,023	$ 92,810,023		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 9,523,105***	***$ 40,315,907***	***$ 13,897,261***	***$ 16,623,450***	***$ 12,450,300***	***$ 92,810,023***	***$ 92,810,023***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 379,596***	***$ -***	***$ -***	***$ 379,596***	**$ 379,596**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (9,523,105)***	***$ (40,315,907)***	***$ (13,517,665)***	***$ (16,623,450)***	***$ (12,450,300)***	***$ (92,430,427)***	**$ (92,430,427)**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
CPT 540	SYSTEMS	**AUTOMATIC VEHICLE LOCATION (AVL) SYSTEM:** Continue the integration and implementation of the Global Positioning System (GPS)-based AVL system with the radio systems for Muni's revenue fleet and inspector vehicles to track schedule adherence, expedite response to emergencies and road call requests, and collect passenger data.	$ 11,401,984	$ 4,393,016	$ -	$ -	$ -	$ -	$ 4,393,016	$ 15,795,000		
		LESS FUNDED	$ (11,401,984)	$ (4,393,016)	$ -	$ -	$ -	$ -	$ (4,393,016)	$ (15,795,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
225	SYSTEMS	**AVL ENHANCEMENTS - NEXT MUNI:** Enhancements to the AVL/GPS project including expanding deployment of wayside passenger information signage and improving arrival messages in the Metro system.	$ -	$ 1,582,630	$ 1,582,630	$ 1,582,630	$ 1,582,630	$ 1,582,630	$ 7,913,150	$ 7,913,150		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,582,630***	***$ 1,582,630***	***$ 1,582,630***	***$ 1,582,630***	***$ 1,582,630***	***$ 7,913,150***	***$ 7,913,150***		
		(1) Programmed	***$ -***	***$ 601,920***	***$ 652,080***	***$ 677,160***	***$ -***	***$ -***	***$ 1,931,160***	**$ 1,931,160**		
		(2) Planned	***$ -***	***$ -***	***$ 2,000,000***	***$ 2,000,000***	***$ -***	***$ -***	***$ 4,000,000***	**$ 4,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (980,710)***	***$ 1,069,450***	***$ 1,094,530***	***$ (1,582,630)***	***$ (1,582,630)***	***$ (1,981,990)***	**$ (1,981,990)**		
236	SYSTEMS	**COMMUNICATION CONNECTIVITY & PASSENGER INFO**: Expansion of the utilization of unallocated capacity of the existing fiber-optic cables to establish high-speed connectivity with the Metro Subway. Includes two large (60") display monitors in concourse areas. This project will enhance and facilitate modernization of safety, security, and passenger information and control system on platforms.	$ -	$ -	$ 2,620,000	$ -	$ -	$ -	$ 2,620,000	$ 2,620,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,620,000***	***$ -***	***$ -***	***$ -***	***$ 2,620,000***	***$ 2,620,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ 2,620,000***	***$ -***	***$ -***	***$ -***	***$ 2,620,000***	**$ 2,620,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
248	SYSTEMS	**MAINTENANCE YARDS NETWORK UPGRADE**: Installation of high-speed wireless networking access points at vehicle yards using 80211.A standard. The network will allow remote data collection, diagnostics and communications from devices installed on vehicles or portable devices in the yards.	$ -	$ 108,160	$ -	$ -	$ -	$ -	$ 108,160	$ 108,160		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 108,160***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 108,160***	***$ 108,160***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (108,160)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (108,160)***	**$ (108,160)**		
220	BIKE	**BIKE PROGRAM PROJECTS (FUTURE)**: Improvements to various bike lanes, pavement markings, bike racks and other facilities.	$ -	$ 500,000	$ 500,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 13,000,000	$ 13,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 500,000***	***$ 500,000***	***$ 4,000,000***	***$ 4,000,000***	***$ 4,000,000***	***$ 13,000,000***	***$ 13,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (500,000)***	***$ (500,000)***	***$ (4,000,000)***	***$ (4,000,000)***	***$ (4,000,000)***	***$ (13,000,000)***	**$ (13,000,000)**		
CPKXXX	BIKE	**BIKE PROGRAM PROJECTS (CURRENT)**: Improvements to various bike lanes, pavement markings, bike racks and other facilities. 1) CPKL03 - TDA Safety, Racks/Parking Improvements to various bike lanes, pavement markings, bike racks and other facilities. 2) CPKL04 - TDA Safety, Racks/Parking Improvements to various bike lanes, pavement markings, bike racks and other facilities. 3) CPKL05 - Bicycle Facilites - Various projects 4) CPKV36 - Phelan Bike Lanes 5) CPK42 - 23rd Potrero Bike Lanes	$ 197,686	$ -	$ 1,201,140	$ -	$ -	$ -	$ 1,201,140	$ 1,398,826		
		LESS FUNDED	$ (197,686)	$ -	$ (1,201,140)	$ -	$ -	$ -	$ (1,201,140)	$ (1,398,826)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
198	PARKING AND TRAFFIC	**RED LIGHT PHOTO ENFORCEMENT:** Purchase and installation of Red Light Photo systems at 10 new locations throughout the City. Cost approx. $100,000 each.	$ -	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,000,000	$ 1,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 200,000***	***$ 200,000***	***$ 200,000***	***$ 200,000***	***$ 200,000***	***$ 1,000,000***	***$ 1,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (200,000)***	***$ (200,000)***	***$ (200,000)***	***$ (200,000)***	***$ (200,000)***	***$ (1,000,000)***	**$ (1,000,000)**		
199	PARKING AND TRAFFIC	**SFGO PROGRAM (FUTURE)**: 1) 19TH AVENUE/PARK PRESIDIO CORRIDOR PROJECT-- Includes the installation of interconnect, cameras, traveler information signs, transit signal priority, bus bulbs. 2) SFGO - Includes the installation of 100 miles of interconnect @ $250/FT (20-Year program) 3)SFGO - Purchase and installation of 300 Camera and 50 Variable message signs (10-Year program) 4) SFGO - Purchase and installation of AT&T Park Cameras	$ -	$ 19,500,000	$ 7,475,000	$ 12,975,000	$ 7,475,000	$ 7,475,000	$ 54,900,000	$ 54,900,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 19,500,000***	***$ 7,475,000***	***$ 12,975,000***	***$ 7,475,000***	***$ 7,475,000***	***$ 54,900,000***	***$ 54,900,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (19,500,000)***	***$ (7,475,000)***	***$ (12,975,000)***	***$ (7,475,000)***	***$ (7,475,000)***	***$ (54,900,000)***	**$ (54,900,000)**		
CPKP/ CPKV	PARKING AND TRAFFIC	**SFGO PROGRAM (CURRENT)**: 1) CPKP73 - Hazard Eliminiation Safety Project (HES) - SFGO 2) CPKV59 - SFGO - 3rd Street ITMS - Advanced Technology 3) CPKV61 - SFGO - Center to Center Communications	$ -	$ 1,130,000	$ -	$ -	$ -	$ -	$ 1,130,000	$ 1,130,000		
		LESS FUNDED	$ -	$ (1,130,000)	$ -	$ -	$ -	$ -	$ (1,130,000)	$ (1,130,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
200	PARKING AND TRAFFIC	**SIGNAL PROGRAM (FUTURE)**: 1) Battery backup systems @ 140 locations (28/YEAR) 2) Van Ness Avenue signal upgrades combined with SFGO interconnection to Transportation Management Center 3) Upgrade 389 additional signals (20-Year program) 4) Install Countdown signals at 200 locations 5) Install 100 New signals (5/20 Years) 6) Install new controllers software at 300 intersections (60 per year) 7) Signal shop upgrade of inventory area 8) Implement signal inventory system	$ -	$ 9,140,000	$ 23,540,000	$ 15,140,000	$ 9,140,000	$ 9,140,000	$ 66,100,000	$ 66,100,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	**$ -**	***$ 9,140,000***	***$ 23,540,000***	***$ 15,140,000***	***$ 9,140,000***	***$ 9,140,000***	***$ 66,100,000***	***$ 66,100,000***		
		(1) Programmed	**$ -**	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**	**$ -**		
		(2) Planned	**$ -**	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	**$ -**	***$ (9,140,000)***	***$ (23,540,000)***	***$ (15,140,000)***	***$ (9,140,000)***	***$ (9,140,000)***	***$ (66,100,000)***	**$ (66,100,000)**		
CPKXXX - VAR. PROJ.	PARKING AND TRAFFIC	**SIGNAL PROGRAM (CURRENT)**: 1) CPKM45 - Signal at 16th and Dehard 2) CPKS84 - Bush/Various Signal Upgrading - SFCTA 3)CPKS95 - Signal Upgrading CT31 - SFCTA 4) CPKV09 - New Signal Ct56 Caltrans 5) CPKV13 - Signal Upgrade - 19th Ave 6)CPKV55 - Upgrade Signals and Signs - Ct 31, CT 32, 19th Ave 7)CPKV 56 - Signals and Signs - Ct 58 8) CPKV57 - All Way Signs 9)CPKW06 - Signal Upgrade- Mid Mission 14th-26th 10)CPKW17 - Market Street Calm The Safety Zone 11)CPKW18 - New Signal C59 Design 12)CPKW19 - New Signal C57 Construction 13)CPKW23 - Signal Upgrade- 19th Ave 14) CPKW25 - 3rd Street LRT Accessible Ped Signal 15)CPKC05 - West Approach - Overhead Signs	$ 12,128,933	$ 8,057,765	$ 217,876	$ -	$ -	$ -	$ 8,275,641	$ 20,404,574		
		LESS FUNDED	$ (12,128,933)	$ (8,057,765)	$ (217,876)	$ -	$ -	$ -	$ (8,275,641)	$ (20,404,574)		
		BALANCE UNFUNDED	**$ -**	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	**$ -**	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**	**$ -**		
		(2) Planned	**$ -**	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	**$ -**	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**	**$ -**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
210	PARKING AND TRAFFIC	**PARKING STRIPING PROGRAM (FUTURE)** - Include the striping of approx. 300 Miles over the next five year @$3/FT.	$ -	$ 940,000	$ 940,000	$ 940,000	$ 940,000	$ 940,000	$ 4,700,000	$ 4,700,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 940,000***	***$ 940,000***	***$ 940,000***	***$ 940,000***	***$ 940,000***	***$ 4,700,000***	***$ 4,700,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	$ (940,000)	$ (940,000)	$ (940,000)	$ (940,000)	$ (940,000)	$ (4,700,000)	$ (4,700,000)		
CPKXXX	PARKING AND TRAFFIC	**PARKING STRIPING PROGRAM (CURRENT)** - Includes various marking and stripping of lanes at designated areas. 1) CPKM03 - Restore Utility Markings 2) CPKP74 - TEA Shared Lane Markings 3) CPKW03 - Townsend Street (4th-8th) Bi-Lanes	$ 596,641	$ 208,562	$ 337,852	$ -	$ -	$ -	$ 546,414	$ 1,143,055		
		LESS FUNDED	$ (596,641)	$ (208,562)	$ (337,852)	$ -	$ -	$ -	$ (546,414)	$ (1,143,055)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
CPKXXX	PARKING AND TRAFFIC	**PARKING & TRAFFIC PROJECTS** - Includes various improvement projects: 1) CPKM44 - Westfield Parking Improvements 2) CPKP64 - Stockton Boarding Island - widen of street and remove boarding island. 3) CPKV60 - Fell/Oak ITMS Deployment 4) CPK525 - Traffic Control System	$ 501,098	$ 865,163	$ 1,500,000	$ -	$ -	$ -	$ 2,365,163	$ 2,866,261		
		LESS FUNDED	$ (501,098)	$ (865,163)	$ (1,500,000)	$ -	$ -	$ -	$ (2,365,163)	$ (2,866,261)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
211	PARKING AND TRAFFIC	**PARKING METERS** - Purchase and installation of an additional 1,000 parking meters per year @ $800 each.	$ -	$ 800,000	$ 800,000	$ 800,000	$ 800,000	$ 800,000	$ 4,000,000	$ 4,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 800,000***	***$ 800,000***	***$ 800,000***	***$ 800,000***	***$ 800,000***	***$ 4,000,000***	***$ 4,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (800,000)***	***$ (800,000)***	***$ (800,000)***	***$ (800,000)***	***$ (800,000)***	***$ (4,000,000)***	$ (4,000,000)		
212	PEDESTRIAN	**CURB BULBS**: Purchase and installation of 100 per year @ $30,000 each.	$ -	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 15,000,000	$ 15,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 3,000,000***	***$ 3,000,000***	***$ 3,000,000***	***$ 3,000,000***	***$ 3,000,000***	***$ 15,000,000***	***$ 15,000,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (3,000,000)***	***$ (3,000,000)***	***$ (3,000,000)***	***$ (3,000,000)***	***$ (3,000,000)***	***$ (15,000,000)***	$ (15,000,000)		
219	PARKING AND TRAFFIC	**TRAFFIC CALMING DEVICES (FUTURE)**- Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City.	$ -	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 8,500,000	$ 8,500,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,700,000***	***$ 1,700,000***	***$ 1,700,000***	***$ 1,700,000***	***$ 1,700,000***	***$ 8,500,000***	***$ 8,500,000***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	***$ (1,700,000)***	***$ (1,700,000)***	***$ (1,700,000)***	***$ (1,700,000)***	***$ (1,700,000)***	***$ (8,500,000)***	$ (8,500,000)		
CPK/GPK/ PPK	PARKING AND TRAFFIC	**TRAFFIC CALMING DEVICES (CURRENT)**- Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City. 1) CPKW37 - Install speedbumps and traffic island 2) GPKX01 - TC Project Brotherhood Way and Teresita 3) PPK003 - Livable Streets Program (RLC)	$ 1,268,822	$ 682,994	$ -	$ -	$ -	$ -	$ 682,994	$ 1,951,816		
		LESS FUNDED	$ (1,268,822)	$ (682,994)	$ -	$ -	$ -	$ -	$ (682,994)	$ (1,951,816)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(2) Planned	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
221	PARKING AND TRAFFIC	**FLASHING BEACONS/PAVEMENT LIGHTS**: Purchase and installation of flashing beacons and pavement lights at various locations in the City.	$ -	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 10,000,000	$ 10,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 2,000,000***	***$ 2,000,000***	***$ 2,000,000***	***$ 2,000,000***	***$ 2,000,000***	***$ 10,000,000***	***$ 10,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (2,000,000)***	***$ (2,000,000)***	***$ (2,000,000)***	***$ (2,000,000)***	***$ (2,000,000)***	***$ (10,000,000)***	***$ (10,000,000)***		
288	PARKING AND TRAFFIC	**TRANSIT SIGNAL PRIORITY (TSP) DEVICES**: Purchase and install TSP at 600 intersections in the City. Costs approx. $20,000 each.	$ -	$ 2,700,000	$ 2,700,000	$ 2,700,000	$ 2,700,000	$ 2,700,000	$ 13,500,000	$ 13,500,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 2,700,000***	***$ 2,700,000***	***$ 2,700,000***	***$ 2,700,000***	***$ 2,700,000***	***$ 13,500,000***	***$ 13,500,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (2,700,000)***	***$ (2,700,000)***	***$ (2,700,000)***	***$ (2,700,000)***	***$ (2,700,000)***	***$ (13,500,000)***	***$ (13,500,000)***		
216	PEDESTRIAN	**PEDESTRIAN REFUGE ISLANDS:** Install 80 pedestrian refuge islands @ $20,000 each.	$ -	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 8,000,000	$ 8,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,600,000***	***$ 1,600,000***	***$ 1,600,000***	***$ 1,600,000***	***$ 1,600,000***	***$ 8,000,000***	***$ 8,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,600,000)***	***$ (1,600,000)***	***$ (1,600,000)***	***$ (1,600,000)***	***$ (1,600,000)***	***$ (8,000,000)***	***$ (8,000,000)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
CPKV, CPKW, CPKC	PEDESTRIAN	**PEDESTRIAN SAFETY PROJECTS:** Installation of bulbs and various pedestrian safety projects which are currently ongoing. 1) CPKV19 - Bulbout/Channelization 2) CPKV77 - Implementation of Arterials Bulbouts 3) CPKV78 - Traffic Islands/Pedestrian Signals 4) CPKW04 - Ped Safe Curb Bulbs Construction 5) CPKC14 - Leonard Flyn Safe Route to School	$ 197,319	$ 1,207,948	$ -	$ -	$ -	$ -	$ 1,207,948	$ 1,405,267		
		LESS FUNDED	$ (197,319)	$ (1,207,948)	$ -	$ -	$ -	$ -	$ (1,207,948)	$ (1,405,267)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
CPT 576	PLANNING	**BALBOA PARK STATION AREA**: Conduct a conceptual engineering study of station area development projects identified in the Balboa Park Station Area Plan, prepared by SF Planning department. Include feasibility analysis, cost estimates and phasing plan for the entire body of a station area improvement. Supporting studies include service planning study of bus and rail routes serving the station and operational and functional analysis of maintenance and storage activities related to the future use of Green Upper Yard site.	$ 22,738	$ 21,012	$ -	$ 1,096,250	$ -	$ -	$ 1,117,262	$ 1,140,000		
		LESS FUNDED	$ (22,738)	$ (21,012)	$ -	$ -	$ -	$ -	$ (21,012)	$ (43,750)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 1,096,250***	***$ -***	***$ -***	***$ 1,096,250***	***$ 1,096,250***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ 1,296,250***	***$ -***	***$ -***	***$ 1,296,250***	**$ 1,296,250**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ 200,000***	***$ -***	***$ -***	***$ 200,000***	**$ 200,000**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
226	PLANNING	**BALBOA PARK (COST FROM I-BOND):** Same as CPT #576. These projects will eventually be combined into one project.	$ -	$ 850,000	$ 850,000	$ -	$ -	$ -	$ 1,700,000	$ 1,700,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 850,000***	***$ 850,000***	***$ -***	***$ -***	***$ -***	***$ 1,700,000***	***$ 1,700,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 1,700,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,700,000***	***$ 1,700,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 850,000***	***$ (850,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
298	PLANNING	**GLEN PARK STATION IMPROVEMENTS:** Planning, environmental, design and construction of transportation improvements based on a community plan.	$ -	$ 1,703,041	$ 1,737,527	$ -	$ -	$ -	$ 3,440,568	$ 3,440,568		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,703,041***	***$ 1,737,527***	***$ -***	***$ -***	***$ -***	***$ 3,440,568***	***$ 3,440,568***		
		(1) Programmed	***$ -***	***$ 1,724,250***	***$ 931,095***	***$ -***	***$ -***	***$ -***	***$ 2,655,345***	***$ 2,655,345***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 21,209***	***$ (806,432)***	***$ -***	***$ -***	***$ -***	***$ (785,223)***	***$ (785,223)***		
240	PLANNING	**GLEN PARK (COST FROM I-BOND):** Same as REF #298. These projects will eventually be combined into one project.	$ -	$ 860,000	$ -	$ -	$ -	$ -	$ 860,000	$ 860,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 860,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 860,000***	***$ 860,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 861,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 861,000***	***$ 861,000***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 1,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,000***	***$ 1,000***		
243	SAFETY & SECURITY	**19TH & ROSSMOOR LRV GRADE CROSSING REDESIGN:** Redesign and remove crosswalk and install new equipment per the 2004 DPT/MUNI Study.	$ -	$ 1,000,000	$ -	$ -	$ -	$ -	$ 1,000,000	$ 1,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,000,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,000,000***	***$ 1,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (1,000,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (1,000,000)***	***$ (1,000,000)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
209	PEDESTRIAN	**19TH AVE. AUDIBLE PEDESTRIAN SIGNALS (APS)** - Purchase and installation of equipment at 6 Intersections.	$ -	$ 60,000	$ -	$ -	$ -	$ -	$ 60,000	$ 60,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 60,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 60,000***	***$ 60,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (60,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (60,000)***	**$ (60,000)**		
215	PARKING AND TRAFFIC	**CITY-WIDE CONTRACT FOR APS** : 1) APS - Purchase, design, and install for 34 intersections. 2) APS - Purchase, design, and install for 40 intersections in 2010. 3) APS - Purchase, design, and install for 40 intersections in 2011.	$ -	$ 160,400	$ 820,300	$ 933,600	$ 754,900	$ -	$ 2,669,200	$ 2,669,200		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 160,400***	***$ 820,300***	***$ 933,600***	***$ 754,900***	***$ -***	***$ 2,669,200***	***$ 2,669,200***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (160,400)***	***$ (820,300)***	***$ (933,600)***	***$ (754,900)***	***$ -***	***$ (2,669,200)***	**$ (2,669,200)**		
CPT 524	LIGHT RAIL	**BAYVIEW CONNECTIONS STATION AREA**: Improve vital pedestrian connections between transit and neighborhood retail, educational and cultural facilities in the center of Bayview Hunters Point. Partially funded by a Transportation for Livable Communities (TLC) grant in the amount of $1.8 million to complete design and first phase of construction.	$ 2,303,187	$ -	$ 1,931,185	$ -	$ -	$ -	$ 1,931,185	$ 4,234,372		
		LESS FUNDED	$ (2,303,187)	$ -	$ (1,767,560)	$ -	$ -	$ -	$ (1,767,560)	$ (4,070,747)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 163,625***	***$ -***	***$ -***	***$ -***	***$ 163,625***	***$ 163,625***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ 426,000***	***$ -***	***$ -***	***$ -***	***$ 426,000***	**$ 426,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 262,375***	***$ -***	***$ -***	***$ -***	***$ 262,375***	**$ 262,375**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
CPT 584	PLANNING	**BAYVIEW OAKDALE RIDERSHIP STUDY:** To project the ridership increases that could be anticipated on three Muni lines that serve the proposed Oakdale Avenue Caltrain Station	$ 3,366	$ 2,921	$ -	$ -	$ -	$ -	$ 2,921	$ 6,287		
		LESS FUNDED	$ (3,366)	$ (2,921)	$ -	$ -	$ -	$ -	$ (2,921)	$ (6,287)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
301	PLANNING	**SHORT RANGE TRANSIT PLAN (SRTP)**: Preparation of the biennial updates to the SRTP (MTA's primary planning document) and the Capital Improvement Plan (CIP). The CIP identifies and provides details of the MTA's future capital investments.	$ -	$ 120,107	$ 120,108	$ 120,107	$ 120,107	$ 120,107	$ 600,536	$ 600,536		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 120,107***	***$ 120,108***	***$ 120,107***	***$ 120,107***	***$ 120,107***	***$ 600,536***	***$ 600,536***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ 46,538***	***$ 46,538***	***$ 46,538***	***$ 46,538***	***$ 46,538***	***$ 232,690***	***$ 232,690***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (73,569)***	***$ (73,570)***	***$ (73,569)***	***$ (73,569)***	***$ (73,569)***	***$ (367,846)***	***$ (367,846)***		
CPT 455/ 550/553	SAFETY & SECURITY	**SECURITY PROGRAM:** Determine the specific scope, schedule and budget for security improvements, including security cameras and security fencing at various facilities and wayside locations.	$ 461,907	$ 17,932	$ 2,301,109	$ 2,301,109	$ 2,301,109	$ 2,301,109	$ 9,222,368	$ 9,684,275		
		LESS FUNDED	$ (461,907)	$ (17,932)	$ -	$ -	$ -	$ -	$ (17,932)	$ (479,839)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 2,301,109***	***$ 2,301,109***	***$ 2,301,109***	***$ 2,301,109***	***$ 9,204,436***	***$ 9,204,436***		
		(1) Programmed	***$ -***	***$ -***	***$ 2,411,395***	***$ 2,674,510***	***$ 668,628***	***$ -***	***$ 5,754,533***	***$ 5,754,533***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 110,286***	***$ 373,401***	***$ (1,632,481)***	***$ (2,301,109)***	***$ (3,449,903)***	***$ (3,449,903)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
291	PEDESTRIAN	**SOUTH EAST MISSION PLAN**: Implementation of traffic calming plan for South East Mission District.	$ -	$ -	$ 3,200,000	$ -	$ -	$ -	$ 3,200,000	$ 3,200,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 3,200,000***	***$ -***	***$ -***	***$ -***	***$ 3,200,000***	***$ 3,200,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (3,200,000)***	***$ -***	***$ -***	***$ -***	***$ (3,200,000)***	***$ (3,200,000)***		
292	PEDESTRIAN	**TENDERLOIN PEDESTRIAN SAFETY PLAN:** Implementation of pedestrian safety plan for Tenderloin Neighborhood.	$ -	$ -	$ -	$ 3,300,000	$ -	$ -	$ 3,300,000	$ 3,300,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 3,300,000***	***$ -***	***$ -***	***$ 3,300,000***	***$ 3,300,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (3,300,000)***	***$ -***	***$ -***	***$ (3,300,000)***	***$ (3,300,000)***		
293	PEDESTRIAN	**GOLDEN GATE PARK PEDESTRIAN SAFETY PLAN:** Implementation of pedestrian safety plan for Golden Gate Park.	$ -	$ -	$ 1,700,000	$ -	$ -	$ -	$ 1,700,000	$ 1,700,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 1,700,000***	***$ -***	***$ -***	***$ -***	***$ 1,700,000***	***$ 1,700,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ (1,700,000)***	***$ -***	***$ -***	***$ -***	***$ (1,700,000)***	***$ (1,700,000)***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Enhancement Cont'd*												
297	SYSTEM	**SBE PROGRAM DATA MGMT SYSTEM:** To purchase and install software and hardware and related computers to support the Contract Compliance (SBE, DBE, LBE) data management system for the MTA.	$ -	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ -	$ 400,000	$ 400,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 100,000***	***$ 100,000***	***$ 100,000***	***$ 100,000***	***$ -***	***$ 400,000***	***$ 400,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (100,000)***	***$ (100,000)***	***$ (100,000)***	***$ (100,000)***	***$ -***	***$ (400,000)***	**$ (400,000)**		
309	PLANNING	**EMBARCADERO & CIVIC CENTER CROSS PLATFORM:** Project will create direct, open connections between BART and Muni Metro at Civic Center and Embarcadero Stations. Project includes faregates, structural modifications, security/surveillance systems, and new electrical infrastructure. Project will improve transfer convenience and immediacy, patron orientation and satisfaction. Project will also increase exit/egress capacity at two heavily used BART Stations.		$ 800,000	$ 1,000,000	$ -	$ -	$ -	$ 1,800,000	$ 1,800,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 800,000***	***$ 1,000,000***	***$ -***	***$ -***	***$ -***	***$ 1,800,000***	***$ 1,800,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 800,000***	***$ 1,000,000***	***$ -***	***$ -***	***$ -***	***$ 1,800,000***	**$ (1,800,000)**		
		SUBTOTAL INFRASTRUCTURE ENHANCEMENT	***$ 52,914,451***	***$ 77,753,091***	***$ 106,789,635***	***$ 71,293,102***	***$ 56,948,023***	***$ 52,997,591***	***$ 365,781,442***	***$ 418,695,893***		
		LESS FUNDED	***$ (52,914,451)***	***$ (16,687,069)***	***$ (5,024,428)***	***$ -***	***$ -***	***$ -***	***$ (21,711,497)***	**$ (74,625,948)**		
		BALANCE UNFUNDED	***$ -***	***$ 61,066,022***	***$ 101,765,207***	***$ 71,293,102***	***$ 56,948,023***	***$ 52,997,591***	***$ 344,069,945***	***$ 344,069,945***		
		(1) Programmed	***$ -***	***$ 2,326,170***	***$ 3,994,570***	***$ 4,647,920***	***$ 668,628***	***$ -***	***$ 11,637,288***	**$ 11,637,288**		
		(2) Planned	***$ -***	***$ 2,809,538***	***$ 5,242,538***	***$ 2,426,134***	***$ 46,538***	***$ 46,538***	***$ 10,571,286***	**$ 10,571,286**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (55,930,314)***	***$ (92,528,099)***	***$ (64,219,048)***	***$ (56,232,857)***	***$ (52,951,053)***	***$ (321,861,371)***	**$ (321,861,371)**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Expansion*												
242	HISTORICS	**HISTORIC LRV EXT.-GOLDEN GATE PARK:** Extension of track from the vicinity of existing tracks at Irving Street and 9th Avenue northward into Golden Gate Park to a terminal in the vicinity of the Golden Gate Park Concourse. Specifically, this project would allow for the F-Line Historic street car service along Market Street, on Duboce Avenue, N-Line tracks through the Sunset Tunnel to Irving Street, and proposed tracks to the museums and music concourse area in Golden Gate Park.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
241	HISTORICS	**HISTORIC LRV EXT.-FT. MASON**: Extension of the proposed E-Line from Fisherman's Wharf through National Park Service lands into Aquatic Park and Fort Mason, using the historic railway tunnel between the foot of Van Ness Avenue and Fort Mason Center. This project is supported by a unique partnership of non-profit agencies, the National Park Service, and the MTA.	$ -	$ -	$ -	$ -	$ -	$ 5,000,000	$ 5,000,000	$ 5,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 5,000,000***	***$ 5,000,000***	***$ 5,000,000***		
		(1) Programmed	***$ -***	***$ 500,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 500,000***	**$ 500,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 500,000***	***$ -***	***$ -***	***$ -***	***$ (5,000,000)***	***$ (4,500,000)***	**$ (4,500,000)**		
244	LIGHT RAIL	**LRT-CHINATOWN/NORTH BEACH EXT:** Extension of the Central Subway further north from the planned terminal at Stockton/Clay into Chinatown, through North Beach and into Fisherman's Wharf.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Expansion Cont'd*												
245	LIGHT RAIL	**LIGHT RAIL TRANSIT (LRT) LINE-GEARY**: Construct a surface/subway LRT line to replace the 38-Geary lines. Geary is in the Four Corridors Plan and is the next priority for major investment after the Central Subway.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ 55,000,000***	***$ -***	***$ 55,000,000***	**$ 55,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ 55,000,000***	***$ -***	***$ 55,000,000***	**$ 55,000,000**		
246	LIGHT RAIL	**LIGHT RAIL TRANSIT (LRT) LINE-GENEVA/OCEAN:** Extension of service in this corridor using an exclusive ROW. The K-Line would continue to operate on Ocean and an extension of the Third Street LRT would operate on Geneva with a terminal at Balboa Park BART or Phelan Loop.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
247	LIGHT RAIL	**LIGHT RAIL TRANSIT (LRT) LINE-VAN NESS CORRIDOR**: Possible extension of surface LRT in semi-exclusive ROW on Van Ness, one of the four Corridors.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Expansion Cont'd*												
CPT 551	BUS	**BUS RAPID TRANSIT (BRT) - GEARY**: Design and implement a rail-ready BRT project on Geary Blvd. Project includes planning, environmental, engineering, and construction. Project elements may include a dedicated lanes, better shelters, and information systems. Includes the TPS treatments on Geary east of Van Ness.	$ 423,774	$ 39,416	$ 1,000,000	$ 53,143,399	$ 53,143,399	$ 52,143,999	$ 159,470,213	$ 159,893,987		
		LESS FUNDED	$ (423,774)	$ (39,416)	$ -	$ -	$ -	$ -	$ (39,416)	$ (463,190)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 1,000,000***	***$ 53,143,399***	***$ 53,143,399***	***$ 52,143,999***	***$ 159,430,797***	***$ 159,430,797***		
		(1) Programmed	***$ -***	***$ -***	***$ 1,250,000***	***$ 1,750,000***	***$ 17,500,000***	***$ 17,500,000***	***$ 38,000,000***	**$ 38,000,000**		
		(2) Planned	***$ -***	***$ -***	***$ 1,500,000***	***$ 1,500,000***	***$ 1,500,000***	***$ 12,800,000***	***$ 17,300,000***	**$ 17,300,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 1,750,000***	***$ (49,893,399)***	***$ (34,143,399)***	***$ (21,843,999)***	***$ (104,130,797)***	**$ (104,130,797)**		
CPT 552	BUS	**BUS RAPID TRANSIT (BRT) - VAN NESS**: Design and implement a BRT project on Van Ness Avenue from Mission to North Point. Project includes planning, environmental, engineering, and construction. Project elements would be limited to the roadway and will require coordination with DPW landscaping and resurfacing projects.	$ 95,352	$ 2,204,648	$ 21,700,000	$ 21,700,000	$ 21,700,000	$ -	$ 67,304,648	$ 67,400,000		
		LESS FUNDED	$ (95,352)	$ -	$ -	$ -	$ -	$ -	$ -	$ (95,352)		
		BALANCE UNFUNDED	***$ -***	***$ 2,204,648***	***$ 21,700,000***	***$ 21,700,000***	***$ 21,700,000***	***$ -***	***$ 67,304,648***	***$ 67,304,648***		
		(1) Programmed	***$ -***	***$ 1,750,000***	***$ 19,000,000***	***$ -***	***$ -***	***$ -***	***$ 20,750,000***	**$ 20,750,000**		
		(2) Planned	***$ -***	***$ -***	***$ 15,000,000***	***$ -***	***$ -***	***$ -***	***$ 15,000,000***	**$ 15,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (454,648)***	***$ 12,300,000***	***$ (21,700,000)***	***$ (21,700,000)***	***$ -***	***$ (31,554,648)***	**$ (31,554,648)**		
230	BUS	**BUS RAPID TRANSIT PROGRAM (BRT)**: Design and implement BRT in San Francisco to improve service reliability, reduce travel time, and improve passenger comfort. BRT is a rubber-tired vehicle operations configured to increase speeds and capacity through the use of exclusive travel lanes, limited stops, signal priority, low-floor transit vehicles, prepaid fare systems, and passenger information. Corridors identified are Potrero Avenue, 19th Avenue, 16th Street, Folsom Street, and the Evans/Innes corridor to Hunters Point.	$ -	$ -	$ -	$ -	$ 7,258,890	$ 3,552,586	$ 10,811,477	$ 10,811,477		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ 7,258,890***	***$ 3,552,586***	***$ 10,811,477***	***$ 10,811,477***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,850,000***	***$ -***	***$ 1,850,000***	**$ 1,850,000**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	*$ -*	*$ -*	*$ -*	*$ (5,408,890)*	*$ (3,552,586)*	*$ (8,961,477)*	$ (8,961,477)		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Expansion Cont'd*												
231	CABLE CAR	**CABLE CAR EXT. - FISHERMAN'S WHARF**: Extension of the Powell/Mason cable car line to a new off-street terminal inside the Fisherman's Wharf area to improve service for Fisherman's Wharf bound passengers, enhance passenger safety, and improve traffic circulation.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
251	LIGHT RAIL	**M-LINE NEW STUB TERMINAL- BALBOA PARK BART**: Construct a surface two-track stub terminal at Balboa Park in or adjacent to the current BART "kiss-ride" roadway. This projects provides direct access to the stairway south of Geneva Avenue leading to the BART mezzanine. Improves safety and travel time for passengers.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***		
264	TROLLEY	**ROUTE ELECTRIFICATION PROGRAM**: Phased program of trolley coach extensions and motor coach conversions to trolley coach operation. Includes the provisions for a new trolley coach facility if the size of the trolley coach fleet expands beyond its current number of vehicles.	$ -	$ -	$ -	$ -	$ -	$ 149,292,172	$ 149,292,172	$ 149,292,172		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 149,292,172***	***$ 149,292,172***	***$ 149,292,172***		
		(1) Programmed	***$ -***	***$ -***	***$ 1,000,000***	***$ 3,500,000***	***$ -***	***$ -***	***$ 4,500,000***	**$ 4,500,000**		
		(2) Planned	***$ -***	***$ 2,600,000***	***$ 2,600,000***	***$ 2,600,000***	***$ -***	***$ -***	***$ 7,800,000***	**$ 7,800,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 2,600,000***	***$ 3,600,000***	***$ 6,100,000***	***$ -***	***$ (149,292,172)***	***$ (136,992,172)***	**$ (136,992,172)**		

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Expansion Cont'd*												
CPT 305/433/522	LIGHT RAIL	**THIRD STREET PHASE 1 - IOS/MME:** Construction of the Initial Operating Segment (IOS) which includes trackway and related facilities. Construction of the Metro East (MME) light rail Maintenance Facility. Purchase of 10 LRVs for expanded Mission Bay service. This line will extend from the end of the MMX at Fourth & King Street, across the Fourth Street bridge, along Third Street to terminus in the vicinity of the Bayshore Caltrain Station.	$ 479,780,018	$ 17,474,926	$ 56,065,935	$ 46,723,105	$ -	$ -	$ 120,263,966	$ 600,043,984		
		LESS FUNDED	$ (479,780,018)	$ (17,474,926)	$ -	$ -	$ -	$ -	$ (17,474,926)	$ (497,254,944)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 56,065,935***	***$ 46,723,105***	***$ -***	***$ -***	***$ 102,789,040***	***$ 102,789,040***		
		(1) Programmed	***$ -***	***$ -***	***$ 23,224,577***	***$ 4,519,731***	***$ -***	***$ -***	***$ 27,744,308***	**$ 27,744,308**		
		(2) Planned	***$ -***	***$ 7,000,000***	***$ 22,645,107***	***$ 38,000,000***	***$ -***	***$ -***	***$ 67,645,107***	**$ 67,645,107**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 7,000,000***	***$ (10,196,251)***	***$ (4,203,374)***	***$ -***	***$ -***	***$ (7,399,625)***	**$ (7,399,625)**		
CPT 580	LIGHT RAIL	**THIRD STREET PHASE 1 - MB LOOP:** Construction of a Third Street short line terminal loop in Mission Bay, near Third and 18th Street. The loop will allow for short line operation to serve anticipated heavy demand in the Mission Bay area.	$ 6,662	$ 231,338	$ 3,662,000	$ -	$ -	$ -	$ 3,893,338	$ 3,900,000		
		LESS FUNDED	$ (6,662)	$ (231,338)	$ -	$ -	$ -	$ -	$ (231,338)	$ (238,000)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 3,662,000***	***$ -***	***$ -***	***$ -***	***$ 3,662,000***	***$ 3,662,000***		
		(1) Programmed	***$ -***	***$ 1,815,605***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 1,815,605***	**$ 1,815,605**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ 3,000,000***	***$ -***	***$ -***	***$ 3,000,000***	**$ 3,000,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 1,815,605***	***$ (3,662,000)***	***$ 3,000,000***	***$ -***	***$ -***	***$ 1,153,605***	**$ 1,153,605**		
280	LIGHT RAIL	**THIRD STREET PHASE 1 - TVMS**: Procurement and installation of ticket vending machines to allow faster boarding at high volume stops by providing the option of paying before boarding on the Third Street IOS. This project will be combined with the procurement of TVM projects in the Metro System including 19th Avenue platforms on the M-Line.	$ -	$ 1,529,795	$ 1,529,795	$ -	$ -	$ -	$ 3,059,590	$ 3,059,590		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 1,529,795***	***$ 1,529,795***	***$ -***	***$ -***	***$ -***	***$ 3,059,590***	***$ 3,059,590***		
		(1) Programmed	***$ -***	***$ 3,059,590***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 3,059,590***	**$ 3,059,590**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ 1,529,795***	***$ (1,529,795)***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
INFRASTRUCTURE - *Expansion Cont'd*												
CPT 544	LIGHT RAIL	**THIRD STREET PHASE 2 - CENTRAL SUBWAY:** Extension and construction of the Third Street Corridor project which includes the new Central Subway to Chinatown. Extension of the Third Street Light Street Line into a new subway generally a north-south alignment under Third Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes the procurement of four LRVs.	$ 18,792,402	$ 22,183,801	$ 66,413,266	$ 272,359,483	$ 296,268,124	$ 184,246,493	$ 841,471,167	$ 860,263,569		
		LESS FUNDED	$ (18,792,402)	$ (22,183,801)	$ -	$ -	$ -	$ -	$ (22,183,801)	$ (40,976,203)		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ 66,413,266***	***$ 272,359,483***	***$ 296,268,124***	***$ 184,246,493***	***$ 819,287,366***	***$ 819,287,366***		
		(1) Programmed	***$ -***	***$ -***	***$ 37,982,000***	***$ 29,851,000***	***$ 30,747,000***	***$ 24,559,000***	***$ 123,139,000***	**$ 123,139,000**		
		(2) Planned	***$ -***	***$ -***	***$ 230,000,000***	***$ 162,200,000***	***$ 160,000,000***	***$ 130,000,000***	***$ 682,200,000***	**$ 682,200,000**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ 201,568,734***	***$ (80,308,483)***	***$ (105,521,124)***	***$ (29,687,493)***	***$ (13,948,366)***	**$ (13,948,366)**		
213	PARKING AND TRAFFIC	**PARKING METERS:** Purchase and installation of 200 new multi-space parking meters. Costs approx. $25,000 each.	$ -	$ -	$ -	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 15,000,000	$ 15,000,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ -***	***$ -***	***$ 5,000,000***	***$ 5,000,000***	***$ 5,000,000***	***$ 15,000,000***	***$ 15,000,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ -***	***$ -***	***$ (5,000,000)***	***$ (5,000,000)***	***$ (5,000,000)***	***$ (15,000,000)***	**$ (15,000,000)**		
268	SYSTEMS/ PARKING & TRAFFIC	**SIGN INVENTORY/TRACKING SYSTEM**: Purchase of new computer application and system to include hardware and software for tracking and inventorying traffic signs.	$ -	$ 600,000	$ -	$ -	$ -	$ -	$ 600,000	$ 600,000		
		LESS FUNDED	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
		BALANCE UNFUNDED	***$ -***	***$ 600,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ 600,000***	***$ 600,000***		
		(1) Programmed	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(2) Planned	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ -**		
		(3) Unidentified/ SURPLUS (DEFICIT)	***$ -***	***$ (600,000)***	***$ -***	***$ -***	***$ -***	***$ -***	***$ (600,000)***	**$ (600,000)**		

City County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE
		SUBTOTAL INFRASTRUCTURE EXPANSION	*$ 499,098,208*	*$ 44,263,924*	*$ 150,370,996*	*$ 398,925,987*	*$ 383,370,413*	*$ 399,235,250*	*$ 1,376,166,570*	*$ 1,875,264,778*		
		LESS FUNDED	*$ (499,098,208)*	*$ (39,929,481)*	*$ -*	*$ -*	*$ -*	*$ -*	*$ (39,929,481)*	*$ (539,027,689)*		
		BALANCE UNFUNDED	*$ -*	*$ 4,334,443*	*$ 150,370,996*	*$ 398,925,987*	*$ 383,370,413*	*$ 399,235,250*	*$ 1,336,237,089*	*$ 1,336,237,089*		
		(1) Programmed	*$ -*	*$ 7,125,195*	*$ 82,456,577*	*$ 39,620,731*	*$ 50,097,000*	*$ 42,059,000*	*$ 221,358,503*	$ 221,358,503		
		(2) Planned	*$ -*	*$ 9,600,000*	*$ 271,745,107*	*$ 207,300,000*	*$ 216,500,000*	*$ 142,800,000*	*$ 847,945,107*	$ 847,945,107		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	*$ 12,390,752*	*$ 203,830,688*	*$ (152,005,256)*	*$ (116,773,413)*	*$ (214,376,250)*	*$ (266,933,479)*	$ (266,933,479)		
		TOTAL INFRASTRUCTURE	$ 744,334,779	$ 257,761,379	$ 414,672,674	$ 605,080,114	$ 567,431,150	$ 552,507,742	$ 2,397,453,059	$ 3,141,787,838		
		LESS FUNDED	$ (744,334,779)	$ (142,650,927)	$ (5,024,428)	$ -	$ -	$ -	$ (147,675,355)	$ (892,010,134)		
		BALANCE UNFUNDED	*$ -*	*$ 115,110,452*	*$ 409,648,246*	*$ 605,080,114*	*$ 567,431,150*	*$ 552,507,742*	*$ 2,249,777,704*	*$ 2,249,777,704*		
		(1) Programmed	$ -	$ 67,027,263	$ 149,329,893	$ 69,710,349	$ 73,707,326	$ 65,000,698	$ 424,775,529	$ 424,775,529		
		(2) Planned	$ -	$ 14,247,027	$ 292,829,402	$ 247,094,416	$ 244,546,538	$ 166,846,538	$ 965,563,921	$ 965,563,921		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	*$ (33,836,162)*	*$ 32,511,049*	*$ (288,275,349)*	*$ (249,177,286)*	*$ (320,660,506)*	*$ (859,438,254)*	$ (859,438,254)		
		GRAND TOTAL	$ 1,831,119,251	$ 530,709,289	$ 767,002,167	$ 951,149,344	$ 856,073,716	$ 828,644,135	$ 3,933,578,651	$ 5,764,697,902		
		LESS FUNDED	$ (1,831,119,251)	$ (256,529,994)	$ (8,293,264)	$ -	$ -	$ -	$ (264,823,258)	$ (2,095,942,509)		
		BALANCE UNFUNDED	*$ -*	*$ 274,179,295*	*$ 758,708,903*	*$ 951,149,344*	*$ 856,073,716*	*$ 828,644,135*	*$ 3,668,755,393*	*$ 3,668,755,393*		
		(1) Programmed	$ -	$ 83,822,879	$ 209,118,789	$ 86,885,467	$ 88,921,456	$ 75,319,064	$ 544,067,655	$ 544,067,655		
		(2) Planned	$ -	$ 83,055,280	$ 381,678,320	$ 348,731,933	$ 332,257,069	$ 230,172,825	$ 1,375,895,427	$ 1,375,895,427		
		(3) Unidentified/ SURPLUS (DEFICIT)	$ -	*$ (107,301,136)*	*$ (167,911,794)*	*$ (515,531,944)*	*$ (434,895,191)*	*$ (523,152,246)*	*$ (1,748,792,311)*	$ (1,748,792,311)		

City and County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA

Main Criteria Identifier	MAIN CRITERIA DESCRIPTION	Sub Criteria Identifier	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
1	**MISSION CRITICAL:** This main criteria category include projects that directly impact the transit system's ability to meet the goals and objectives of the MTA Strategic Plan and Proposition E Service Standards. The Proposition E Service Standards consist of system reliability, system performance, staffing performance, customer and employee safety and satisfaction.	**A**	**SYSTEM RELIABILITY**: This sub criteria includes projects that ensure efficient and effective service delivery by improving overall system reliability, improving system performance, and promoting service integration. *EXAMPLES: Installation of Advanced Train Control System or Traffic Priority Signaling System*	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.
		B	**REGULATORY COMPLIANCE/LEGALLY MANDATED:** This sub criteria includes projects that address *specific and clearly identifiable* regulatory compliance issues that are legally mandated to meet requirements establish Federal, State, and Local laws, regulations, and ordinances such as the Americans with Disabilities Act (ADA), State Clean Air regulations (Air Quality), Environmental Quality Act, Proposition I, and City building codes. *EXAMPLE: Deficiencies that have been reported in a safety audit or review by a regulatory agency.*	**HIGH** - The project has a significant to great impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses an imminent noncompliant issue with the corrective lead time of 6 months to 1 year. **MED** - The project has a moderate to medium impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses a noncompliant issue with the corrective lead time of 1 to 3 years. **LOW** - The project has a least to little impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses a noncompliant issue with the corrective lead time of 3 to 5 or more years.
		C	**WORK PRODUCTIVITY:** This sub criteria include projects that improve and/or increase employee productivity by reducing workload and work hours; increasing the skills and abilities of the employee while performing duties; allows an employee to perform a task more expeditiously. *EXAMPLE: Installation of Driver Training Simulator*	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.

(1 = Lowest and 5 = Highest)

CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA

Main Criteria Identifier	MAIN CRITERIA DESCRIPTION	Sub Criteria Identifier	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
	MISSION CRITICAL Cont'd:	**D**	**CUSTOMER/PASSENGER SATISFACTION:** This sub criteria includes projects that improve and/or increase passenger ability to receive transit information, improves passenger mobility, improves transfer between modes, and improves passenger comfort and satisfaction. *EXAMPLE: Installation of a communications system (Next Bus)*	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.
		E	**FINANCIAL IMPACTS:** This sub criteria includes projects that support cost effective and efficiency measures and/or generates revenues. These projects reduce administrative costs, operations and maintenance costs, and other operating budget costs within the transit system.	**HIGH** - The project has a significant to great financial impact. **MED** - The project has a moderate to medium financial impact. **LOW** - The project has least to little financial impact.
		F	**HEALTH & SAFETY**: This sub criteria includes projects that mitigate or eliminate identified health and safety risks within the system. Addresses specific, identified safety hazards within facilities and in the operation of vehicles and equipment; reduces accident fatalities, unsafe working environments, and reduces passenger related safety issues.	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.
		G	**SECURITY**: This sub criteria includes projects that mitigate or eliminate identified security issues within the system. Addresses specific identified security deficiencies in the detection of, or response to, threats to persons from planned acts of violence, life threatening emergencies or natural disasters. Includes projects to secure and protect transit assets.	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.

(1 = Lowest and 5 = Highest)

City and County of San Francisco

MUNICIPAL TRANSPORTATION AGENCY

CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA

Main Criteria Identifier	MAIN CRITERIA DESCRIPTION	Sub Criteria Identifier	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
2	**PRESERVATION:** This main criteria include projects that focus on the replacement, rehabilitation, modification, and preventive maintenance of *existing* capital assets (such as facilities, fleet, equipment, systems, railway/track, guide way, traffic lighting & signals, overhead lines, and transit stations) to preserve an asset in a "State of Good Repair." NOTE: A deteriorated asset is one that is beyond its useful life cycle or normal replacement cycle.	**A**	**REPLACEMENT**: This sub criteria includes projects that mainly replaces, exchanges and/or substitutes an *existing* asset which is beyond its useful life cycle or normal replacement cycle with a different asset. Includes minor improvements as a result of the major replacement.	**HIGH** - The asset is significantly to greatly beyond it's useful life cycle or normal replacement cycle and may cause imminent health, safety, or security risks. **MED** - The asset is moderately beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks. **LOW** - The asset is slightly beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.
		B	**REHABILITATION**: This sub criteria includes projects that mainly rehabilitates, renovates, treatments, and/or remedies to an *existing* assets to continue the use of the asset . Include major improvements to an asset that may extend the useful life cycle of the asset.	**HIGH** - The asset is significantly to greatly beyond it's useful life cycle and may cause imminent health, safety, or security risks. **MED** - The asset is moderately beyond it's useful life cycle and may cause some health, safety, or security risks. **LOW** - The asset is slightly beyond it's useful life cycle and may cause some health, safety, or security risks..
		C	**MAINTENANCE**: This sub criteria includes projects that focus on fleet preventative maintenance (non-routine), facilities maintenance (routine), traffic signal and lighting maintenance on an existing asset during its useful life cycle. EXAMPLE: *LRV Mid-life Overhaul of major components or systems.*	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.

(1 = Lowest and 5 = Highest)

CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA

Main Criteria Identifier	MAIN CRITERIA DESCRIPTION	Sub Criteria Identifier	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
3	**TRANSPORTATION INITIATIVES:** This main criteria category include projects that address funding and political priorities established and/or highly recommended by federal, state, regional, and local governing bodies which may impact the mission and priorities of the MTA.	**A**	**FEDERAL INITIATIVES**: This sub criteria includes projects supported by a Federal agency or governing body which impact the MTA's priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. *EXAMPLE: Projects funded by the FTA*	**HIGH** - The Initiative has a significant to great impact on the Agency. **MED** - The Initiative has a moderate to medium impact on the Agency. **LOW** - The Initiative least to little impact on the Agency.
		B	**STATE INITIATIVES**: This sub criteria includes projects supported by a State agency or governing body which impact the MTA's priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. *EXAMPLE: Projects funded by State I-BOND*	**HIGH** - The Initiative has a significant to great impact on the Agency. **MED** - The Initiative has a moderate to medium impact on the Agency. **LOW** - The Initiative least to little impact on the Agency.
		C	**REGIONAL INITIATIVES**: This sub criteria includes projects supported by a Regional agency or governing body which impact the MTA's priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. *EXAMPLE: Projects funded by MTC or joint projects with BART, AC Transit, CAL TRAIN.*	**HIGH** - The Initiative has a significant to great impact on the Agency. **MED** - The Initiative has a moderate to medium impact on the Agency. **LOW** - The Initiative least to little impact on the Agency.

(1 = Lowest and 5 = Highest)

CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA

Main Criteria Identifier	MAIN CRITERIA DESCRIPTION	Sub Criteria Identifier	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
		D	**LOCAL INITIATIVES**: This sub criteria includes projects supported by a Local agency or governing body which impact the MTA's priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. *EXAMPLE: Projects funded by SFCTA or political support from the Mayor's Office, Board of Supervisors, or MTAB.*	**HIGH** - The Initiative has a significant to great impact on the Agency. **MED** - The Initiative has a moderate to medium impact on the Agency. **LOW** - The Initiative least to little impact on the Agency.
4	**MISSION DEVELOPMENT:** This main criteria category include projects that enhance and/or expand the existing transit system; projects that develop and or create new or additional transit services or systems; and projects that acquire new assets to support the transit system.	**A**	**ENHANCEMENT**: This sub criteria includes projects that enhances and enriches the quality of the existing transit system thereby improving system reliability and service delivery. Includes projects that upgrade systems and/or enhances and enriches the features or components of an existing asset. *EXAMPLE: Eelectric motors being installed on existing manual pull doors.*	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.
		B	**EXPANSION**: This sub criteria includes projects that expand, augment, and increase capacity of the existing transit system thereby improving system reliability and service delivery. Include projects to increase existing service and systems, changes to transit modes in an existing corridor, planning studies to expand existing transit services and systems, *EXAMPLE: Adding an additional bus service along with the existing LRV service to address overcrowding on a corridor.*	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.

(1 = Lowest and 5 = Highest)

CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA

Main Criteria Identifier	MAIN CRITERIA DESCRIPTION	Sub Criteria Identifier	SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
		C	**NEW SERVICE/NEW ASSET**: This sub criteria includes projects that add new service to the transit system which is not currently being provided in the existing transit system. These project will increase Prop E service levels beyond current levels to improve system reliability and service delivery Includes the purchase of new assets. *EXAMPLE: The new service of Third Street to the transit system.*	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.
		D	**TRANSIT- ORIENTED DEVELOPMENT:** This sub criteria includes projects that support transit oriented development.	**HIGH** - The project has a significant to great impact on improving/increasing the criteria. **MED** - The project has a moderate to medium impact on improving/increasing the criteria. **LOW** - The project has least to little impact on improving/increasing the criteria.

(1 = Lowest and 5 = Highest)