

FIGURE 11-7 - CAPITAL INVESTMENT PROGRAM
(Capital Funding Projections and Fund Descriptions)

All Amounts in Escalated \$000's

Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 06-07	FY 07-08								
				FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14		
FEDERAL FUNDS												
1	SECTION 5303 - FTA - METROPOLITAN PLANNING PROGRAM: FTA distributes these funds based upon urbanized area population and an FTA administrative formula. These funds are used to address the planning needs in urbanized areas. Currently, 22 Bay Area transit operators request FTA Section 5303 funds for assistance in preparing their Short Range Transit Plans (SRTP). <i>This funding was previously Section 8 - FTA Planning.</i>	Federal Share 80% Local Match 20%	\$314	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	
2	SECTION 5307 - FTA URBANIZED AREA FORMULA: FTA distributes these funds based upon urbanized area population, allocated by MTC within the Bay Area. For areas with populations of \$200,000 or more, the formula is based on a combination of bus revenue vehicles miles, bus passenger miles, fixed guideway revenue miles, and fixed guideway route miles as well as population and population density. The Bay Area consists of 12 urbanized areas, 5 large, including Muni's service area, and 7 small. Eligible costs include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In accordance with specific guidelines, these funds can be used to fund preventive maintenance, American with Disabilities Act (ADA), and Clean Air Act related costs. <i>This funding was previously Section 9 - FTA Formula Replacement.</i>	Federal Share 80% Local Match 20%	\$583,226	\$25,748	\$3,383	\$27,000	\$34,517	\$40,254	\$25,000	\$59,430		
3	SECTION 5307 - FTA URBANIZED AREA FORMULA - ADA SETASIDE: In general, large urbanized area formula funds are used for transit capital replacement purposes only (not expansion) including rolling stock and facility projects. However, 10% of these funds are set aside for projects related to the American with Disabilities Act (ADA).	Federal Share 90% Local Match 10%	\$2,421	-	-	-	-	-	-	-		
4	SECTION 5309 - FTA - FIXED GUIDEWAY (FG): FTA provides these funds based upon a statutory formula to urbanized areas with rail systems that have been in operation for at least seven years, with MTC allocating within the Bay Area. Currently, there are 7 transit operators in the Bay Area that request Section 5309 FG funds. A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. Eligible costs include capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance. <i>This funding was previously Section 3 - FTA - Fixed Guideway/Rail Mod.</i>	Federal Share 80% Local Match 20%	\$391,129	\$49,680	\$53,152	\$50,669	\$52,776	\$53,947	\$35,020	\$46,992		
5	SECTION 5309 - FTA - BUS/ ALTERNATIVE FUEL (BS): These are discretionary funds at the Congressional level for demonstration projects of alternative fuel buses. Congress fully earmarks all available funding and funds remain available for obligation for three fiscal years (i.e., the fiscal year in which the funding amount is made available or appropriated plus two additional years.) <i>This funding was previously Section 3 - FTA - Bus/ Alternative Fuel.</i>	Federal Share 80% Local Share 20%	\$51,676	\$3,957	\$2,963	\$7,000	\$7,000	\$8,000	\$8,000	\$8,000		
6	SECTION 5309 - FTA - NEW STARTS (NS) & EXPANSION: The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process. Major new fixed guideway projects, or extension to existing systems financed with New Starts funds, typically receive these funds through a full funding grant agreement that defines the scope of the project and specifies the total multi-year Federal commitment to the project. Funding allocation are made by Congress after reviewing FTA recommendations made in "Annual Report on New Starts."	Federal Share 80% Local Share 20%	\$60,253	\$8,250	\$10,250	\$10,000	\$92,500	\$120,000	\$120,000	\$120,000		

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All Amounts in Escalated \$000's

<i>FY 14-15</i>	<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	Total Allocations Thru FY 27 (Incl Prior Years)
\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$1,003	\$1,317
\$108,968	\$85,790	\$63,402	\$101,192	\$51,951	\$32,837	\$78,553	\$69,152	\$45,000	\$48,341	\$52,500	\$56,720	\$28,396	\$1,038,134	\$1,621,360
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$2,421
\$42,378	\$47,518	\$42,860	\$54,975	\$51,547	\$59,460	\$57,327	\$43,229	\$44,443	\$10,000	\$72,343	\$75,236	\$50,915	\$994,467	\$1,385,596
\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$156,920	\$208,596
\$120,000	\$94,830	\$21,610	-	-	-	-	-	-	-	-	-	-	\$717,440	\$777,693

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				FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
7	SURFACE TRANSPORTATION PROGRAM (STP) TRANSIT CAPITAL SHORTFALL: These funds are the most flexible and may be used (as capital funding) for public transportation capital improvements and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, transit research and development and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures. STP funds are distributed among various population and programmatic categories within a State. Some program funds are made available to metropolitan planning areas containing urbanized areas over 200,000 population. The largest portion of STP funds may be used anywhere within the State to which they are apportioned. <i>Currently, MTA receives these funds through the State Transportation (Regional) Improvement Program (STIP) outlined below.</i>		\$229,043	-	-	-	-	-	-	-
8	FEDERAL CONGESTION MITIGATION: These funds are jointly administered by the FHWA and FTA under the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU) to encourage transit agencies to invest in projects that reduce criteria air pollutants, reduce congestion, and other cost-effective emission reduction activities.		\$37,053	-	-	-	-	-	-	-
9	FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA-21): These funds are used for projects that are typically not eligible for most transportation funding assistance. Typically, these have been used for historic streetcars and cable cars. Funds are allocated locally by MTC and the SFCTA for San Francisco. Muni receives a small portion of these funds each year through the STIP. <i>These funds were authorized by the Transportation Equity Act for the 21st Century of 1998 (TEA-21)</i>	Federal Share 80% Local Match 20%	\$4,049	\$214	\$410	\$427	\$444	\$462	\$480	\$499
10	FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA): These funds are used as emergency relief for costs related to disasters for State and Local governments.		\$313	-	-	-	-	-	-	-
11	FEDERAL OTHER - VARIOUS SOURCES: Miscellaneous Federal Revenues		\$17,450	-	-	-	-	-	-	-
TOTAL FEDERAL FUNDS			\$1,376,927	\$87,899	\$70,208	\$95,146	\$187,287	\$222,713	\$188,550	\$234,971
STATE FUNDS										
12	STATE (REGIONAL) TRANSPORTATION IMPROVEMENT PROGRAM (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. A broad range of capital projects are eligible. The STIP is composed of two sub-elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). MTC is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The County Congestion Management Agencies like the SFCTA program their shares of the RTIP funds. The biennial RTIP is then submitted to the California Transportation Commission (CTC) for inclusion in the STIP. The California Department of Transportation (Caltrans) is responsible for developing the ITIP.	No local match requirement.	-	\$22,570	\$30,000	\$32,000	\$26,000	-	-	-
13	PROPOSITION 1B - STATE TRANSPORTATION INFRASTRUCTURE BOND: On November 7, 2006, California voters approved the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). This bond authorized \$2 billion in general obligation bond proceeds to be available for projects in the State Transportation Improvement Program (STIP), to augment funds otherwise available for the STIP from other sources. Proposition 1B directed \$3.6 billion of the state's roughly \$20 billion infrastructure bond toward transit capital improvements, including about \$1.3 billion for projects in the Bay Area. A broad range of projects are eligible, including vehicle purchases. Within this \$1.3 billion, about \$347 million is anticipated to be distributed to MTC through the statutorily defined formula, and roughly \$922 million will be distributed directly to the transit operators.		\$4,000	-	\$29,600	\$29,600	\$279,600	\$29,600	\$29,600	\$29,600
14	PROPOSITION 42 - STATE GAS TAX REVENUES : On November 2002, the California voters approved the Transportation Congestion Improvement Act - (Proposition 42). This legislation requires that gasoline State sales taxes be used for state and local transportation purposes.		\$2,296	-	-	-	-	-	-	-

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<i>FY 14-15</i>	<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Allocations Thru FY 27 (Incl Prior Years)</i>
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$229,043
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$37,053
\$519	\$540	\$508	\$528	\$549	\$571	\$594	\$618	\$642	\$668	\$695	\$723	\$751	\$10,841	\$14,890
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$313
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$17,450
\$279,915	\$236,728	\$136,430	\$164,745	\$112,097	\$101,918	\$145,524	\$122,049	\$99,135	\$68,059	\$134,588	\$141,729	\$89,112	\$2,918,805	\$4,295,732
-	-	-	-	-	-	\$27,774	-	-	-	-	-	-	\$138,344	\$138,344
\$29,600	\$23,450	\$23,600	\$23,777	-	-	-	-	-	-	-	-	-	\$528,027	\$532,027
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$2,296

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15	STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM (TCI): These funds are administered by the California Transportation Commission and appropriated to Caltrans to fund transit capital improvement projects such as railroad rights-of way acquisition, bus rehabilitation, exclusive public mass transit guideways and rolling stock, grade separations, intermodal transfer stations, ferry vessels and terminals.		\$26,088	-	-	-	-	-	-	-
16	STATE TRAFFIC SYSTEMS MANAGEMENT PROGRAM: These funds are used to encourage development and implementation of innovative technologies and strategies to improve public transportation and ridership such as advanced vehicle identification, traveler information, electronic fare payment, etc.		\$712	-	-	-	-	-	-	-
17	TRAFFIC CONGESTION RELIEF PROGRAM: These funds are used to support projects related to improving air quality and reducing traffic congestion.		\$147,389		\$9,000	-	-	-	-	-
18	PROPOSITION 108 - RAIL BONDS: Enacted by California voters, the Passenger Rail and Clean Air Bond Act of 1990, these funds are the bond proceeds from the sale of State general obligation rail bonds for rail transit purposes.		\$32,535	-	-	-	-	-	-	-
19	PROPOSITION 116 - RAIL BONDS: Enacted by California voters, the Clean Air and Transportation Improvement Bond Act of 1990, these funds are the bond proceeds from the sale of State general obligation rail bonds for rail transit purposes.		\$12,070	-	-	-	-	-	-	-
20	PETROLEUM VIOLATION ESCROW ACCOUNT: These funds are administered by the State of California consisting of funds collected as a result of violation for overcharging for federal oil.		\$239	-	-	-	-	-	-	-
21	TRANSPORTATION ENHANCEMENT (TE): A region may, in its RTIP, propose a reserve from its county share for each year of the STIP for projects eligible for funding from Federal Transportation Enhancement (TE) funds. The CTC may allocate (or may authorize Caltrans to allocate) funds from this reserve, at the request of the region. STIP funds programmed and allocated from this reserve (including State match for Federal funds) are available for any purpose permissible for Federal TE apportionments.		-	\$124	\$208	\$200	\$200	\$204	\$208	\$212
22	STATE OTHER - VARIOUS SOURCES: Miscellaneous State Revenues.		\$534	-	-	-	-	-	-	-
TOTAL STATE FUNDS			\$225,865	\$22,694	\$68,808	\$61,800	\$305,800	\$29,804	\$29,808	\$29,812
LOCAL/REGIONAL FUNDS										
23	AB 664 - BRIDGE TOLLS: In 1997 California voters adopted Assembly Bill 664, a 25 cents toll for automobile travel on the Bay Bridge and a 5 cents toll for automobile travel across the Dumbarton and San Mateo Bridges. These funds are statutorily limited to transit related capital projects in the vicinity of these bridges. MTC uses these funds for local match requirements for high rising transit capital projects that serve the bridge corridors, and distributes these funds with 70% to the East Bay and 30% to the West Bay (Muni and Caltrain). These have been used as local match for Federal 5307 and 5309 grants		\$43,979	\$2,355	\$1,392	\$2,277	\$2,111	\$4,156	\$4,085	\$1,265
24	REGIONAL MEASURE 1 - BRIDGE TOLL: A \$1 increase in tolls for automobiles on all state owned toll bridges was approved by California voters in 1988, RM1's primary purpose was to fund transit improvements in the toll bridge corridors. Funds are available for reducing vehicular congestion and rail transit capital extensions. RM 1 funds must be distributed 70% to the East Bay and 30% to the West Bay.		\$5,193	-	-	-	-	-	-	-
25	REGIONAL MEASURE 2 - BRIDGE TOLLS: In March 2004, Bay Area voters passed Regional Measure 2 (RM2), which raised bridge tolls on the seven state owned bridges (the Golden Gate Bridge is not owned by the State) from \$2 to \$3. The additional \$1 is used for a variety of projects to alleviate congestion in the transbay bridge corridors.		\$77,145	-	-	-	-	-	-	-
26	TDA/STA - REGIONAL: The Transit Development Act (TDA) funds are generated from the sales tax collected within San Francisco County (1/4 of 1% of the total 8.5% County Sales Tax). The TDA revenue allocation is based on an estimate of sales tax revenues provided by the City Controller. The State Transit Assistance (STA) revenue-based assistance comes from a state sales tax on diesel fuel. These funds can be used for capital projects, but have typically been used for Muni operating support.		\$1,256	-	-	-	-	-	-	-

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<i>FY 14-15</i>	<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	Total Allocations Thru FY 27 (Incl Prior Years)
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$26,088
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$712
-	-	-	-	-	-	-	-	-	-	-	-	-	\$9,000	\$156,389
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$32,535
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$12,070
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$239
\$216	\$221	\$225	\$230	\$234	\$239	\$244	\$249	\$254	\$259	\$264	\$269	\$275	\$4,535	\$4,535
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$534
\$29,816	\$23,671	\$23,825	\$24,007	\$234	\$239	\$28,018	\$249	\$254	\$259	\$264	\$269	\$275	\$679,906	\$905,770
\$1,276	\$1,288	\$1,298	\$1,310	\$1,323	\$3,443	\$3,447	\$3,452	\$3,457	\$3,354	\$2,466	\$2,471	\$2,475	\$48,701	\$92,680
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$5,193
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$77,145
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$1,256

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27	TFCA - AB 434 - REGIONAL: The Transportation Fund for Clean Air Program was initiated by State Assembly Bill 434 in 1991. This bill authorized local Air Districts to use a four-dollar surcharge on Department of Motor Vehicle registration fees to fund traffic mitigation, alternative transportation, and clean fuel projects for local governmental agencies. These funds are used to cover projects costs related to clean fuel buses, alternative fuel vehicle demonstrations, traffic management, rail/bus integration and regional transit information.		\$4,184	\$200	\$200	\$200	\$200	\$200	\$200	\$200
28	TFCA - AB 434 - PROGRAM MANAGER FUNDS: Same as above. These funds are used to cover project management costs related to projects under this program.		\$1,073	\$50	\$50	\$50	\$50	\$50	\$50	\$50
29	PROPOSITION B - CAPITAL SF TRANSPORTATION SALES TAX: This funding was superseded by Proposition K (See below).		\$333,888	-	-	-	-	-	-	-
30	PROPOSITION K - SAN FRANCISCO 1/2 CENT SALES TAX: The San Francisco County Transportation Authority (SFCTA) administers and oversees the delivery of the Proposition K (Prop K) half-cent local transportation sales tax program and New Expenditure Plan, which was passed by 75% of San Francisco voters in November 2003. The Expenditure Plan strictly specified the funding for certain larger projects, such as the Central Subway. Five Year Prioritization Programs developed jointly by SFCTA and recipients (within limits set by the Expenditure Plan and Strategic Plan) control the use of funds in such "programmatic" areas as: Transit Preferential Streets and Pedestrian Circulation/Safety.		\$258,851	\$61,409	\$91,711	\$64,619	\$96,119	\$57,056	\$6,700	\$7,441
31	LRV LEASE/LEASE BACK FUNDS: These funds were generated as a result of the lease back agreement for the BREDA LRVs.		\$15,754	-	-	-	-	-	-	-
32	SF MUNI RAILWAY IMPROVEMENT CORPORATION (SFRMIC): Grants for Muni projects are made using funds obtained from bonds floated by SFRMIC. The SFMTA now has its own authority to issue bonds.		\$18,989	\$585	\$500	\$500	\$500	\$500	\$500	\$500
33	TRANSIT IMPACT DEVELOPMENT FEE: These funds are generated from one-time transit impact fees paid by developers of new or expanded commercial development citywide.		\$14,940	-	-	-	-	-	-	-
34	HETCH HETCHY CAPITAL RESERVES: These funds are generated by City revenues.		\$82	-	-	-	-	-	-	-
35	GENERAL FUND - SF CITY: These funds are transfers from the City's General Fund accounts.		\$23	-	-	-	-	-	-	-
36	MUNICIPAL TRANSPORTATION FUND: These funds are generated from the MTA's General Fund Operating account and are dedicated.		\$7,816	\$5	\$5	\$5	\$5	\$5	\$5	\$5
37	BART CAPITAL RESERVES: These funds are generated by BART used for transit related projects.		\$57	-	-	-	-	-	-	-
38	OPERATING TRANSFERS: Transfers from General Fund Operating account and are non-dedicated.		-	\$3,470	\$77,580	\$87,870	\$112,100	\$101,800	\$134,290	\$138,140
39	LOCAL OTHER - VARIOUS SOURCES: Miscellaneous local revenues, other financing, and new revenues sources.		\$34,588	-	\$19,040	\$16,970	\$16,830	\$16,830	\$186,910	\$398,470
TOTAL LOCAL/REGIONAL FUNDS			\$817,818	\$68,074	\$190,478	\$172,491	\$227,915	\$180,597	\$332,740	\$546,071
TOTAL CAPITAL PROGRAM FUNDS			\$2,420,610	\$178,667	\$329,494	\$329,437	\$721,002	\$433,114	\$551,098	\$810,854
<i>Federal Funds</i>			-	\$87,899	\$70,208	\$95,146	\$187,287	\$222,713	\$188,550	\$234,971
<i>State Funds</i>			-	\$22,694	\$68,808	\$61,800	\$305,800	\$29,804	\$29,808	\$29,812
<i>Local Funds</i>			-	\$68,074	\$190,478	\$172,491	\$227,915	\$180,597	\$332,740	\$546,071
<i>Less Project Costs/unspt</i>			(\$2,069,008)	(\$229,288)	(\$667,946)	(\$691,731)	(\$746,406)	(\$921,153)	(\$617,403)	(\$621,775)
<i>Unidentified/</i>			-	-	-	-	-	-	-	-
SURPLUS (DEFICIT)			-	(\$50,621)	(\$338,452)	(\$362,294)	(\$25,404)	(\$488,039)	(\$66,305)	\$189,079

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\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$4,000	\$8,184
\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$1,000	\$2,073
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$333,888
\$50,021	\$58,101	\$12,195	\$17,827	\$46,895	\$59,771	\$6,700	\$7,347	\$48,725	\$64,877	\$50,346	\$30,052	\$75,429	\$913,341	\$1,172,192
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$15,754
\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$10,085	\$29,074
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$14,940
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$82
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$23
\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$104	\$7,920
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$57
\$155,160	\$166,810	\$182,640	\$181,310	\$220,180	\$213,040	\$230,560	\$238,030	\$254,790	\$249,710	\$289,720	\$290,880	\$306,880	\$3,634,960	\$3,634,960
\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	\$13,110	\$14,000	\$14,000	\$14,000	\$827,160	\$861,748
\$220,212	\$239,954	\$209,888	\$214,202	\$282,153	\$290,009	\$254,462	\$262,584	\$320,727	\$331,806	\$357,287	\$338,158	\$399,539	\$5,439,351	\$6,257,169
\$529,943	\$500,353	\$370,143	\$402,954	\$394,484	\$392,166	\$428,004	\$384,882	\$420,116	\$400,124	\$492,139	\$480,156	\$488,926	\$9,038,061	\$11,458,671
\$279,915	\$236,728	\$136,430	\$164,745	\$112,097	\$101,918	\$145,524	\$122,049	\$99,135	\$68,059	\$134,588	\$141,729	\$89,112	\$2,918,805	\$2,918,805
\$29,816	\$23,671	\$23,825	\$24,007	\$234	\$239	\$28,018	\$249	\$254	\$259	\$264	\$269	\$275	\$679,906	\$679,906
\$220,212	\$239,954	\$209,888	\$214,202	\$282,153	\$290,009	\$254,462	\$262,584	\$320,727	\$331,806	\$357,287	\$338,158	\$399,539	\$5,439,351	\$5,439,351
(\$753,395)	(\$521,188)	(\$285,412)	(\$236,537)	(\$533,123)	(\$369,303)	(\$1,016,513)	(\$760,816)	(\$1,647,045)	(\$1,638,046)	(\$2,273,261)	(\$3,159,113)	(\$386,143)	(\$18,075,597)	(\$20,144,605)
(\$223,452)	(\$20,835)	\$84,731	\$166,417	(\$138,639)	\$22,863	(\$588,509)	(\$375,934)	(\$1,226,929)	(\$1,237,922)	(\$1,781,122)	(\$2,678,957)	\$102,783	(\$9,037,536)	(\$9,037,536)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Replacement												
CPT 397	SHOP EQUIP PHASE 2: Ongoing acquisition and replacement of the equipment needed to support all aspects of Muni operations, maintenance, and admin functions.	1A	75	\$1,291	-	-	-	-	-	-	-	-
	LESS FUNDED			(\$1,291)	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 28	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.	1A	100	-	\$4,007	\$4,016	\$4,035	\$4,092	\$4,151	\$4,317	\$4,490	\$4,669
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$300	-	-	-	-	-	-	-
	<i>State</i>			-	\$124	\$208	\$200	\$200	\$204	\$208	\$212	\$216
	<i>Local</i>			-	\$186	\$200	\$200	\$200	\$200	\$4,000	\$7,000	\$7,000
	<i>Unidentified/</i>			-	(\$3,397)	(\$3,608)	(\$3,635)	(\$3,692)	(\$3,747)	(\$109)	\$2,722	\$2,547
	SURPLUS (DEFICIT)											
REF 49	TRANSIT SIGNAGE PROGRAM: Procurement of basic information "Landor" style bus stop signage for passengers at an additional 1000 stops.	1A	50	-	\$175	\$175	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$350	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$175)	\$175	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 97	PRESIDIO SHOP DOOR ELECTRIC MOTORS: Procurement and installation of electric motors for the ease of opening and closing the roll-up doors.	4A	26.4	-	\$127	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$127)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 5	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.	2A	74.8	-	\$5,286	\$5,354	\$5,426	\$5,500	\$5,577	\$5,800	\$6,032	\$6,273
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	\$200	\$200	\$200	\$5,000	\$8,115	\$10,000
	<i>Unidentified/</i>			-	(\$5,286)	(\$5,354)	(\$5,226)	(\$5,300)	(\$5,377)	(\$800)	\$2,083	\$3,727
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	Total Project Costs Thru FY 27 (Incl PY Actuals)
-	-	-	-	-	-	-	-	-	-	-	-	-	\$1,291
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$1,291)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$4,856	\$5,050	\$5,252	\$5,462	\$5,681	\$5,908	\$6,144	\$6,390	\$6,646	\$6,912	\$7,188	\$7,475	\$106,740	\$106,740
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$300	\$300
\$220	\$225	\$230	\$234	\$239	\$244	\$249	\$254	\$259	\$264	\$269	\$275	\$4,535	\$4,535
\$7,520	\$7,309	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$103,815	\$103,815
\$2,884	\$2,484	\$1,978	\$1,772	\$1,558	\$1,336	\$1,105	\$864	\$613	\$352	\$81	(\$200)	\$1,909	\$1,909
-	-	-	-	-	-	-	-	-	-	-	-	\$350	\$350
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$350	\$350
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$127	\$127
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$127)	(\$127)
\$6,524	\$6,785	\$7,056	\$7,338	\$7,632	\$7,937	\$8,255	\$8,585	\$8,928	\$9,286	\$9,657	\$10,043	\$143,273	\$143,273
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$143,715	\$143,715
\$3,476	\$3,215	\$2,944	\$2,662	\$2,368	\$2,063	\$1,745	\$1,415	\$1,072	\$714	\$343	(\$43)	\$442	\$442

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Replacement cont'd												
CPT 398/444	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.	1A	100	\$3,802	-	-	-	-	-	-	-	-
	LESS FUNDED			(\$3,802)	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
CPT 474	MIS: SCHEDULING SYS REPLACEMENT: Acquisition of an integrated, client-server based scheduling and dispatch system to replace the current RUCUS scheduling systems.	1A	100	\$4,182	\$18	-	-	-	-	-	-	-
	LESS FUNDED			(\$4,182)	(\$18)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 29	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.	1A	100	-	\$108	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$108)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 31	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.	2A	56.1	-	\$300	\$300	\$300	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$300)	(\$300)	(\$300)	-	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	-	\$3,802
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$3,802)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$18	\$4,200
-	-	-	-	-	-	-	-	-	-	-	-	(\$18)	(\$4,200)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$108	\$108
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$108)	(\$108)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$900	\$900
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$900)	(\$900)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Replacement cont'd												
REF 107	INCIDENT MANAGEMENT/INCIDENT TRACKING CENTRAL CONTROL/EVENT COMMAND CENTER: Replacement of an obsolete radio and communication system. Purchase software and hardware required to centralize, control and management all transit-related incidents. This system includes a notification application, so messages or alerts can be paged out, sent by e-mail or Blackberry, or phoned out by means of group calls/messages to cell phones to specific call groups based on the type of incident. Provide centralized tracking for all incidents are closed, they should be categorized and tracked in the system, with the ability for others to add to the records in the database, as may be required to complete accident, incident, or security reports and accurate reporting, tracking, and trend analysis.	1A	100	-	\$300	\$200	\$200	\$100	\$100	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	\$900	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$300)	(\$200)	\$700	(\$100)	(\$100)	-	-	-
	SUBTOTAL EQUIPMENT REPLACEMENT			\$9,275	\$10,321	\$10,045	\$9,960	\$9,691	\$9,828	\$10,117	\$10,521	\$10,942
	LESS FUNDED			(\$9,275)	(\$18)	-	-	-	-	-	-	-
	Federal			-	\$300	-	\$900	-	-	-	-	-
	State			-	\$124	\$208	\$200	\$200	\$204	\$208	\$212	\$216
	Local			-	\$186	\$550	\$400	\$400	\$400	\$9,000	\$15,115	\$17,000
	Unidentified/			-	(\$9,693)	(\$9,287)	(\$8,460)	(\$9,091)	(\$9,224)	(\$909)	\$4,806	\$6,274
	SURPLUS (DEFICIT)											
EQUIPMENT - Enhancement												
REF 22	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.	1A	75	-	\$205	-	-	-	-	\$1,000	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	\$1,205	-	-
	Unidentified/			-	-	-	-	-	-	\$205	-	-
	SURPLUS (DEFICIT)			-	(\$205)	-	-	-	-	\$205	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$900	\$900
-	-	-	-	-	-	-	-	-	-	-	-	\$900	\$900
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$11,380	\$11,835	\$12,308	\$12,801	\$13,313	\$13,845	\$14,399	\$14,975	\$15,574	\$16,197	\$16,845	\$17,519	\$252,417	\$261,692
-	-	-	-	-	-	-	-	-	-	-	-	(\$18)	(\$9,293)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,200	\$1,200
\$220	\$225	\$230	\$234	\$239	\$244	\$249	\$254	\$259	\$264	\$269	\$275	\$4,535	\$4,535
\$17,520	\$17,309	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$247,880	\$247,880
\$6,361	\$5,699	\$4,922	\$4,433	\$3,926	\$3,399	\$2,850	\$2,279	\$1,685	\$1,067	\$424	(\$244)	\$1,217	\$1,217
-	-	\$1,217	-	-	-	-	\$1,480	-	-	-	\$1,732	\$5,634	\$5,634
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	\$1,217	-	-	-	-	\$1,480	-	-	-	\$1,732	\$5,634	\$5,634
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Enhancement Cont'd												
REF 17	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	4A	17.6	-	\$189	\$189	-	-	-	-	-	-
REF 25	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	4A	35.2	-	-	-	\$350	\$320	\$330	-	-	-
REF 54	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	4A	35.2	-	-	\$162	\$162	-	-	-	-	-
REF 21	KIOSKS, MEDIA SALES - Purchase and installation of Kiosks for media and advertisement sales. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	3C	40.8	-	\$1,200	-	-	-	-	-	-	-
REF 45	SUPERVISORY CONTROL & DATA ACQUISITION (SCADA SYSTEM) - Purchase and Installation of hardware and software to support the existing system. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1A	100	-	\$180	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$378	\$378
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$378)	(\$378)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,000)	(\$1,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$324	\$324
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$324)	(\$324)
-	\$1,404	-	-	-	-	-	-	-	-	-	\$2,078	\$4,682	\$4,682
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	(\$1,404)	-	-	-	-	-	-	-	-	-	(\$2,078)	(\$4,682)	(\$4,682)
-	-	-	-	-	-	-	-	-	-	-	-	\$180	\$180
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$200	\$200
-	-	-	-	-	-	-	-	-	-	-	-	\$20	\$20

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Enhancement Cont'd												
REF 47	TRACTION POWER-HI-SPEED UNIT TRIP DEVICES - Purchase of equipment to improve the traction power system. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>	1A	100	-	\$30	-	-	-	-	-	-	-
REF 2	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>	4A	35.2	-	\$230	\$195	\$3,000	\$1,575	-	\$1,000	\$1,040	\$1,082
REF 3	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>	2A	74.8	-	\$400	\$600	-	-	-	-	-	-
REF 14	FINANCIAL SYSTEM - Upgrade of financial system to support accounting activities. Include software and hardware. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>	4A	17.6	-	-	\$250	-	-	-	-	-	-
REF 20	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>	4A	35.2	-	\$75	\$420	\$2,248	\$1,500	\$758	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$30	\$30
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$30)	(\$30)
\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$25,024	\$25,024
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	\$24,000	-	-	-	-	-	\$24,300	\$24,300
(\$1,125)	(\$1,170)	(\$1,217)	(\$1,265)	(\$1,316)	(\$1,369)	\$22,577	(\$1,480)	(\$1,539)	(\$1,601)	(\$1,665)	(\$1,732)	(\$724)	(\$724)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,000)	(\$1,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$250	\$250
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$250)	(\$250)
-	-	-	-	-	-	-	-	-	-	-	-	\$5,000	\$5,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$5,000)	(\$5,000)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Enhancement Cont'd												
REF 7	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1A	100	-	\$934	-	-	-	-	-	-	-
REF 15	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1A	100	-	\$950	-	-	-	-	-	-	-
REF 33	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	4A	26.4	-	\$126	\$126	\$126	-	-	-	-	-
REF 1	4 AUTO VIEW/AUTO FIND - Purchase of equipment for auto plate recognition system that reads license plates using a hand-held or vehicle-mounted device and determines the status of the vehicle, including outstanding tickets or scofflaw vehicles. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1C	82.8	-	\$184	\$184	-	-	-	-	-	-
REF 51	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1C	82.8	-	\$109	\$202	\$689	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	\$3,079	-	-	-	\$4,013	\$4,013
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	\$4,013	-	-	-	\$4,013	\$4,013
-	-	-	-	-	-	-	-	\$934	-	-	-	-	-
-	-	-	-	-	-	-	-	\$3,079	-	-	-	\$4,029	\$4,029
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	\$3,444	-	-	-	\$4,029	\$4,029
-	-	-	-	-	-	-	-	\$365	-	-	-	-	-
-	\$585	-	-	-	-	\$712	-	-	-	-	\$866	\$2,541	\$2,541
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	(\$585)	-	-	-	-	(\$712)	-	-	-	-	(\$866)	(\$2,541)	(\$2,541)
-	-	-	-	-	-	-	-	-	-	-	-	\$368	\$368
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$184	\$184
-	-	-	-	-	-	-	-	-	-	-	-	(\$184)	(\$184)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Enhancement Cont'd												
REF 55	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.	1C	62.1	-	\$42	\$224	\$867	\$867	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$42)	(\$224)	(\$867)	(\$867)	-	-	-	-
	SURPLUS (DEFICIT)											
REF 10	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)	1A	100	-	\$42	\$224	\$867	\$867	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$266	\$752	\$867	-	-	-	-
	<i>Unidentified/</i>			-	(\$42)	\$42	(\$115)	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 12	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.	1C	82.8	-	\$150	\$840	\$5,000	\$2,000	\$2,010	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	\$10,000	-
	<i>Unidentified/</i>			-	(\$150)	(\$840)	(\$5,000)	(\$2,000)	(\$2,010)	-	\$10,000	-
	SURPLUS (DEFICIT)											
REF 18	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.	1C	82.8	-	\$42	\$224	\$867	\$867	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$266	\$100	\$100	-	-	\$1,534	-
	<i>Unidentified/</i>			-	(\$42)	\$42	(\$767)	(\$767)	-	-	\$1,534	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	Total Project Costs Thru FY 27 (Incl PY Actuals)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,000	\$2,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,000)	(\$2,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,000	\$2,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,885	\$1,885
-	-	-	-	-	-	-	-	-	-	-	-	(\$115)	(\$115)
-	-	-	-	-	-	-	-	-	-	-	-	\$10,000	\$10,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$10,000	\$10,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$2,000	\$2,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$2,000	\$2,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Enhancement Cont'd												
REF 30	HOMELAND SECURITY NEEDS - SYSTEM WIDE IMPROVEMENTS - To purchase and install equipment, make improvements and renovations to address emergency, disaster, and Homeland security needs of the MTA.	1C	82.8	-	\$34,800	\$34,800	\$34,800	\$34,800	\$34,900	\$1,000	\$1,040	\$1,082
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	\$3,699	\$3,699	\$3,699	\$3,699	\$3,607	\$3,511	\$3,412
	<i>Local</i>			-	-	-	-	-	-	-	\$5,000	\$5,000
	<i>Unidentified/</i>			-	(\$34,800)	(\$31,101)	(\$31,101)	(\$31,101)	(\$31,201)	\$2,607	\$7,471	\$7,330
	SURPLUS (DEFICIT)											
REF 32	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.	4A	35.2	-	\$100	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$100)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 38	SECURITY INSPECTION SYSTEM - Purchase and install Zonar system for security checks and audits. Zonar uses hand-held devices that upload information to a database, allowing the review of deficiencies and observations by staff.	1C	41.4	-	\$42	\$224	\$867	\$867	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$42)	(\$224)	(\$867)	(\$867)	-	-	-	-
	SURPLUS (DEFICIT)											
REF 39	SECURITY SIGNAGE PROGRAM - Design, layout, and install signage at MTA yards and facilities, and affix at entrances, exits, and fences where they will be visible to deter trespassers. This signage will include the MTA policy regarding trespassing and safety and include information that violations will be prosecuted under California Penal Code.	1C	82.8	-	\$42	\$224	\$867	\$867	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$8	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$34)	(\$224)	(\$867)	(\$867)	-	-	-	-
	SURPLUS (DEFICIT)											
REF 40	SECURITY SOFTWARE - Purchase and install software to support upgrades to video monitors at 875 Stevenson Street.	1C	82.8	-	\$100	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$100)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$194,124	\$194,124
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$3,308	\$3,200	\$3,088	-	-	-	-	-	-	-	-	-	\$34,922	\$34,922
\$5,000	\$5,000	\$5,000	\$5,000	\$45,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$110,000	\$110,000
\$7,183	\$7,030	\$6,871	\$3,735	\$43,684	\$3,631	\$3,577	\$3,520	\$3,461	\$3,399	\$3,335	\$3,268	(\$49,202)	(\$49,202)
-	-	-	-	-	-	-	-	-	-	-	-	\$100	\$100
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$100)	(\$100)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,000	\$2,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,000)	(\$2,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,000	\$2,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$8	\$8
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,992)	(\$1,992)
-	-	-	-	-	-	-	-	-	-	-	-	\$100	\$100
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$100)	(\$100)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
EQUIPMENT - Enhancement Cont'd												
REF 41	SECURITY VIDEO DISPLAYS - Computer and television video monitors for the security office to conduct CCTV monitoring at each station and facility.	1C	82.8	-	\$200	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$40	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$160)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
CPT 472	VIDEO SURVEILLANCE CAMERAS - Purchase and installation of video surveillance cameras	1C	82.8	\$1,879	\$53	\$280	\$2,167	-	-	-	-	-
	LESS FUNDED			(\$1,879)	(\$36)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$17)	(\$280)	(\$2,167)	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 310	VARIOUS PROJECTS - MTA- Wide for all divisions routine facility maintenance and equipment. Development of the capital asset (i.e. facilities and equipment) maintenance program. These funds will be used to perform the rehabilitations of various capital assets.	2C	100	-	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,800	\$21,632	\$22,497
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$4,079	\$4,072	\$4,092	\$1,717	\$136,860	\$58,572	\$61,824
	<i>Unidentified/</i>			-	(\$20,000)	(\$15,921)	(\$15,928)	(\$15,908)	(\$18,283)	\$116,060	\$36,940	\$39,327
	SURPLUS (DEFICIT)											
	SUBTOTAL EQUIPMENT ENHANCEMENT			\$1,879	\$60,426	\$59,368	\$72,877	\$64,530	\$57,998	\$23,800	\$23,712	\$24,660
	LESS FUNDED			(\$1,879)	(\$36)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	\$3,699	\$3,699	\$3,699	\$3,699	\$3,607	\$3,511	\$3,412
	<i>Local</i>			-	\$933	\$5,306	\$5,613	\$5,059	\$1,717	\$138,065	\$75,106	\$66,824
	<i>Unidentified/</i>			-	(\$59,457)	(\$50,363)	(\$63,565)	(\$55,772)	(\$52,582)	\$117,872	\$54,905	\$45,576
	SURPLUS (DEFICIT)											
	TOTAL EQUIPMENT			\$11,154	\$70,747	\$69,414	\$82,837	\$74,221	\$67,825	\$33,917	\$34,233	\$35,603
	LESS FUNDED			(\$11,154)	(\$54)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$300	-	\$900	-	-	-	-	-
	<i>State</i>			-	\$124	\$3,907	\$3,899	\$3,899	\$3,903	\$3,815	\$3,723	\$3,628
	<i>Local</i>			-	\$1,119	\$5,856	\$6,013	\$5,459	\$2,117	\$147,065	\$90,221	\$83,824
	<i>Unidentified/</i>			-	(\$69,150)	(\$59,650)	(\$72,025)	(\$64,863)	(\$61,805)	\$116,964	\$59,711	\$51,849
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$200	\$200
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$40	\$40
-	-	-	-	-	-	-	-	-	-	-	-	(\$160)	(\$160)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,500	\$4,379
-	-	-	-	-	-	-	-	-	-	-	-	(\$36)	(\$1,914)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,464)	(\$2,464)
\$23,397	\$24,333	\$25,306	\$26,319	\$27,371	\$28,466	\$29,605	\$30,789	\$32,021	\$33,301	\$34,634	\$36,019	\$516,491	\$516,491
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$120,361	\$60,027	\$35,690	\$30,325	\$30,683	\$37,161	\$36,315	\$33,762	\$41,120	\$38,221	\$48,693	\$42,748	\$826,322	\$826,322
\$96,964	\$35,694	\$10,384	\$4,006	\$3,312	\$8,695	\$6,710	\$2,973	\$9,099	\$4,920	\$14,059	\$6,729	\$309,831	\$309,831
\$25,647	\$28,662	\$28,956	\$28,849	\$30,003	\$31,203	\$33,163	\$35,230	\$41,257	\$36,504	\$37,964	\$44,158	\$788,967	\$790,846
-	-	-	-	-	-	-	-	-	-	-	-	(\$36)	(\$1,914)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$3,308	\$3,200	\$3,088	-	-	-	-	-	-	-	-	-	\$34,922	\$34,922
\$125,361	\$65,027	\$41,907	\$35,325	\$75,683	\$42,161	\$65,315	\$40,242	\$53,576	\$43,221	\$53,693	\$49,480	\$989,615	\$989,615
\$103,022	\$39,565	\$16,038	\$6,476	\$45,680	\$10,958	\$32,152	\$5,012	\$12,319	\$6,717	\$15,729	\$5,322	\$235,605	\$235,605
\$37,027	\$40,497	\$41,265	\$41,650	\$43,316	\$45,049	\$47,562	\$50,205	\$56,831	\$52,701	\$54,809	\$61,676	\$1,041,384	\$1,052,538
-	-	-	-	-	-	-	-	-	-	-	-	(\$54)	(\$11,208)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,200	\$1,200
\$3,528	\$3,425	\$3,318	\$234	\$239	\$244	\$249	\$254	\$259	\$264	\$269	\$275	\$39,457	\$39,457
\$142,881	\$82,336	\$58,907	\$52,325	\$92,683	\$59,161	\$82,315	\$57,242	\$70,576	\$60,221	\$70,693	\$66,480	\$1,237,495	\$1,237,495
\$109,383	\$45,265	\$20,960	\$10,909	\$49,606	\$14,356	\$35,002	\$7,291	\$14,004	\$7,784	\$16,153	\$5,078	\$236,822	\$236,822

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Replacement												
CPT 566	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.	4C	25.2	\$10,295	\$430	\$1,753	\$1,753	-	-	-	-	-
	LESS FUNDED			(\$10,295)	(\$430)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$611	\$1,753	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$611	-	(\$1,753)	-	-	-	-	-
REF 82	GREEN FACILITY DOOR REPLACEMENT: Replacement of existing roll-up doors with doors that can accommodate the BREDA Fleet.	2A	56.1	-	-	\$2,350	\$2,350	\$2,350	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$2,350)	(\$2,350)	(\$2,350)	-	-	-	-
CPT 358/432/440	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.	1A	100	\$12,828	\$33,695	\$13,614	\$13,614	\$13,614	\$2,538	-	-	-
	LESS FUNDED			(\$12,828)	(\$33,695)	-	-	-	-	-	-	-
	Federal			-	\$2,304	\$1,354	-	-	-	-	-	-
	State			-	-	\$10,100	\$10,100	\$10,100	\$2,538	-	-	-
	Local			-	\$17,922	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$20,226	(\$2,160)	(\$3,514)	(\$3,514)	-	-	-	-
CPT 564	ONE SOUTH VAN NESS : Renovation of the space in this building to accommodate various administrative, operations, and management offices within the MTA.	2B	50.4	\$917	\$11	-	-	-	-	-	-	-
	LESS FUNDED			\$ (916,550)	(\$11)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
CPT 502	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.	2B	67.2	\$3,588	\$108	\$2,541	\$2,541	-	-	-	-	-
	LESS FUNDED			(\$3,588)	(\$108)	-	-	-	-	-	-	-
	Federal			-	\$1,470	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$4,357	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$5,828	(\$2,541)	(\$2,541)	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$3,936	\$14,231
-	-	-	-	-	-	-	-	-	-	-	-	(\$430)	(\$10,725)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$2,364	\$2,364
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,142)	(\$1,142)
-	-	-	-	-	-	-	-	-	-	-	-	\$7,050	\$7,050
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$7,050)	(\$7,050)
-	-	-	-	-	-	-	-	-	-	-	-	\$77,074	\$89,902
-	-	-	-	-	-	-	-	-	-	-	-	(\$33,695)	(\$46,523)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,658	\$3,658
-	-	-	-	-	-	-	-	-	-	-	-	\$32,838	\$32,838
-	-	-	-	-	-	-	-	-	-	-	-	\$17,922	\$17,922
-	-	-	-	-	-	-	-	-	-	-	-	\$11,039	\$11,039
-	-	-	-	-	-	-	-	-	-	-	-	\$11	\$928
-	-	-	-	-	-	-	-	-	-	-	-	(\$11)	(\$928)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$5,190	\$8,778
-	-	-	-	-	-	-	-	-	-	-	-	(\$108)	(\$3,696)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,470	\$1,470
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$4,357	\$4,357
-	-	-	-	-	-	-	-	-	-	-	-	\$745	\$745

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Replacement cont'd												
CPT 470	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.	1A	100	\$463	\$950	\$18,550	\$18,500	\$18,500	\$18,500	-	-	-
	LESS FUNDED			(\$463)	(\$950)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$18,550)	(\$18,500)	(\$18,500)	(\$18,500)	-	\$74,050	\$74,050
CPT 542	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.	1A	100	\$35	\$345	\$3,125	-	-	-	-	-	-
	LESS FUNDED			(\$35)	(\$345)	-	-	-	-	-	-	-
	Federal			-	\$2,500	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$625	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$3,125	(\$3,125)	-	-	-	-	-	-
REF 94	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.	1B	91.2	-	\$1,427	\$1,427	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,427)	(\$1,427)	-	-	-	-	-	-
CPT 372	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.	1A	75	\$20,279	\$2,986	\$2,584	\$584	\$584	\$584	-	-	-
	LESS FUNDED			(\$20,279)	(\$2,986)	-	-	-	-	-	-	-
	Federal			-	\$1,000	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$1,592	-	\$576	\$584	\$584	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$2,592	(\$2,584)	(\$8)	-	-	-	-	-
REF 80	GREEN - LRV WASHER REPLACEMENT: Replace the existing Light Rail Vehicle (LRV) washer at the Green Maintenance Facility to accommodate the BREDA vehicles.	2A	56.1	-	-	\$912	\$912	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$912)	(\$912)	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$75,000	\$75,463
-	-	-	-	-	-	-	-	-	-	-	-	(\$950)	(\$1,413)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$74,050	\$74,050
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$3,470	\$3,505
-	-	-	-	-	-	-	-	-	-	-	-	(\$345)	(\$380)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,500	\$2,500
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$625	\$625
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$2,854	\$2,854
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,854)	(\$2,854)
-	-	-	-	-	-	-	-	-	-	-	-	\$7,322	\$27,601
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,986)	(\$23,265)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$3,336	\$3,336
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,825	\$1,825
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,825)	(\$1,825)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Replacement cont'd												
REF 109	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.	1B	91.2	-	\$912	\$912	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	\$1,500	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$375	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$963	(\$912)	-	-	-	-	-	-
REF 102	REVENUE CENTER REPLACEMENT: Includes Coin Sorter Replacement and renovations of the existing facility.	2A	56.1	-	\$1,534	\$1,434	\$1,434	\$1,434	\$1,434	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,534)	(\$1,434)	(\$1,434)	(\$1,434)	(\$1,434)	-	-	-
REF 112	TRAINING CENTER - Muni Wide: Development and construction of a combined operations and maintenance training facility to replace the existing facility.	2A	37.4	-	-	-	-	\$19,739	\$19,739	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	(\$19,739)	(\$19,739)	-	-	-	-
REF 78	CABLE CAR VENTILATION SYSTEM: Installation and replacement of the fresh air and exhaust ventilation systems for the cable car machinery area.	1A	100	-	\$115	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	\$115	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$115)	-	\$115	-	-	-	-	-
REF 101	MUNI METRO EAST - RESTORE SCOPE: To restore the scope of work to the project to ensure a fully functional maintenance facility.	1A	100	-	\$750	\$4,200	\$22,475	\$15,000	\$7,575	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	\$4,950	\$13,500	\$13,500	\$18,050	-	-	-
	Local			-	-	\$200	\$200	\$200	\$200	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$750)	\$950	(\$8,775)	(\$1,300)	\$10,675	-	-	-
	SUBTOTAL FACILITY REPLACEMENT			\$48,404	\$43,265	\$53,403	\$64,164	\$71,221	\$50,370	-	-	-
	LESS FUNDED			(\$48,404)	(\$38,526)	-	-	-	-	-	-	-
	Federal			-	\$8,774	\$1,354	-	-	-	-	-	-
	State			-	-	\$15,050	\$23,600	\$23,600	\$20,588	-	-	-
	Local			-	\$25,482	\$1,953	\$891	\$784	\$784	-	\$74,050	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$29,518	(\$35,046)	(\$39,673)	(\$46,837)	(\$28,998)	-	\$74,050	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$1,825	\$1,825
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,500	\$1,500
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$375	\$375
-	-	-	-	-	-	-	-	-	-	-	-	\$50	\$50
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$7,272	\$7,272
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$7,272)	(\$7,272)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$39,478	\$39,478
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$39,478)	(\$39,478)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$115	\$115
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$115	\$115
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$50,000	\$50,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$50,000	\$50,000
-	-	-	-	-	-	-	-	-	-	-	-	\$800	\$800
-	-	-	-	-	-	-	-	-	-	-	-	\$800	\$800
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$282,423	\$330,827
-	-	-	-	-	-	-	-	-	-	-	-	(\$38,526)	(\$86,930)
-	-	-	-	-	-	-	-	-	-	-	-	\$10,128	\$10,128
-	-	-	-	-	-	-	-	-	-	-	-	\$82,838	\$82,838
-	-	-	-	-	-	-	-	-	-	-	-	\$103,569	\$103,569
-	-	-	-	-	-	-	-	-	-	-	-	(\$47,361)	(\$47,361)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Rehabilitation												
REF 111	SUBWAY STATION IMPROVEMENTS: Rehab and improvements projects in the Metro Subway stations. Includes painting and platform edge detection tile replacement.	2B	33.6	-	-	-	\$5,836	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	-	-	(\$5,836)	-	-	-	-	-
REF 65	CABLE CAR MUSEUM RENOVATION: Renovation and improvements to the Cable Car Museum, located at the Cable Car Barn at 1201 Mason Street.	2B	33.6	-	-	-	-	\$5,624	\$5,624	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	-	-	(\$5,624)	(\$5,624)	-	-	-	-
CPT 500	FACILITY PRES./IMP. PROGRAM: Includes the <i>minor</i> 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.	2B	33.6	(\$0)	\$1,638	\$2,574	\$1,000	\$1,000	\$1,000	\$1,040	\$1,082	\$1,125
	LESS FUNDED			\$0	(\$638)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$1,000)	(\$2,574)	(\$1,000)	(\$1,000)	(\$1,000)	(\$1,040)	(\$1,082)	(\$1,125)
CPT 371/400 402/534	FIXED FACILITY REHABILITATION: Includes the <i>major</i> 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.	2B	50.4	\$14,209	\$694	\$5,037	\$5,037	\$5,037	\$5,037	\$5,239	\$5,448	\$5,666
	LESS FUNDED			(\$14,209)	(\$10)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$684)	(\$5,037)	(\$5,037)	(\$5,037)	(\$5,037)	(\$5,239)	(\$5,448)	(\$5,666)
REF 81	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.	2B	33.6	-	\$1,575	\$2,075	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$1,575)	(\$2,075)	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	\$2,340	-	-	-	-	\$2,531	-	-	-	-	\$2,737	\$13,443	\$13,443
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	(\$2,340)	-	-	-	-	(\$2,531)	-	-	-	-	(\$2,737)	(\$13,443)	(\$13,443)
-	-	-	-	-	-	-	-	-	-	-	\$8,658	\$19,907	\$19,907
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	\$27,566	-	-	-	-	-	-	-	-	\$27,566	\$27,566
-	-	-	\$27,566	-	-	-	-	-	-	-	(\$8,658)	\$7,659	\$7,659
\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$1,801	\$28,036	\$28,036
-	-	-	-	-	-	-	-	-	-	-	-	(\$638)	(\$638)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	\$27,566	-	-	-	-	-	-	-	-	\$27,566	\$27,566
(\$1,170)	(\$1,217)	(\$1,265)	\$26,250	(\$1,369)	(\$1,423)	(\$1,480)	(\$1,539)	(\$1,601)	(\$1,665)	(\$1,732)	(\$1,801)	\$168	\$168
\$5,893	\$6,129	\$6,374	\$6,629	\$6,894	\$7,170	\$7,457	\$7,755	\$8,065	\$8,388	\$8,723	\$9,072	\$125,746	\$139,955
-	-	-	-	-	-	-	-	-	-	-	-	(\$10)	(\$14,219)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	\$78,260	-	-	-	-	-	-	-	-	-	\$78,260	\$78,260
(\$5,893)	(\$6,129)	\$71,886	(\$6,629)	(\$6,894)	(\$7,170)	(\$7,457)	(\$7,755)	(\$8,065)	(\$8,388)	(\$8,723)	(\$9,072)	(\$47,476)	(\$47,476)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,650	\$3,650
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,650)	(\$3,650)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Rehabilitation Cont'd												
CPT 509	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.	2B	33.6	\$2,796	\$2,043	\$2,197	\$2,197	-	-	-	-	-
	LESS FUNDED			(\$2,796)	(\$2,043)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$2,197)	(\$2,197)	-	-	-	-	-
REF 95	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.	2B	67.2	-	\$585	\$585	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$585)	(\$585)	-	-	-	-	-	-
CPT 505/504	PRESIDIO REHABILITATION: Rehabilitation includes yard repaving and re-roofing of the facility.	2B	67.2	\$2,380	\$243	-	-	-	-	-	-	-
	LESS FUNDED			(\$2,380)	(\$243)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
CPT 500/538	FACILITIES - MISC SMALL PROJECTS: Includes a collection of <i>small project</i> 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.	2B	50.4	\$2,465	-	\$2,500	-	-	-	\$500	\$520	\$541
	LESS FUNDED			(\$2,465)	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$2,500)	-	-	(\$500)	(\$520)	(\$541)	-
CPT 519	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.	2B	67.2	\$344	\$227	\$2,202	\$2,202	-	-	-	-	-
	LESS FUNDED			(\$344)	(\$227)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	\$4,403	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$2,202)	(\$2,202)	-	-	-	\$4,403	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$6,437	\$9,233
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,043)	(\$4,839)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$4,394)	(\$4,394)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,170	\$1,170
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,170)	(\$1,170)
-	-	-	-	-	-	-	-	-	-	-	-	\$243	\$2,624
-	-	-	-	-	-	-	-	-	-	-	-	(\$243)	(\$2,624)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$562	\$585	\$541	\$562	\$585	\$608	\$633	\$585	\$608	\$633	\$658	\$684	\$11,305	\$13,770
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$2,465)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$562)	(\$585)	(\$541)	(\$562)	(\$585)	(\$608)	(\$633)	(\$585)	(\$608)	(\$633)	(\$658)	(\$684)	(\$11,305)	(\$11,305)
-	-	-	-	-	-	-	-	-	-	-	-	\$4,630	\$4,974
-	-	-	-	-	-	-	-	-	-	-	-	(\$227)	(\$571)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$4,403	\$4,403
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Rehabilitation Cont'd												
REF 62	BURKE AVENUE FACILITY IMPROVEMENTS: Rehabilitation of the warehouse purchased at 1570 Burke Ave for use as the new Central Warehouse and overhead line facility. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2B	50.4	-	\$210	\$3,176	\$5,000	\$4,000	\$1,614	-	-	-
REF 67	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1A	100	-	\$231	\$1,147	\$1,787	\$4,000	\$3,490	-	-	-
REF 113	KIRKLAND MOTOR COACH FACILITY REHAB: Major renovation of deteriorated office building, shop building, operator breakroom, and addresses environmental remediation. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2B	50.4	-	\$150	\$860	\$1,500	\$4,000	\$3,490	-	-	-
REF 304	WOODS FACILITY REHAB: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2B	33.6	-	-	-	\$1,000	\$2,000	\$2,000	-	-	-
REF 305	BRYANT STREET FACILITY SEISMIC: Rehabilitation and seismic retrofit of the current warehouse located at 1401 Bryant Street. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2B	50.4	-	-	\$4,500	\$4,500	\$4,500	\$4,500	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$14,000	\$14,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$14,000)	(\$14,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$10,655	\$10,655
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$10,655	\$10,655
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$10,000	\$10,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$10,000)	(\$10,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$5,000	\$5,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$5,000)	(\$5,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$18,000	\$18,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$18,000)	(\$18,000)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Rehabilitation Cont'd												
REF 306	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1B	91.2	-	\$500	\$3,500	-	-	-	-	-	-
REF 87	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2B	50.4	-	\$300	\$1,680	\$8,990	\$4,000	\$5,030	-	-	-
REF 70	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. These projects will be coordinated with Security. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1C	82.8	-	\$411	\$409	\$1,052	\$1,052	\$185	-	-	-
REF 308	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2C	45	-	-	\$3,000	-	-	-	-	-	-
	SUBTOTAL FACILITY REHABILITATION LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)			\$22,194 (\$22,194)	\$8,807 (\$3,161)	\$35,442 -	\$40,101 -	\$35,214 -	\$31,971 -	\$6,779 -	\$7,050 -	\$7,332 -
						\$2,820 (\$5,646)	\$1,000 (\$39,101)	\$1,000 (\$34,214)	\$1,000 (\$30,971)	\$ 6,655,000 (\$124)	\$ 4,403,000 (\$2,647)	- (\$7,332)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	\$585	-	-	-	-	\$633	-	-	-	-	\$684	\$5,902	\$5,902
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	\$3,585	-	-	-	-	\$633	-	-	-	-	\$684	\$5,902	\$5,902
-	\$3,585	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$20,000	\$20,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$20,000)	(\$20,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,109	\$3,109
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$820	\$820
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,289)	(\$2,289)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,000	\$3,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,000)	(\$3,000)
\$7,625	\$10,855	\$8,180	\$8,507	\$8,848	\$9,201	\$12,733	\$9,879	\$10,274	\$10,685	\$11,113	\$23,637	\$304,234	\$326,428
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,161)	(\$25,355)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	\$3,585	\$78,260	\$55,132	-	-	\$633	-	-	-	-	\$684	\$155,172	\$155,172
(\$7,625)	(\$7,270)	\$70,080	\$46,625	(\$8,848)	(\$9,201)	(\$12,100)	(\$9,879)	(\$10,274)	(\$10,685)	(\$11,113)	(\$22,953)	(\$145,901)	(\$145,901)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Enhancement												
CPT 303	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1A	100	\$1,932	\$3,265	-	-	-	\$383	-	-	-
				(\$1,932)	(\$803)	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	\$2,845	-	-	-
				-	(\$2,462)	-	-	-	\$2,462	-	-	-
REF 64	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2B	33.6	-	\$463	\$463	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	(\$463)	(\$463)	-	-	-	-	-	-
CPT 532	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2B	50.4	\$4,137	\$113	-	-	-	-	-	-	-
				(\$4,137)	(\$113)	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
REF 89	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1A	75	-	\$450	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	(\$450)	-	-	-	-	-	-	-
CPT 531	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2C	45	\$881	-	\$5,000	-	-	-	-	-	-
				(\$881)	-	(\$3,269)	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	(\$1,731)	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$3,648	\$5,580
-	-	-	-	-	-	-	-	-	-	-	-	(\$803)	(\$2,735)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$2,845	\$2,845
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$925	\$925
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$925)	(\$925)
-	-	-	-	-	-	-	-	-	-	-	-	\$113	\$4,250
-	-	-	-	-	-	-	-	-	-	-	-	(\$113)	(\$4,250)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$450	\$450
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$450)	(\$450)
-	-	-	-	-	-	-	-	-	-	-	-	\$5,000	\$5,881
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,269)	(\$4,150)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,731)	(\$1,731)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Enhancement Cont'd												
REF 84	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	4A	26.4	-	-	\$152	\$152	-	-	-	-	-
REF 110	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1C	82.8	-	\$162	\$162	-	-	-	-	-	-
REF 103	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	4C	12.6	-	-	-	\$1,000	-	-	-	-	-
REF 73	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1C	82.8	-	\$414	\$414	\$414	\$414	\$414	\$430	\$448	\$466
REF 59	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2C	60	-	-	\$109	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$304	\$304
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$304	\$304
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$324	\$324
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$324	\$324
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,000)	(\$1,000)
\$484	\$504	\$524	\$545	\$566	\$589	\$613	\$637	\$663	\$689	\$717	\$745	\$10,688	\$10,688
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$484	\$504	\$524	\$545	\$566	\$589	\$613	\$637	\$663	\$689	\$717	\$745	\$10,688	\$10,688
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$109	\$109
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$109)	(\$109)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Enhancement Cont'd												
REF 63	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. This project will be coordinated with Security.	1C	82.8	-	\$102	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$102)	-	-	-	-	-	-	-
CPT582	FALL PROTECTION SYSTEMS: To purchase safety equipment to prevent the falling of employees while working on top of the LRV's	1B	91.2	-	\$120	\$120	\$120	\$120	\$120	-	-	-
	LESS FUNDED			-	(\$20)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$220	\$120	\$120	\$120	-	-	-
	<i>Unidentified/</i>			-	(\$100)	\$100	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-								
REF 93	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.	1C	82.8	-	\$110	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$110)	-	-	-	-	-	-	-
REF 57	PRESIDIO DIVISION FACILITY IMPROVEMENTS: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	2B	50.4	-	\$300	\$1,680	\$8,990	\$4,000	\$5,030	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$300)	(\$1,680)	(\$8,990)	(\$4,000)	(\$5,030)	-	-	-
REF 60	BUS RAPID TRANSIT (BRT) FACILITY: Develop maintenance facilities and yard at the Kirkland yard for the new VanNess BRT and Geary BRT Lines.	1A	100	-	\$440	\$1,580	\$8,000	\$4,990	\$4,990	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$2,020	\$2,000	\$2,000	\$2,000	-	\$11,980	-
	<i>Unidentified/</i>			-	(\$440)	\$440	(\$6,000)	(\$2,990)	(\$2,990)	-	\$11,980	-
	SURPLUS (DEFICIT)			-								

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	Total Project Costs Thru FY 27 (Incl PY Actuals)
-	-	-	-	-	-	-	-	-	-	-	-	\$102	\$102
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$102)	(\$102)
-	-	-	-	-	-	-	-	-	-	-	-	\$600	\$600
-	-	-	-	-	-	-	-	-	-	-	-	(\$20)	(\$20)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$580	\$580
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$110	\$110
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$110)	(\$110)
-	-	-	-	-	-	-	-	-	-	-	-	\$20,000	\$20,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$20,000)	(\$20,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$20,000	\$20,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$20,000	\$20,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FACILITY - Enhancement Cont'd												
REF 99	GREEN MEZZANINE REMODELING: Remodel and improvements to this facility to accommodate the installation of the Rail Simulator Project (Ref No. 15)	4A	35.2	-	\$480	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	<i>SURPLUS (DEFICIT)</i>			-	(\$480)	-	-	-	-	-	-	-
CPT515 /547	MISSION-STEUART ST. HOTEL DEVELOPMENT: Development of the Mission Stuart Street Hotel	4A	35.2	-	\$2,834	-	-	-	-	-	-	-
	LESS FUNDED			-	(\$2,834)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	<i>SURPLUS (DEFICIT)</i>			-	-	-	-	-	-	-	-	-
	SUBTOTAL FACILITY ENHANCEMENT			\$6,950	\$9,253	\$9,680	\$18,676	\$9,524	\$10,937	\$430	\$448	\$466
	LESS FUNDED			(\$6,950)	(\$3,770)	(\$3,269)	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$1,081	\$2,532	\$2,313	\$2,838	\$5,378	\$430	\$12,428	\$466
	<i>Unidentified/</i>			-	(\$4,401)	(\$3,878)	(\$16,363)	(\$6,686)	(\$5,558)	-	\$11,980	-
	<i>SURPLUS (DEFICIT)</i>			-	-	-	-	-	-	-	-	-
TOTAL FACILITIES				\$77,548	\$61,325	\$98,524	\$122,940	\$115,958	\$93,277	\$7,209	\$7,498	\$7,798
	LESS FUNDED			(\$77,548)	(\$45,457)	(\$3,269)	-	-	-	-	-	-
	<i>Federal</i>			-	\$8,774	\$1,354	-	-	-	-	-	-
	<i>State</i>			-	-	\$15,050	\$23,600	\$23,600	\$20,588	-	-	-
	<i>Local</i>			-	\$26,563	\$7,305	\$4,204	\$4,622	\$7,163	\$7,085	\$90,881	\$466
	<i>Unidentified/</i>			-	\$19,470	(\$71,546)	(\$95,137)	(\$87,736)	(\$65,527)	(\$124)	\$83,383	(\$7,332)
	<i>SURPLUS (DEFICIT)</i>			-	-	-	-	-	-	-	-	-
FLEET - Replacement												
CPT 581	MC REPLACE-30 HYBRIDS (30'): Replacement of 30 motor coaches 30- foot 1990 Orions with 30-foot Hybrid-Electric vehicles.	1A	100	\$17,588	\$5,304	\$7,883	-	-	-	-	-	-
	LESS FUNDED			(\$17,588)	(\$5,304)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	\$3,295	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	(\$4,588)	-	-	-	-	-	-
	<i>SURPLUS (DEFICIT)</i>			-	-	-	-	-	-	-	-	-
CPT 554	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.	1A	100	\$33,376	\$13,479	\$4,731	-	-	-	-	-	-
	LESS FUNDED			(\$33,376)	(\$13,479)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	(\$4,731)	-	-	-	-	-	-
	<i>SURPLUS (DEFICIT)</i>			-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$480	\$480
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$480)	(\$480)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,834	\$2,834
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,834)	(\$2,834)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$484	\$504	\$524	\$545	\$566	\$589	\$613	\$637	\$663	\$689	\$717	\$745	\$66,687	\$73,637
-	-	-	-	-	-	-	-	-	-	-	-	(\$7,039)	(\$13,989)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$484	\$504	\$524	\$545	\$566	\$589	\$613	\$637	\$663	\$689	\$717	\$745	\$34,741	\$34,741
-	-	-	-	-	-	-	-	-	-	-	-	(\$24,907)	(\$24,907)
\$8,110	\$11,359	\$8,704	\$9,052	\$9,414	\$9,791	\$13,345	\$10,516	\$10,937	\$11,375	\$11,830	\$24,383	\$653,344	\$730,892
-	-	-	-	-	-	-	-	-	-	-	-	(\$48,726)	(\$126,274)
-	-	-	-	-	-	-	-	-	-	-	-	\$10,128	\$10,128
-	-	-	-	-	-	-	-	-	-	-	-	\$82,838	\$82,838
\$484	\$4,088	\$78,784	\$55,677	\$566	\$589	\$1,245	\$637	\$663	\$689	\$717	\$1,430	\$293,857	\$293,857
(\$7,625)	(\$7,270)	\$70,080	\$46,625	(\$8,848)	(\$9,201)	(\$12,100)	(\$9,879)	(\$10,274)	(\$10,685)	(\$11,113)	(\$22,953)	(\$217,794)	(\$217,794)
-	-	-	-	-	-	-	-	-	-	-	-	\$13,187	\$30,775
-	-	-	-	-	-	-	-	-	-	-	-	(\$5,304)	(\$22,892)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$3,295	\$3,295
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$4,588)	(\$4,588)
-	-	-	-	-	-	-	-	-	-	-	-	\$18,210	\$51,586
-	-	-	-	-	-	-	-	-	-	-	-	(\$13,479)	(\$46,855)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$4,731)	(\$4,731)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Replacement Cont'd												
CPT 466/309	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.	1A	75	\$162,786	\$3,185	\$1,685	-	-	-	-	-	-
	LESS FUNDED			(\$162,786)	(\$3,185)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$516	\$1,169	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$516	(\$516)	-	-	-	-	-	-
REF 146	MOTOR COACH REPLACE-FUTURE: Continue the phased replacement of the motor coach fleet when vehicles reach the end of their useful life.	2A	56.1	-	-	-	\$38,959	\$52,277	-	-	-	\$205,059
	LESS FUNDED	2A		-	-	-	-	-	-	-	-	-
	Federal			-	-	-	\$27,055	\$29,998	\$15,254	-	\$50,000	\$108,968
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	\$5,426	\$8,097	-	-	-	\$36,321
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	(\$11,904)	(\$16,853)	\$23,351	-	\$50,000	(\$59,770)
CPT 565	PARATRANSIT VANS 2005: Purchase of 20 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	1B	68.4	\$1,142	\$58	-	-	-	-	-	-	-
	LESS FUNDED			(\$1,142)	(\$58)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
REF 155	PARATRANSIT VANS 2006: Purchase of 34 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	1B	68.4	-	-	-	\$1,354	\$1,354	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	(\$1,354)	(\$1,354)	-	-	-	-
REF 156	PARATRANSIT VANS FUTURE: Continue the phased replacement of the Paratransit Van Fleet.	1B	68.4	-	-	\$1,766	-	\$3,216	-	-	-	\$1,766
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	\$1,383	-	\$2,519	-	-	\$1,643	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$400	-	-	\$459	-	\$491	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	\$17	-	(\$697)	\$459	-	\$2,134	(\$1,766)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$4,870	\$167,656
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,185)	(\$165,971)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,685	\$1,685
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$249,602	-	-	\$148,192	-	-	-	-	-	-	-	-	\$694,089	\$694,089
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$82,799	\$63,402	\$101,192	\$50,000	\$7,837	-	-	-	-	-	-	-	\$536,505	\$536,505
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$45,221	-	-	\$24,849	-	-	-	-	\$13,493	-	-	\$18,106	\$151,513	\$151,513
(\$121,582)	\$63,402	\$101,192	(\$73,343)	\$7,837	-	-	-	\$13,493	-	-	\$18,106	(\$6,071)	(\$6,071)
-	-	-	-	-	-	-	-	-	-	-	-	\$58	\$1,200
-	-	-	-	-	-	-	-	-	-	-	-	(\$58)	(\$1,200)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,708)	(\$2,708)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,708	\$2,708
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	\$3,216	-	-	\$1,766	-	\$3,216	-	-	\$1,766	-	\$3,216	\$19,929	\$19,929
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$2,991	-	-	\$1,951	-	\$3,553	-	-	\$2,317	-	\$4,220	-	\$20,577	\$20,577
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$526	-	\$564	-	\$604	-	\$647	-	\$693	-	\$742	-	\$5,126	\$5,126
\$3,517	(\$3,216)	\$564	\$1,951	(\$1,162)	\$3,553	(\$2,569)	-	\$3,010	(\$1,766)	\$4,962	(\$3,216)	\$5,774	\$5,774

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Replacement Cont'd												
REF 133	LRV - REPLACE 151 BREDA CARS: Replacement of 151 BREDA Light Rail Vehicles which are at the end of their useful life.	2A	56.1	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
CPT 385/375	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.	1A	100	\$515,281	\$10,282	-	-	-	-	-	-	-
	LESS FUNDED			(\$515,281)	(\$10,282)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$600	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	\$600	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
CPT 401/393	TROLLEY REPLACE-33 ART/240 STD: Purchase 33 articulated and 240 standard trolley coaches to replace the existing 295 Flyer standard trolley coaches.	1A	75	\$224,441	\$10,143	-	-	-	-	-	-	-
	LESS FUNDED			(\$224,441)	(\$10,143)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 184	TROLLEY COACH REPLACEMENT-FUTURE: Continue the phased replacement of the trolley coach fleet when vehicles reach the end of their useful life.	1A	75	-	-	-	-	-	\$75,048	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	\$25,000	\$25,000	\$7,787	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	\$12,479	\$2,155	-	-
	<i>Unidentified/</i>			-	-	-	-	-	(\$37,569)	\$27,155	\$7,787	-
	SURPLUS (DEFICIT)											
REF 148	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.	2A	37.4	-	\$7,429	\$7,429	\$7,429	\$7,429	\$7,429	\$7,726	\$8,035	\$8,356
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)				(\$7,429)	(\$7,429)	(\$7,429)	(\$7,429)	(\$7,429)	\$7,000	\$7,000	\$57,000
										(\$726)	(\$1,035)	\$48,644

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	\$64,935	\$32,468	\$493,455	\$50,454	-	\$641,312	\$641,312
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	\$27,558	-	\$56,874	\$42,485	\$35,000	\$161,917	\$161,917
-	-	-	-	-	-	-	\$35,025	\$39,631	\$38,811	\$10,091	\$47,225	\$170,783	\$170,783
-	-	-	-	-	-	-	(\$2,352)	\$7,163	(\$397,770)	\$2,122	\$82,226	(\$308,611)	(\$308,611)
-	-	-	-	-	-	-	-	-	-	-	-	\$10,282	\$525,563
-	-	-	-	-	-	-	-	-	-	-	-	(\$10,282)	(\$525,563)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$600	\$600
-	-	-	-	-	-	-	-	-	-	-	-	\$600	\$600
-	-	-	-	-	-	-	-	-	-	-	-	\$10,143	\$234,584
-	-	-	-	-	-	-	-	-	-	-	-	(\$10,143)	(\$234,584)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	\$95,993	\$156,152	-	-	\$98,566	-	-	\$425,759	\$425,759
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	\$25,000	\$75,000	\$69,152	\$25,000	\$25,000	\$25,000	\$25,000	\$896	\$327,835	\$327,835
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	\$16,846	\$50,698	\$2,098	\$2,089	\$2,079	\$2,461	\$2,466	\$2,471	\$2,475	\$98,317	\$98,317
-	-	-	\$16,846	\$75,698	(\$18,895)	(\$84,911)	\$27,079	\$27,461	(\$71,100)	\$27,471	\$3,371	\$393	\$393
\$8,691	\$9,038	\$9,400	\$9,776	\$10,167	\$10,574	\$10,997	\$11,436	\$11,894	\$12,370	\$12,864	\$13,379	\$191,847	\$191,847
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$10,000	\$7,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$188,000	\$188,000
\$1,309	(\$2,038)	\$600	\$224	(\$167)	(\$574)	(\$997)	(\$1,436)	(\$1,894)	(\$2,370)	(\$2,864)	(\$3,379)	(\$3,847)	(\$3,847)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Replacement Cont'd												
REF 128	FAREBOXES-REPLACEMENT PROGRAM: Procure new fareboxes and replace existing fareboxes which has reached their useful life.	1A	100	-	-	\$32,270	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$1,104	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	\$7,422	-	\$25,148	-
	<i>Unidentified/</i>			-	\$1,104	(\$32,270)	-	-	\$7,422	-	\$25,148	-
	SURPLUS (DEFICIT)											
REF 166	BUS DOOR SYSTEM REPLACEMENT: Replace existing door system with Vapor glass door system.	2A	74.8	-	\$528	\$528	\$528	\$528	\$528	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$528)	(\$528)	(\$528)	(\$528)	(\$528)	-	-	-
	SURPLUS (DEFICIT)											
REF 167	BUS VIDEO SYSTEM REPLACEMENT: Replace on board video system. This project will be coordinated with Security.	1A	100	-	\$847	\$847	\$847	\$847	\$847	\$100	\$104	\$108
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	\$27	\$244	\$462	\$100	\$104	\$108
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$1,694	-	-	-	\$1,810	-	-
	<i>Unidentified/</i>			-	(\$847)	\$847	(\$820)	(\$603)	(\$385)	\$1,810	-	-
	SURPLUS (DEFICIT)											
	SUBTOTAL FLEET REPLACEMENT			\$954,615	\$51,254	\$57,138	\$49,116	\$65,651	\$83,852	\$7,826	\$8,139	\$215,290
	LESS FUNDED			(\$954,615)	(\$42,451)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$1,104	\$1,383	\$27,082	\$32,761	\$40,716	\$25,100	\$59,534	\$109,076
	<i>State</i>			-	-	\$3,295	-	-	-	-	-	-
	<i>Local</i>			-	\$1,116	\$3,264	-	\$5,426	\$28,457	\$10,965	\$32,639	\$93,321
	<i>Unidentified/</i>			-	(\$6,584)	(\$49,197)	(\$22,034)	(\$27,464)	(\$14,679)	\$28,238	\$84,034	(\$12,892)
	SURPLUS (DEFICIT)											
FLEET - Rehabilitation												
REF 137	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.	1A	100	-	\$18,274	\$18,688	\$16,322	\$20,858	\$11,965	\$19,005	\$19,435	\$16,975
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$16,000	\$9,440	\$8,000	\$13,637	\$18,466	-	\$3,110	\$13,580
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	\$4,000	\$4,000	\$4,000	\$5,351	\$4,000
	<i>Unidentified/</i>			-	(\$2,274)	(\$9,248)	(\$8,322)	(\$3,221)	\$10,501	(\$15,005)	(\$10,974)	\$605
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	\$1,538	-	-	\$33,808	\$33,808
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,104	\$1,104
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$32,570	\$32,570
-	-	-	-	-	-	-	-	-	(\$1,538)	-	-	(\$134)	(\$134)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,639	\$2,639
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,639)	(\$2,639)
\$112	\$117	\$108	\$112	\$117	\$122	\$127	\$117	\$122	\$127	\$132	\$137	\$5,997	\$5,997
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$112	\$117	\$108	\$112	\$117	\$122	\$127	\$117	\$122	\$127	\$132	\$137	\$2,494	\$2,494
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$3,504	\$3,504
-	-	-	-	-	-	-	-	-	-	-	-	\$1	\$1
\$258,405	\$12,371	\$9,508	\$158,080	\$12,050	\$106,688	\$170,491	\$76,488	\$44,483	\$607,821	\$63,450	\$16,732	\$2,074,837	\$3,029,452
-	-	-	-	-	-	-	-	-	-	-	-	(\$42,451)	(\$997,066)
\$85,902	\$63,519	\$101,300	\$52,063	\$32,954	\$78,675	\$69,279	\$52,675	\$27,439	\$82,001	\$71,837	\$36,033	\$1,050,433	\$1,050,433
-	-	-	-	-	-	-	-	-	-	-	-	\$3,295	\$3,295
\$55,747	\$7,000	\$10,564	\$51,695	\$61,302	\$12,098	\$12,736	\$47,104	\$66,278	\$51,277	\$23,304	\$77,806	\$652,099	\$652,099
(\$116,756)	\$58,148	\$102,356	(\$54,322)	\$82,206	(\$15,916)	(\$88,477)	\$23,291	\$49,233	(\$474,544)	\$31,691	\$97,108	(\$326,560)	(\$326,560)
\$21,692	\$12,444	\$19,765	\$20,213	\$17,654	\$22,560	\$12,941	\$20,556	\$21,021	\$18,360	\$23,463	\$13,459	\$365,651	\$365,651
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$7,000	\$13,670	\$15,880	\$16,170	\$7,140	\$18,048	\$10,353	-	-	-	-	-	\$170,494	\$170,494
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$69,351	\$69,351
(\$10,692)	\$5,226	\$115	(\$43)	(\$6,514)	(\$512)	\$1,412	(\$16,556)	(\$17,021)	(\$14,360)	(\$19,463)	(\$9,459)	(\$125,806)	(\$125,806)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Rehabilitation Cont'd												
CPT 569	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	1A	75	\$4,699	\$542	-	-	-	-	-	-	-
	LESS FUNDED			(\$4,699)	(\$542)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
REF 143	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.	2B	67.2	-	\$10,266	\$42,340	\$44,034	-	\$7,216	-	\$28,819	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	\$675	\$7,000	\$8,000	\$8,000	\$26,821	\$8,000
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$10,266)	(\$42,340)	(\$43,359)	\$7,000	\$784	\$8,000	(\$1,998)	\$8,000
CPT 568	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). As approved by the FTA, this project will be consolidated with the NABI/Neoplan mid-life/rebuild.	2B	33.6	\$3,755	\$867	-	-	-	-	-	-	-
	LESS FUNDED			(\$3,755)	(\$867)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
REF 141	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.	2B	50.4	-	\$4,188	\$4,188	\$4,188	\$4,188	\$4,188	\$4,356	\$4,530	\$4,711
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	\$8,276
	Unidentified/ SURPLUS (DEFICIT)			-	(\$4,188)	(\$4,188)	(\$4,188)	(\$4,188)	(\$4,188)	(\$4,356)	(\$4,530)	\$3,565

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$542	\$5,241
-	-	-	-	-	-	-	-	-	-	-	-	(\$542)	(\$5,241)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	\$8,766	-	\$17,777	-	-	\$101,323	\$76,252	-	-	\$336,793	\$336,793
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$8,000	\$8,000	\$8,000	\$8,000	\$9,000	\$16,882	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$170,378	\$170,378
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$8,000	\$8,000	\$8,000	(\$766)	\$9,000	(\$895)	\$9,000	\$9,000	(\$92,323)	(\$67,252)	\$9,000	\$9,000	(\$166,415)	(\$166,415)
-	-	-	-	-	-	-	-	-	-	-	-	\$867	\$4,622
-	-	-	-	-	-	-	-	-	-	-	-	(\$867)	(\$4,622)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$4,900	\$5,096	\$5,300	\$5,512	\$5,732	\$5,961	\$6,200	\$6,448	\$6,706	\$6,974	\$7,253	\$7,543	\$108,162	\$108,162
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$76,676	\$76,676
\$800	\$604	\$400	\$188	(\$32)	(\$261)	(\$500)	(\$748)	(\$1,006)	(\$1,274)	(\$1,553)	(\$1,843)	(\$31,486)	(\$31,486)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Rehabilitation Cont'd												
CPT 404	CABLE CAR VEHICLE REHAB: Phased overhaul and reconstruction of the Cable Car fleet to maintain a high State of system reliability and productivity.	2B	67.2	\$9,554	\$2,275	\$1,405	\$1,449	\$1,494	\$1,541	\$1,603	\$1,667	\$1,734
	LESS FUNDED			(\$9,554)	(\$1,227)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$838	\$872	\$907	\$943	\$981	\$1,020	\$1,061	\$1,104
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$210	\$218	\$227	\$236	\$245	\$255	\$2,265	\$1,276
	<i>Unidentified/</i>			-	\$0	(\$315)	(\$315)	(\$315)	(\$315)	(\$328)	\$1,659	\$646
	SURPLUS (DEFICIT)											
REF 182	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.	2B	50.4	-	\$17,198	\$35,969	-	-	-	-	-	\$16,210
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$17,198)	(\$35,969)	-	-	-	-	-	(\$16,210)
	SURPLUS (DEFICIT)											
CPT 575	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.	2B	67.2	\$172	\$3,472	\$3,144	-	-	-	-	-	-
	LESS FUNDED			(\$172)	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$2,798	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$674)	(\$3,144)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
CPT 521	HISTORIC VEHICLE REHAB: Phased rehabilitation of the Historic Light Rail Vehicle (F-Line) fleet to maintain a high State of system reliability and productivity.	2B	67.2	\$3,514	\$13,186	-	-	-	-	-	-	-
	LESS FUNDED			(\$3,514)	(\$13,186)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$1,803	\$1,875	\$1,950	\$2,028	\$2,109	\$2,194	\$2,281	\$2,373	\$2,467	\$2,566	\$2,669	\$2,775	\$40,257	\$49,812
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,227)	(\$10,781)
\$1,148	\$1,194	\$1,241	\$1,291	\$1,343	\$1,396	\$1,452	\$1,510	-	-	-	-	\$18,302	\$18,302
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,287	\$1,298	\$2,310	\$2,323	\$2,336	\$2,349	\$2,363	\$2,378	-	-	-	-	\$21,577	\$21,577
\$632	\$617	\$1,602	\$1,586	\$1,570	\$1,552	\$1,534	\$1,516	(\$2,467)	(\$2,566)	(\$2,669)	(\$2,775)	\$849	\$849
\$39,962	-	-	\$14,047	-	-	-	-	-	-	-	-	\$123,387	\$123,387
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$39,962)	-	-	(\$14,047)	-	-	-	-	-	-	-	-	(\$123,387)	(\$123,387)
-	-	-	-	-	-	-	-	-	-	-	-	\$6,616	\$6,788
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$172)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,798	\$2,798
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,818)	(\$3,818)
-	-	-	-	-	-	-	-	-	-	-	-	\$13,186	\$16,700
-	-	-	-	-	-	-	-	-	-	-	-	(\$13,186)	(\$16,700)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Rehabilitation Cont'd												
CPT 583	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.	1B	91.2	-	\$6,627	\$8,520	\$15,942	-	-	-	-	-
	LESS FUNDED			-	(\$5,408)	-	-	-	-	-	-	-
	Federal			-	-	\$5,840	\$7,262	\$3,196	-	-	-	\$3,695
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$195	\$1,076	\$5,311	-	-	-	-	\$924
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,025)	(\$1,604)	(\$3,369)	\$3,196	-	-	-	\$4,619
	SUBTOTAL FLEET REHABILITATION			\$21,695	\$76,896	\$114,254	\$81,934	\$26,540	\$24,911	\$24,964	\$54,451	\$39,629
	LESS FUNDED			(\$21,695)	(\$21,229)	-	-	-	-	-	-	-
	Federal			-	\$19,636	\$16,152	\$16,844	\$24,776	\$27,447	\$9,020	\$30,992	\$26,379
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$405	\$1,294	\$5,538	\$4,236	\$4,245	\$4,255	\$7,616	\$14,476
	Unidentified/ SURPLUS (DEFICIT)			-	(\$35,626)	(\$96,808)	(\$59,552)	\$2,472	\$6,781	(\$11,689)	(\$15,843)	\$1,226
FLEET - Enhancement												
CPT 543	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.	1B	91.2	\$13	\$1,018	\$2,997	\$2,997	\$2,997	\$2,997	-	-	-
	LESS FUNDED			(\$13)	(\$1,018)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$1,000	\$1,000	\$1,000	\$1,000	\$8,000	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$1,997)	(\$1,997)	(\$1,997)	(\$1,997)	\$8,000	-	-
REF 135	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.	1A	100	-	\$3,374	\$3,374	\$3,374	\$3,374	\$3,374	\$3,509	\$3,649	\$3,795
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$710	\$2,000	\$2,000	\$2,000	\$2,000	-	\$3,649	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$2,664)	(\$1,374)	(\$1,374)	(\$1,374)	(\$1,374)	(\$3,509)	-	(\$3,795)
REF 153	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.	4B	22.5	-	\$142	\$142	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$142)	(\$142)	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$4,618	\$19,212	\$4,995	\$17,317	\$12,607	\$26,222	-	-	-	-	\$6,836	-	\$122,896	\$122,896
-	-	-	-	-	-	-	-	-	-	-	-	(\$5,408)	(\$5,408)
\$15,370	\$3,996	\$13,853	\$10,085	\$20,977	-	-	-	-	\$5,469	\$22,751	\$5,915	\$118,411	\$118,411
\$2,500	\$2,000	\$8,232	\$2,000	\$5,877	\$2,000	\$2,000	\$2,000	\$2,000	\$6,975	\$7,451	\$5,538	\$56,079	\$56,079
\$13,252	(\$13,216)	\$17,090	(\$5,232)	\$14,247	(\$24,222)	\$2,000	\$2,000	\$2,000	\$12,444	\$23,366	\$11,453	\$57,001	\$57,001
\$72,975	\$38,627	\$32,010	\$67,882	\$38,102	\$74,714	\$21,422	\$29,376	\$131,517	\$104,152	\$40,220	\$23,778	\$1,118,355	\$1,140,050
-	-	-	-	-	-	-	-	-	-	-	-	(\$21,229)	(\$42,924)
\$31,518	\$26,860	\$38,974	\$35,546	\$38,460	\$36,326	\$20,805	\$10,510	\$9,000	\$14,469	\$31,751	\$14,915	\$480,382	\$480,382
\$13,487	\$12,998	\$20,242	\$14,023	\$17,913	\$14,049	\$14,063	\$14,078	\$11,700	\$16,675	\$17,151	\$15,238	\$223,683	\$223,683
(\$27,970)	\$1,232	\$27,207	(\$18,313)	\$18,272	(\$24,339)	\$13,446	(\$4,788)	(\$110,817)	(\$73,008)	\$8,682	\$6,375	(\$393,061)	(\$393,061)
-	-	-	-	-	-	-	-	-	-	-	-	\$13,007	\$13,020
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,018)	(\$1,031)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$12,000	\$12,000
-	-	-	-	-	-	-	-	-	-	-	-	\$11	\$11
\$3,947	\$4,105	\$4,269	\$4,440	\$4,617	\$4,802	\$4,994	\$5,194	\$5,401	\$5,617	\$5,842	\$6,076	\$87,125	\$87,125
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	\$3,795	\$3,977	-	-	-	-	-	-	-	-	-	\$7,772	\$7,772
-	-	-	-	-	-	-	\$2,000	\$2,000	-	-	-	\$16,359	\$16,359
(\$3,947)	(\$310)	(\$292)	(\$4,440)	(\$4,617)	(\$4,802)	(\$4,994)	(\$3,194)	(\$3,401)	(\$5,617)	(\$5,842)	(\$6,076)	(\$62,994)	(\$62,994)
-	-	-	-	-	-	-	-	-	-	-	-	\$284	\$284
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$284)	(\$284)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Enhancement Cont'd												
CPT 436	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.	1B	91.2	\$4,834	\$1,965	\$98	-	-	-	-	-	-
	LESS FUNDED			(\$4,834)	(\$1,965)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$98	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
REF 127	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.	2A	74.8	-	-	\$513	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$513)	-	-	-	-	-	-
CPT 546	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.	1B	68.4	\$8,122	\$585	-	-	-	-	-	-	-
	LESS FUNDED			(\$8,122)	(\$585)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
REF 158	REAR WHEEL SAFETY GUARD: Purchase approximately 800 safety rear wheel guard devices for the motor and trolley coach fleet.	1A	100	-	\$1,200	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,200)	-	-	-	-	-	-	-
REF 129	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.	2A	74.8	-	-	\$2,163	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$2,163)	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$2,064	\$6,898
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,965)	(\$6,800)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$98	\$98
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$513	\$513
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$513)	(\$513)
-	-	-	-	-	-	-	-	-	-	-	-	\$585	\$8,707
-	-	-	-	-	-	-	-	-	-	-	-	(\$585)	(\$8,707)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,200	\$1,200
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,200)	(\$1,200)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,163	\$2,163
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$2,163)	(\$2,163)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FLEET - Enhancement Cont'd												
CPT 588	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.	1A	75	\$1,014	\$3,370	\$3,370	\$3,370	-	-	-	-	-
	LESS FUNDED			(\$1,014)	-	-	-	-	-	-	-	-
	Federal			-	-	-	\$3,370	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$3,370)	(\$3,370)	-	-	-	-	-	-
	SUBTOTAL FLEET ENHANCEMENT			\$13,983	\$11,654	\$12,658	\$9,741	\$6,371	\$6,371	\$3,509	\$3,649	\$3,795
	LESS FUNDED			(\$13,983)	(\$3,569)	-	-	-	-	-	-	-
	Federal			-	-	-	\$3,370	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$710	\$3,098	\$3,000	\$3,000	\$3,000	\$8,000	\$3,649	\$0
	Unidentified/			-	(\$7,376)	(\$9,559)	(\$3,371)	(\$3,371)	(\$3,371)	\$4,491	-	(\$3,795)
	SURPLUS (DEFICIT)			-	(\$7,376)	(\$9,559)	(\$3,371)	(\$3,371)	(\$3,371)	\$4,491	-	(\$3,795)
REF 136	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.	4B	22.5	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
	Unidentified/			-	-	-	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
	SURPLUS (DEFICIT)			-	-	-	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
CPT 555	HISTORIC VEHICLE PURCHASE: Purchase and rehabilitate 11 PCCs from New Jersey Transit for use on the F-line.	4A	35.2	\$7,790	\$1,120	\$375	-	-	-	-	-	-
	LESS FUNDED			(\$7,790)	(\$1,120)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	(\$375)	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	-	(\$375)	-	-	-	-	-	-
	SUBTOTAL FLEET EXPANSION			\$7,790	\$1,120	\$375	-	-	-	-	-	-
	LESS FUNDED			(\$7,790)	(\$1,120)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
	Unidentified/			-	-	(\$375)	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
	SURPLUS (DEFICIT)			-	-	(\$375)	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
TOTAL FLEET				\$998,083	\$140,925	\$184,425	\$140,792	\$98,563	\$115,134	\$36,298	\$66,239	\$258,714
LESS FUNDED				(\$998,083)	(\$68,368)	-	-	-	-	-	-	-
	Federal			-	\$20,740	\$17,535	\$47,296	\$57,537	\$68,163	\$34,120	\$90,526	\$135,455
	State			-	-	\$3,295	-	-	-	-	-	-
	Local			-	\$2,231	\$7,656	\$8,538	\$13,662	\$36,702	\$24,220	\$44,904	\$108,797
	Unidentified/			-	(\$49,585)	(\$155,939)	(\$84,958)	(\$27,364)	(\$10,269)	\$22,041	\$69,191	(\$14,462)
	SURPLUS (DEFICIT)			-	(\$49,585)	(\$155,939)	(\$84,958)	(\$27,364)	(\$10,269)	\$22,041	\$69,191	(\$14,462)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$10,110	\$11,124
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$1,014)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,370	\$3,370
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	\$6,370	-	-	-	-	-	-	-	-	-	-	\$3,370	\$3,370
-	\$6,370	-	-	-	-	-	-	-	-	-	-	(\$370)	(\$370)
\$3,947	\$4,105	\$4,269	\$4,440	\$4,617	\$4,802	\$4,994	\$5,194	\$5,401	\$5,617	\$5,842	\$6,076	\$117,051	\$131,034
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,569)	(\$17,552)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,370	\$3,370
-	\$3,795	\$3,977	-	-	-	-	-	-	-	-	-	\$7,772	\$7,772
-	\$6,370	-	-	-	-	-	\$2,000	\$2,000	-	-	-	\$34,828	\$34,828
(\$3,947)	\$6,060	(\$292)	(\$4,440)	(\$4,617)	(\$4,802)	(\$4,994)	(\$3,194)	(\$3,401)	(\$5,617)	(\$5,842)	(\$6,076)	(\$67,513)	(\$67,513)
\$48,082	-	-	-	-	-	-	-	-	-	-	-	\$48,082	\$48,082
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$41,000	\$1,000	-	-	-	-	-	-	-	-	-	-	\$47,000	\$47,000
(\$7,082)	\$1,000	-	-	-	-	-	-	-	-	-	-	(\$1,082)	(\$1,082)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,495	\$9,285
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,120)	(\$8,910)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$375)	(\$375)
\$48,082	-	-	-	-	-	-	-	-	-	-	-	\$49,577	\$57,367
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,120)	(\$8,910)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$41,000	\$1,000	-	-	-	-	-	-	-	-	-	-	\$47,000	\$47,000
(\$7,082)	\$1,000	-	-	-	-	-	-	-	-	-	-	(\$1,457)	(\$1,457)
\$383,409	\$55,103	\$45,787	\$230,402	\$54,769	\$186,204	\$196,908	\$111,058	\$181,402	\$717,590	\$109,512	\$46,585	\$3,359,820	\$4,357,903
-	-	-	-	-	-	-	-	-	-	-	-	(\$68,368)	(\$1,066,451)
\$117,421	\$90,379	\$140,275	\$87,610	\$71,414	\$115,001	\$90,084	\$63,185	\$36,439	\$96,470	\$103,588	\$50,948	\$1,534,185	\$1,534,185
-	\$3,795	\$3,977	-	-	-	-	-	-	-	-	-	\$11,067	\$11,067
\$110,234	\$27,368	\$30,806	\$65,718	\$79,215	\$26,147	\$26,799	\$63,182	\$79,978	\$67,952	\$40,455	\$93,044	\$957,609	\$957,609
(\$155,754)	\$66,440	\$129,271	(\$77,074)	\$95,861	(\$45,056)	(\$80,025)	\$15,309	(\$64,986)	(\$553,169)	\$34,530	\$97,407	(\$788,590)	(\$788,590)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Replacement												
CPT 447	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.	2B	67.2	\$51,690	\$31,287	\$13,517	\$13,517	\$13,517	-	-	-	-
	LESS FUNDED			(\$51,690)	(\$23,331)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$13,500	\$7,500	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$1,801	\$2,250	\$2,250	-	-	-	-	-
	<i>Unidentified/</i>			-	\$7,345	(\$3,767)	(\$11,267)	(\$13,517)	-	-	-	-
	SURPLUS (DEFICIT)											
REF 256	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.	2B	67.2	-	-	-	\$10,000	\$10,000	\$10,000	\$15,000	\$15,600	\$16,224
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	\$2,000	\$2,000	\$2,000	\$2,000	\$13,000	\$6,000
	<i>Unidentified/</i>			-	-	-	-	-	-	(\$5,000)	\$5,400	(\$2,224)
	SURPLUS (DEFICIT)											
REF 257	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.	2B	67.2	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
CPT 527/ 413/ 311	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.	2B	67.2	\$6,066	\$31,369	\$27,254	-	-	-	-	-	-
	LESS FUNDED			(\$6,066)	(\$22,018)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$8,000	\$7,500	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$5,309	\$3,924	-	-	-	-	-	-
	<i>Unidentified/</i>			-	\$3,957	(\$15,829)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$71,838	\$123,528
-	-	-	-	-	-	-	-	-	-	-	-	(\$23,331)	(\$75,020)
-	-	-	-	-	-	-	-	-	-	-	-	\$21,000	\$21,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$6,301	\$6,301
-	-	-	-	-	-	-	-	-	-	-	-	(\$21,206)	(\$21,206)
\$16,873	\$17,548	\$18,250	\$18,980	\$19,739	-	-	-	-	-	-	-	\$168,213	\$168,213
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$8,000	\$8,000	\$8,000	\$8,000	-	-	-	-	-	-	-	-	\$80,000	\$80,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$6,000	\$6,000	\$6,000	\$6,000	\$10,000	-	-	-	-	-	-	-	\$61,000	\$61,000
(\$2,873)	(\$3,548)	(\$4,250)	(\$4,980)	(\$9,739)	-	-	-	-	-	-	-	(\$27,213)	(\$27,213)
-	-	-	-	-	\$20,529	\$21,350	\$22,204	\$23,092	\$24,015	\$24,976	\$25,975	\$162,140	\$162,140
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	\$10,000	\$10,000	\$10,000	\$15,375	\$10,000	\$10,000	\$10,000	\$10,000	\$85,375	\$85,375
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	\$4,500	\$4,500	\$4,500	\$7,000	\$7,000	\$4,500	\$4,500	\$4,500	\$41,000	\$41,000
-	-	-	-	\$14,500	(\$6,029)	(\$6,850)	\$171	(\$6,092)	(\$9,515)	(\$10,476)	(\$11,475)	(\$35,765)	(\$35,765)
-	-	-	-	-	-	-	-	-	-	-	-	\$58,623	\$64,690
-	-	-	-	-	-	-	-	-	-	-	-	(\$22,018)	(\$28,085)
-	-	-	-	-	-	-	-	-	-	-	-	\$15,500	\$15,500
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$9,233	\$9,233
-	-	-	-	-	-	-	-	-	-	-	-	(\$11,872)	(\$11,872)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Replacement Cont'd												
REF 233	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.	2B	67.2	-	-	-	\$10,000	\$10,000	\$10,000	\$10,400	\$10,816	\$11,249
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	\$2,300	\$2,000	\$2,000	\$2,000	\$8,000	\$6,000
	<i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>			-	-	-	\$300	-	-	(\$400)	\$5,184	\$2,751
REF 234	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.	2B	67.2	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>			-	-	-	-	-	-	-	-	-
CPT 438/ 579/ 425	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.	2A	74.8	\$63,940	\$36,505	\$43,239	\$35,612	-	-	-	-	-
	LESS FUNDED			(\$63,940)	(\$23,256)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$13,800	\$7,500	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$3,428	\$3,250	-	-	-	-	-	-
	<i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>			-	\$3,979	(\$32,489)	(\$35,612)	-	-	-	-	-
REF 261	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.	2A	74.8	-	-	-	-	\$30,000	\$30,000	\$31,200	\$32,448	\$33,746
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	\$4,250	\$2,000	\$2,000	\$14,000	\$14,000	\$14,000
	<i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>			-	-	-	\$12,250	(\$20,000)	(\$20,000)	(\$9,200)	(\$10,448)	(\$11,746)
REF 262	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.	2A	74.8	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i> <i>SURPLUS (DEFICIT)</i>			-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$11,699	\$12,167	\$12,653	\$13,159	\$13,686	-	-	-	-	-	-	-	\$125,828	\$125,828
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$8,000	\$8,000	\$8,000	\$8,000	-	-	-	-	-	-	-	-	\$80,000	\$80,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$6,000	\$6,000	\$6,000	\$6,000	-	-	-	-	-	-	-	-	\$46,300	\$46,300
\$2,301	\$1,833	\$1,347	\$841	(\$13,686)	-	-	-	-	-	-	-	\$472	\$472
-	-	-	-	-	\$14,233	\$14,802	\$15,395	\$16,010	\$16,651	\$17,317	\$18,009	\$112,417	\$112,417
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$80,000	\$80,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$36,000	\$36,000
-	-	-	-	\$14,500	\$267	(\$302)	(\$895)	(\$1,510)	(\$2,151)	(\$2,817)	(\$3,509)	\$3,583	\$3,583
-	-	-	-	-	-	-	-	-	-	-	-	\$115,355	\$179,295
-	-	-	-	-	-	-	-	-	-	-	-	(\$23,256)	(\$87,196)
-	-	-	-	-	-	-	-	-	-	-	-	\$21,300	\$21,300
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$6,678	\$6,678
-	-	-	-	-	-	-	-	-	-	-	-	(\$64,121)	(\$64,121)
\$35,096	\$36,500	\$37,960	\$39,478	\$41,057	-	-	-	-	-	-	-	\$347,484	\$347,484
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$8,000	\$8,000	\$8,000	\$8,000	-	-	-	-	-	-	-	-	\$80,000	\$80,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$14,000	\$14,000	\$14,000	\$14,000	-	-	\$95,520	-	-	-	-	-	\$201,770	\$201,770
(\$13,096)	(\$14,500)	(\$15,960)	(\$17,478)	(\$41,057)	-	\$95,520	-	-	-	-	-	(\$65,714)	(\$65,714)
-	-	-	-	-	\$42,699	\$44,407	\$46,184	\$48,031	\$49,952	\$51,950	\$54,028	\$337,252	\$337,252
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$80,000	\$80,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	\$24,500	\$24,500	\$24,500	\$24,500	\$24,500	\$24,500	\$24,500	\$24,500	\$196,000	\$196,000
-	-	-	-	\$34,500	(\$8,199)	(\$9,907)	(\$11,684)	(\$13,531)	(\$15,452)	(\$17,450)	(\$19,528)	(\$61,252)	(\$61,252)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Replacement Cont'd												
REF 270	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1C	82.8	-	-	\$1,819	-	-	-	-	-	-
REF 271	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1B	91.2	-	-	\$15,300	-	-	-	-	-	-
REF 222	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1B	68.4	-	-	-	\$3,202	-	-	-	-	-
REF 290	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1A	100	-	\$4,000	\$2,255	\$2,255	\$2,255	-	\$1,000	\$1,040	\$1,082

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$1,819	\$1,819
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,819	\$1,819
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	\$8,658	\$23,958	\$23,958
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$23,000	\$23,000
-	-	-	-	-	-	-	-	-	-	-	(\$8,658)	(\$958)	(\$958)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,202	\$3,202
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,202)	(\$3,202)
\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$30,789	\$30,789
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	\$1,423	-	-	-	-	-	\$18,878	\$18,878
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$23,957	\$23,957
\$175	\$130	\$83	\$35	(\$16)	(\$69)	\$1,300	(\$180)	(\$239)	(\$301)	(\$365)	(\$432)	\$12,046	\$12,046

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Replacement Cont'd												
CPT 560	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.	2A	37.4	\$547	\$9,133	\$7,449	\$27,000	\$27,000	\$27,000	\$1,000	\$1,040	\$1,082
	LESS FUNDED			(\$547)	(\$9,133)	-	-	-	-	-	-	-
	Federal			-	\$700	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	\$5,000	\$5,000
	Unidentified/ SURPLUS (DEFICIT)			-	\$700	\$51	(\$19,500)	(\$19,500)	(\$19,500)	\$6,500	\$3,960	\$3,918
CPT 017/ 318/386	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.	2A	74.8	\$69,218	\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$500	\$520	\$541
	LESS FUNDED			(\$69,218)	(\$1,200)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	\$200	\$1,700
	Unidentified/ SURPLUS (DEFICIT)			-	(\$800)	(\$1,000)	(\$1,000)	(\$1,000)	(\$1,000)	(\$500)	(\$320)	\$1,159
REF 307	UPGRADE ADVANCED TRAIN CONTROL SYSTEM (ATCS): Major component upgrades	4A	35.2	-	-	-	-	-	-	\$10,000	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	(\$10,000)	-	-
REF 253	ATCS SYSTEM MNGMENT CENTER: Replacement and upgrade of the existing ATCS software to current technology.	1A	100	-	-	\$10,000	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	\$4,745	-	-	-	-	-	-
	State			-	-	\$5,255	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
CPT 535	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.	1A	100	\$468	\$6,848	\$18,933	\$18,933	\$18,933	\$18,933	\$5,000	\$1,000	\$1,040
	LESS FUNDED			(\$468)	(\$6,798)	-	-	-	-	-	-	-
	Federal			-	\$4,017	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$17,942	\$17,942	\$17,942	\$17,942	-	-	\$1,000	\$1,000
	Unidentified/ SURPLUS (DEFICIT)			-	\$21,909	(\$992)	(\$992)	(\$992)	(\$18,933)	(\$5,000)	-	(\$40)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$15,395	\$16,010	\$16,651	\$17,317	\$176,441	\$176,988
-	-	-	-	-	-	-	-	-	-	-	-	(\$9,133)	(\$9,680)
-	-	-	-	-	-	-	-	\$1,024	\$7,500	\$7,500	\$7,500	\$61,724	\$61,724
\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$6,000	\$7,000	\$15,000	\$15,000	\$7,208	\$15,000	\$105,208	\$105,208
\$3,875	\$3,830	\$3,783	\$3,735	\$3,684	\$3,631	\$4,577	\$5,520	\$629	\$6,490	(\$1,943)	\$5,183	(\$376)	(\$376)
\$562	\$585	\$608	\$633	\$658	\$684	\$1,369	\$29,605	\$30,789	\$32,021	\$33,301	-	\$138,376	\$207,594
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,200)	(\$70,418)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,700	\$1,700	\$1,700	\$1,700	\$2,700	\$2,700	\$2,700	\$30,000	\$30,000	\$30,000	\$30,000	-	\$136,800	\$136,800
\$1,138	\$1,115	\$1,092	\$1,067	\$2,042	\$2,016	\$1,331	\$395	(\$789)	(\$2,021)	(\$3,301)	-	(\$376)	(\$376)
-	-	-	-	-	-	-	-	-	-	-	-	\$10,000	\$10,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$10,000)	(\$10,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$10,000	\$10,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$4,745	\$4,745
-	-	-	-	-	-	-	-	-	-	-	-	\$5,255	\$5,255
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,082	\$1,125	\$6,083	\$1,265	\$1,316	\$1,369	\$1,423	\$7,401	\$1,539	\$1,601	\$1,665	\$1,732	\$117,223	\$117,691
-	-	-	-	-	-	-	-	-	-	-	-	(\$6,798)	(\$7,267)
-	-	-	-	-	-	-	-	-	-	-	-	\$4,017	\$4,017
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,000	\$1,000	\$6,000	\$1,000	\$1,000	\$1,000	\$1,000	\$6,000	\$1,500	\$1,500	\$1,500	\$1,500	\$97,767	\$97,767
(\$82)	(\$125)	(\$83)	(\$265)	(\$316)	(\$369)	(\$423)	(\$1,401)	(\$39)	(\$101)	(\$165)	(\$232)	(\$8,641)	(\$8,641)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Replacement Cont'd												
REF 321	MTA PORTAL: Replace the existing MTA intranet and internet with a professional portal system which will deliver better and personalized content aggregation and integration, unified content and access, and service oriented analysis and process integration capabilities. The portal can be used as a platform for all new application deployment and development throughout the MTA. It can also be used for external agencies, our customers, the general public for information and for accessing all services provided by the MTA. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	2A	56.1	-	\$100	\$300	\$300	\$200	\$200	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	(\$100)	(\$300)	(\$300)	(\$200)	(\$200)	-	-	-
	SUBTOTAL INFRASTRUCTURE REPLACEMENT			\$191,929	\$121,243	\$141,066	\$121,819	\$112,905	\$97,133	\$74,100	\$62,464	\$64,963
	LESS FUNDED			(\$191,929)	(\$85,737)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$43,217	\$37,000	\$34,500	\$35,000	\$34,500	\$34,000	\$24,000	\$24,000
	<i>State</i>			-	-	\$5,255	-	-	-	-	-	-
	<i>Local</i>			-	\$29,986	\$29,185	\$29,992	\$25,317	\$7,250	\$19,175	\$51,700	\$48,000
	<i>Unidentified/</i>			-	\$37,697	(\$69,626)	(\$57,328)	(\$52,589)	(\$55,383)	(\$20,925)	\$13,236	\$7,037
	SURPLUS (DEFICIT)											
INFRASTRUCTURE - Rehabilitation												
REF 272	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1C	62.1	-	-	-	-	\$1,066	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	(\$1,066)	-	-	-	-
REF 273	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1B	45.6	-	\$585	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	(\$585)	-	-	-	-	-	-	-
REF 274	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. LESS FUNDED <i>Federal</i> <i>State</i> <i>Local</i> <i>Unidentified/</i> SURPLUS (DEFICIT)	1B	91.2	-	-	\$3,375	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	\$3,375	-
				-	-	(\$3,375)	-	-	-	-	\$3,375	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$1,100	\$1,100
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,100)	(\$1,100)
\$67,561	\$70,264	\$77,987	\$76,046	\$79,087	\$82,251	\$86,198	\$123,748	\$136,396	\$141,851	\$147,526	\$127,451	\$2,012,060	\$2,203,989
-	-	-	-	-	-	-	-	-	-	-	-	(\$85,737)	(\$277,666)
\$24,000	\$24,000	\$24,000	\$24,000	\$30,000	\$30,000	\$31,423	\$35,375	\$31,024	\$37,500	\$37,500	\$37,500	\$632,539	\$632,539
\$35,000	\$35,000	\$40,000	\$35,000	\$53,500	\$43,500	\$140,020	\$80,300	\$83,800	\$81,300	\$73,508	\$51,300	\$992,833	\$992,833
(\$8,561)	(\$11,264)	(\$13,987)	(\$17,046)	\$4,413	(\$8,751)	\$85,245	(\$8,073)	(\$21,572)	(\$23,051)	(\$36,518)	(\$38,651)	(\$295,697)	(\$295,697)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,066	\$1,066
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,066)	(\$1,066)
-	-	-	-	-	-	-	-	-	-	-	-	\$585	\$585
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$585)	(\$585)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,375	\$3,375
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$3,375	\$3,375
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Rehabilitation Cont'd												
CPT 526	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.	1B	91.2	\$55	\$10,055	\$10,000	\$10,000	\$10,000	-	\$500	\$520	\$541
	LESS FUNDED			(\$55)	-	-	-	-	-	-	-	-
	Federal			-	\$2,000	\$2,000	\$2,000	\$2,000	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$1,435	\$500	\$500	\$500	-	-	\$3,000	\$3,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$6,620)	(\$7,500)	(\$7,500)	(\$7,500)	-	(\$500)	\$2,480	\$2,459
REF 227	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.	2B	67.2		\$1,165	\$872	\$842	\$842	\$842	\$250	\$260	\$270
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,165)	(\$872)	(\$842)	(\$842)	(\$842)	(\$250)	(\$260)	(\$270)
	SUBTOTAL INFRASTRUCTURE REHABILITATION			\$55	\$11,804	\$14,246	\$10,842	\$11,907	\$842	\$750	\$780	\$811
	LESS FUNDED			(\$55)	-	-	-	-	-	-	-	-
	Federal			-	\$2,000	\$2,000	\$2,000	\$2,000	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$1,435	\$500	\$500	\$500	-	-	\$6,375	\$3,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$8,369)	(\$11,746)	(\$8,342)	(\$9,407)	(\$842)	(\$750)	\$5,595	\$2,189
INFRASTRUCTURE - Enhancement												
CPT 313/ 317/418	METRO ACCESSIBILITY PROGRAM: Provides various accessibility improvement projects on the Metro system and key station to ensure compliance with ADA requirements.	1B	91.2	\$20,292	-	-	-	-	-	-	-	-
	LESS FUNDED			(\$20,292)	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	-
REF 250	METRO ACCESSIBILITY-BEYOND KEY STOPS: Includes accessibility improvements beyond key stops and to address the Metro Rail Accessibility Lawsuit Mitigation.	1B	91.2	-	\$1,773	-	\$996	-	\$1,078	-	\$1,121	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,773)	-	(\$496)	-	(\$578)	-	(\$121)	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$562	\$585	\$608	\$633	\$658	\$684	\$712	\$740	\$770	\$801	\$833	\$866	\$50,066	\$50,122
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$55)
-	-	-	-	-	-	-	-	-	-	-	-	\$8,000	\$8,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$44,935	\$44,935
\$2,438	\$2,415	\$2,392	\$2,367	\$2,342	\$2,316	\$2,288	\$2,260	\$2,230	\$2,199	\$2,167	\$2,134	\$2,869	\$2,869
\$281	\$292	\$304	\$316	\$329	\$342	\$356	\$370	\$385	\$400	\$416	\$433	\$9,567	\$9,567
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$281)	(\$292)	(\$304)	(\$316)	(\$329)	(\$342)	(\$356)	(\$370)	(\$385)	(\$400)	(\$416)	(\$433)	(\$9,567)	(\$9,567)
\$844	\$877	\$912	\$949	\$987	\$1,026	\$1,067	\$1,110	\$1,155	\$1,201	\$1,249	\$1,299	\$64,658	\$64,714
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$55)
-	-	-	-	-	-	-	-	-	-	-	-	\$8,000	\$8,000
-	-	-	-	-	-	-	-	-	-	-	-	-	\$0
\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$48,310	\$48,310
\$2,156	\$2,123	\$2,088	\$2,051	\$2,013	\$1,974	\$1,933	\$1,890	\$1,845	\$1,799	\$1,751	\$1,701	(\$8,349)	(\$8,349)
-	-	-	-	-	-	-	-	-	-	-	-	-	\$20,292
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$20,292)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,166	-	\$1,212	-	\$1,261	-	\$1,311	-	\$1,364	-	\$1,418	-	\$12,699	\$12,699
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,000	-	\$1,000	-	\$2,000	-	\$2,000	-	\$2,000	-	\$2,000	-	\$12,000	\$12,000
(\$166)	-	(\$212)	-	\$739	-	\$689	-	\$636	-	\$582	-	(\$699)	(\$699)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Enhancement Cont'd												
REF 252	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.	4A	17.6	-	-	-	\$1,911	\$1,911	\$1,911	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	-	-	(\$1,911)	(\$1,911)	(\$1,911)	-	-	-
REF 235	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.	2A	37.4	-	\$196	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$196)	-	-	-	-	-	-	-
REF 237	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.	1B	91.2	-	\$150	\$150	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$300	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$150)	\$150	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$150)	\$150	-	-	-	-	-	-
CPT578	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.	4A	35.2	-	\$77	-	-	-	-	-	-	-
	LESS FUNDED			-	(\$77)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$77)	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$5,732	\$5,732
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$5,732)	(\$5,732)
-	-	-	-	-	-	\$411	-	-	-	-	-	\$606	\$606
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	(\$411)	-	-	-	-	-	(\$606)	(\$606)
-	-	-	-	-	-	-	-	-	-	-	-	\$300	\$300
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$300	\$300
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$77	\$77
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$77)	(\$77)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Enhancement Cont'd												
CPT 448	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.	4A	35.2	\$1,527	-	-	-	-	-	-	-	-
	LESS FUNDED			(\$1,527)	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
CPT 512	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.	4A	35.2	\$2,012	\$23	\$649	-	-	-	-	-	-
	LESS FUNDED			(\$2,012)	(\$23)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	(\$649)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 286	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.	4A	35.2	-	\$9,523	\$40,316	\$13,897	\$16,623	\$12,450	\$9,904	\$41,929	\$14,453
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	\$100,000
	<i>Unidentified/</i>			-	(\$9,523)	(\$40,316)	(\$13,897)	(\$16,623)	(\$12,450)	(\$9,904)	(\$41,929)	\$85,547
	SURPLUS (DEFICIT)											
CPT 540	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.	4B	30	\$11,402	\$4,393	-	-	-	-	-	-	-
	LESS FUNDED			(\$11,402)	(\$4,393)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	-	\$1,527
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$1,527)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$672	\$2,684
-	-	-	-	-	-	-	-	-	-	-	-	(\$23)	(\$2,035)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$649)	(\$649)
\$17,288	\$12,948	-	-	-	-	-	-	-	-	-	-	\$189,332	\$189,332
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$17,288)	(\$12,948)	-	-	-	-	-	-	-	-	-	-	\$100,000 (\$89,332)	\$100,000 (\$89,332)
-	-	-	-	-	-	-	-	-	-	-	-	\$4,393	\$15,795
-	-	-	-	-	-	-	-	-	-	-	-	(\$4,393)	(\$15,795)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Enhancement Cont'd												
REF 225	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.	4B	22.5	-	\$1,583	\$1,583	\$1,583	\$1,583	\$1,583	\$1,000	\$1,040	\$1,082
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$652	\$677	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$931)	(\$906)	(\$1,583)	(\$1,583)	(\$1,583)	(\$1,000)	(\$1,040)	(\$1,082)
REF 236	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.	4A	17.6	-	-	\$2,620	-	-	-	-	\$2,725	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	(\$2,620)	-	-	-	-	(\$2,725)	-
	SURPLUS (DEFICIT)			-	-	(\$2,620)	-	-	-	-	(\$2,725)	-
REF 248	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.	4A	35.2	-	\$108	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$108)	-	-	-	-	-	-	-
CPT 576	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.	4A	35.2	\$23	\$21	-	\$1,096	-	-	-	-	-
	LESS FUNDED			(\$23)	(\$21)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	(\$1,096)	-	-	-	-	-
	SURPLUS (DEFICIT)			(\$23)	(\$21)	-	(\$1,096)	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$27,937	\$27,937
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,329	\$1,329
-	-	-	-	\$51,840	-	-	-	-	-	-	-	\$51,840	\$51,840
(\$1,125)	(\$1,170)	(\$1,217)	(\$1,265)	\$50,524	(\$1,369)	(\$1,423)	(\$1,480)	(\$1,539)	(\$1,601)	(\$1,665)	(\$1,732)	\$25,232	\$25,232
-	-	-	\$2,834	-	-	-	-	\$2,947	-	-	-	\$11,126	\$11,126
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	\$2,434	-	-	-	-	-	-	-	-	\$2,434	\$2,434
-	-	-	(\$400)	-	-	-	-	(\$2,947)	-	-	-	(\$8,692)	(\$8,692)
-	-	-	-	-	-	-	-	-	-	-	-	\$108	\$108
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$108)	(\$108)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,117	\$1,140
-	-	-	-	-	-	-	-	-	-	-	-	(\$21)	(\$44)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,096)	(\$1,096)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Enhancement Cont'd												
REF 226	BALBOA PARK : Same as CPT #576. These projects will eventually be combined into one project.	4A	35.2	-	\$850	\$850	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$850)	(\$850)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 298	GLEN PARK STATION IMPROVEMENTS: Planning, environmental, design and construction of transportation improvements based on a community plan.	4A	35.2	-	\$1,703	\$1,738	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$897	\$931	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$806)	(\$807)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 240	GLEN PARK : Same as REF #298. These projects will eventually be combined into one project.	4A	35.2	-	\$860	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$860)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 243	19TH & ROSSMOOR LRV GRADE CROSSING REDESIGN: Redesign and remove crosswalk and install new equipment per the 2004 DPT/MUNI Study.	1C	82.8	-	\$1,000	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$1,000)	-	-	-	-	-	\$1,000	-
	SURPLUS (DEFICIT)										\$1,000	-
CPT 524	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.	4B	30	\$2,303	-	\$1,931	-	-	-	-	-	-
	LESS FUNDED			(\$2,303)	-	(\$1,768)	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	(\$164)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$1,700	\$1,700
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,700)	(\$1,700)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,441	\$3,441
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,828	\$1,828
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,613)	(\$1,613)
-	-	-	-	-	-	-	-	-	-	-	-	\$860	\$860
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$860)	(\$860)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,931	\$4,234
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,768)	(\$4,071)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$164)	(\$164)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Enhancement Cont'd												
CPT 584	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	4B	22.5	\$3	\$3	-	-	-	-	-	-	-
	LESS FUNDED			(\$3)	(\$3)	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 301	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.	1A	100	-	\$120	\$120	\$120	\$120	\$120	\$125	\$130	\$135
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
	<i>Unidentified/</i>			-	(\$65)	(\$65)	(\$65)	(\$65)	(\$65)	(\$70)	(\$75)	(\$80)
	SURPLUS (DEFICIT)											
CPT 455/550/553	SECURITY PROGRAM: Determine the specific scope, schedule and budget for security improvements, including security cameras and security fencing at various facilities and wayside locations.	1C	82.8	\$462	\$18	\$2,301	\$2,301	\$2,301	\$2,301	\$2,393	\$2,489	\$2,588
	LESS FUNDED			(\$462)	(\$18)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$404	-	-	-	-	-	-	-
	<i>State</i>			-	-	\$2,301	\$2,301	\$2,301	\$2,301	\$2,393	\$2,489	\$2,588
	<i>Local</i>			-	\$4	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	\$408	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 297	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.	4A	26.4	-	\$100	\$100	\$100	\$100	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)				(\$100)	(\$100)	(\$100)	(\$100)	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$3	\$6
-	-	-	-	-	-	-	-	-	-	-	-	(\$3)	(\$6)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$141	\$146	\$152	\$158	\$164	\$171	\$178	\$185	\$192	\$200	\$208	\$216	\$3,102	\$3,102
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$1,003	\$1,003
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$104	\$104
(\$85)	(\$91)	(\$97)	(\$103)	(\$109)	(\$116)	(\$122)	(\$129)	(\$137)	(\$145)	(\$153)	(\$161)	(\$1,995)	(\$1,995)
\$2,692	\$2,800	\$2,912	\$3,028	\$3,149	\$3,275	\$3,406	\$3,542	\$3,684	\$3,832	\$3,985	\$4,144	\$57,142	\$57,604
-	-	-	-	-	-	-	-	-	-	-	-	(\$18)	(\$480)
-	-	-	-	-	-	-	-	-	-	-	-	\$404	\$404
\$2,692	\$2,800	\$2,912	-	-	-	-	-	-	-	-	-	\$25,078	\$25,078
-	-	-	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$22,504	\$22,504
-	-	-	(\$528)	(\$649)	(\$775)	(\$906)	(\$1,042)	(\$1,184)	(\$1,332)	(\$1,485)	(\$1,644)	(\$9,137)	(\$9,137)
-	-	-	-	-	-	-	-	-	-	-	-	\$400	\$400
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$400)	(\$400)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Enhancement Cont'd												
REF 309	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.	4A	26.4		\$800	\$1,000	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	(\$800)	(\$1,000)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
	SUBTOTAL INFRASTRUCTURE ENHANCEMENT			\$38,024	\$23,300	\$53,357	\$22,005	\$22,638	\$19,443	\$13,422	\$49,433	\$18,258
	LESS FUNDED			(\$38,024)	(\$4,535)	(\$1,768)	-	-	-	-	-	-
	Federal			-	\$2,003	\$1,658	\$50	\$50	\$50	\$50	\$50	\$50
	State			-	-	\$2,301	\$2,301	\$2,301	\$2,301	\$2,393	\$2,489	\$2,588
	Local			-	\$10	\$305	\$505	\$5	\$505	\$5	\$2,005	\$100,005
	Unidentified/			-	(\$16,753)	(\$47,325)	(\$19,148)	(\$20,282)	(\$16,586)	(\$10,974)	(\$44,889)	\$84,385
	SURPLUS (DEFICIT)											
INFRASTRUCTURE - Expansion												
REF 242	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.	4A	17.6	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 241	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.	4A	17.6	-	-	-	-	\$5,000	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	-	(\$5,000)	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$1,800	\$1,800
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,800)	(\$1,800)
\$22,411	\$17,064	\$5,492	\$7,285	\$5,890	\$4,815	\$6,729	\$5,208	\$9,727	\$5,633	\$7,276	\$6,092	\$325,478	\$363,502
-	-	-	-	-	-	-	-	-	-	-	-	(\$6,302)	(\$44,326)
\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$4,564	\$4,564
\$2,692	\$2,800	\$2,912	-	-	-	-	-	-	-	-	-	\$25,078	\$25,078
\$1,005	\$5	\$1,005	\$4,939	\$56,345	\$2,505	\$4,505	\$2,505	\$4,505	\$2,505	\$4,505	\$2,505	\$190,182	\$190,182
(\$18,664)	(\$14,209)	(\$1,526)	(\$2,296)	\$50,505	(\$2,259)	(\$2,174)	(\$2,652)	(\$5,171)	(\$3,077)	(\$2,721)	(\$3,537)	(\$99,352)	(\$99,352)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	\$151,911	-	-	-	-	-	-	\$156,911	\$156,911
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	(\$151,911)	-	-	-	-	-	-	(\$156,911)	(\$156,911)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Expansion Cont'd												
REF 244	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.	4A	35.2	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 245	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. <i>(Note: This project is contingent upon Geary BRT Study)</i>	4A	17.6	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 246	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.	4A	17.6	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 247	LIGHT RAIL TRANSIT (LRT) LINE-VAN NESS CORRIDOR: Possible extension of surface LRT in semi-exclusive ROW on Vanness, one of the four Corridors. <i>(Note: This project is contingent upon Vanness BRT Study)</i>	4A	17.6	-	-	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	\$1,265	\$19,739	\$220,260	\$229,070	\$238,233	\$247,762	\$257,673	-	-	\$1,214,001	\$1,214,001
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	\$87,724	\$140,060	-	-	\$227,784	\$227,784
-	-	-	(\$1,265)	(\$19,739)	(\$220,260)	(\$229,070)	(\$238,233)	(\$160,038)	(\$117,613)	-	-	(\$986,217)	(\$986,217)
-	-	\$54,414	\$100,624	\$153,964	\$169,151	\$177,625	\$907,733	\$991,336	\$1,082,639	\$591,176	-	\$4,228,662	\$4,228,662
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	\$143,720	-	\$143,720	\$143,720
-	-	(\$54,414)	(\$100,624)	(\$153,964)	(\$169,151)	(\$177,625)	(\$907,733)	(\$991,336)	(\$1,082,639)	(\$447,456)	-	(\$4,084,942)	(\$4,084,942)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	\$2,233,032	-	\$2,233,032	\$2,233,032
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	(\$2,233,032)	-	(\$2,233,032)	(\$2,233,032)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/ Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Expansion Cont'd												
CPT 551	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.	1A	100	\$424	\$39	\$1,000	\$53,143	\$53,143	\$52,144	-	-	-
	LESS FUNDED			(\$424)	(\$39)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$1,750	-	\$35,000	-	-	\$18,800	\$42,000
	Unidentified/ SURPLUS (DEFICIT)			-	-	\$750	(\$53,143)	(\$18,143)	(\$52,144)	-	\$18,800	\$42,000
CPT 552	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.	1A	100	\$95	\$2,205	\$21,700	\$21,700	\$21,700	-	-	-	-
	LESS FUNDED			(\$95)	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$19,000	-	-	-	-	\$25,000	\$23,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$2,205)	(\$2,700)	(\$21,700)	(\$21,700)	-	-	\$25,000	\$23,000
REF 230	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.	1A	100	-	-	-	-	\$7,259	\$3,553	-	\$200,129	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	\$3,012	\$23,600	\$23,600	\$23,600
	Local			-	\$200	\$200	\$200	\$200	\$200	\$700	\$20,480	\$40,700
	Unidentified/ SURPLUS (DEFICIT)			-	\$200	\$200	\$200	(\$7,059)	(\$341)	\$24,300	(\$156,049)	\$64,300
REF 231	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.	4A	17.6	-	-	-	-	-	-	\$44,550	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	(\$44,550)	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$159,470	\$159,894
-	-	-	-	-	-	-	-	-	-	-	-	(\$39)	(\$463)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$40,000	\$20,000	-	-	-	-	-	-	-	-	-	-	\$157,550	\$157,550
\$40,000	\$20,000	-	-	-	-	-	-	-	-	-	-	(\$1,881)	(\$1,881)
-	-	-	-	-	-	-	-	-	-	-	-	\$67,305	\$67,400
-	-	-	-	-	-	-	-	-	-	-	-	-	(\$95)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$67,000	\$67,000
-	-	-	-	-	-	-	-	-	-	-	-	(\$305)	(\$305)
-	-	-	-	-	\$143,833	-	-	-	-	-	-	\$354,773	\$354,773
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$17,450	\$13,805	\$13,800	-	-	\$27,774	-	-	-	-	-	-	\$146,641	\$146,641
\$680	\$200	\$200	\$200	\$200	\$118,060	\$200	\$200	\$60	\$60	\$60	\$60	\$183,061	\$183,061
\$18,130	\$14,005	\$14,000	\$200	\$200	\$2,001	\$200	\$200	\$60	\$60	\$60	\$60	(\$25,072)	(\$25,072)
-	-	-	-	-	-	-	-	-	-	-	-	\$44,550	\$44,550
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$44,550)	(\$44,550)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Expansion Cont'd												
REF 251	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.	4A	17.6	-	-	-	-	-	-	\$14,038	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	-	-	-	-	-	(\$14,038)	-	-
REF 264	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.	4B	22.5	-	-	-	-	-	\$149,292	\$115,844	-	\$233,142
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	-	-	-	-	-	\$262,210
	SURPLUS (DEFICIT)			-	-	-	-	(\$149,292)	(\$115,844)	-	-	\$29,068
CPT 305/433/522	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.	1A	100	\$479,780	\$17,475	\$56,066	\$46,723	-	-	-	-	-
	LESS FUNDED			(\$479,780)	(\$17,475)	-	-	-	-	-	-	-
	Federal			-	\$2,400	-	-	-	-	-	-	-
	State			-	\$22,570	-	-	-	-	-	-	-
	Local			-	-	-	\$4,520	-	-	-	\$56,066	-
	Unidentified/			-	\$24,970	(\$56,066)	(\$42,203)	-	-	-	\$56,066	-
	SURPLUS (DEFICIT)			-	\$24,970	(\$56,066)	(\$42,203)	-	-	-	\$56,066	-
CPT 580	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.	1A	100	\$7	\$231	\$3,662	-	-	-	-	-	-
	LESS FUNDED			(\$7)	(\$231)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	-	(\$3,662)	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$14,038	\$14,038
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$14,038)	(\$14,038)
-	\$88,350	-	\$63,794	-	-	-	\$196,829	-	-	-	\$115,844	\$963,095	\$963,095
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	\$58,000	-	\$63,794	-	-	-	\$112,160	-	-	-	\$180,220	\$676,384	\$676,384
-	(\$30,350)	-	-	-	-	-	(\$84,669)	-	-	-	\$64,376	(\$286,711)	(\$286,711)
-	-	-	-	-	-	-	-	-	-	-	-	\$120,264	\$600,044
-	-	-	-	-	-	-	-	-	-	-	-	(\$17,475)	(\$497,255)
-	-	-	-	-	-	-	-	-	-	-	-	\$2,400	\$2,400
-	-	-	-	-	-	-	-	-	-	-	-	\$22,570	\$22,570
-	-	-	-	-	-	-	-	-	-	-	-	\$60,586	\$60,586
-	-	-	-	-	-	-	-	-	-	-	-	(\$17,233)	(\$17,233)
-	-	-	-	-	-	-	-	-	-	-	-	\$3,893	\$3,900
-	-	-	-	-	-	-	-	-	-	-	-	(\$231)	(\$238)
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$3,662)	(\$3,662)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Expansion Cont'd												
REF 280	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.	1A	100	-	\$1,530	\$1,530	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	\$3,060	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	\$1,530	(\$1,530)	-	-	-	-	-	-
	<i>SURPLUS (DEFICIT)</i>											
CPT 544	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.	1A	100	\$32,940	\$17,800	\$23,140	\$65,830	\$226,560	\$316,160	\$275,650	\$199,310	\$132,350
	LESS FUNDED			(\$32,940)	(\$20,840)	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$8,250	\$10,250	\$10,000	\$92,500	\$120,000	\$120,000	\$120,000	\$120,000
	<i>State</i>			-	-	\$39,000	\$32,000	\$276,000	-	-	-	-
	<i>Local</i>			-	\$3,470	\$118,420	\$117,720	\$142,850	\$126,360	\$134,290	\$138,140	(\$493,290)
	<i>Unidentified/</i>			-	\$14,760	\$144,530	\$93,890	\$284,790	(\$69,800)	(\$21,360)	\$58,830	(\$505,640)
	<i>SURPLUS (DEFICIT)</i>											
REF 320	APPLICATION INTEGRATION AND BUSINESS INTELLIGENCE: Consolidate all existing data captured in newly MTA applications including: Scheduling and Dispatch system (Trapeze), Vehicle and Material Management System (SHOPS), Automated Vehicle Location (AVL-NextBus) system, APC(Automatic Passenger Counting) and TransitSafe System with fundamental HR, Finance and GIS data to ensure data flows efficiently and effectively among all individual applications. This system will align the IT with business units to improve the processing of business strategies, management reporting, business activity monitoring and decision making, real-time data quality, and provide a dashboard for KPIs and statistical reporting.	1A	100	-	\$300	\$500	\$400	\$200	\$100	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	\$214	\$410	\$400	\$200	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	(\$86)	(\$90)	-	-	(\$100)	-	-	-
	<i>SURPLUS (DEFICIT)</i>											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$3,060	\$3,060
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$3,060	\$3,060
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,256,800	\$1,289,740
-	-	-	-	-	-	-	-	-	-	-	-	(\$20,840)	(\$53,780)
\$94,830	\$21,610	-	-	-	-	-	-	-	-	-	-	\$717,440	\$717,440
-	-	-	-	-	-	-	-	-	-	-	-	\$347,000	\$347,000
(\$94,830)	(\$21,610)	-	-	-	-	-	-	-	-	-	-	\$171,520	\$171,520
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,500	\$1,500
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$1,224	\$1,224
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$276)	(\$276)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Expansion Cont'd												
REF 322	MTA GIS: Enhance and expand MTA's GIS to capture and distribute spatial data throughout the organization to allow planners, security, safety and maintenance quick and easy access to maps of Muni facilities and City demographics. New spatial layers would include accessible facilities, underground feeders, station plans, rail/tracks and switches, Muni yards and buildings, and overhead facilities. These layers would be entralized in an easily accessible and comprehensive geodatabase for integration into existing reports and software systems (NextBus, APC, DVR, etc.), plus new mapping applications.Costs would include additional storage, handheld devices ruggedized laptops for field data collection, GIS software, software training, and consultant fees for scanning, georeferencing and geodatabase build.	1A	100	-	\$300	\$600	\$300	\$200	\$200	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	\$100	\$100	\$100	\$100	-	-	-
	SURPLUS (DEFICIT)			-	(\$300)	(\$500)	(\$200)	(\$100)	(\$100)	-	-	-
REF 323	TECHNOLOGY PLANNING: Security Implementation, Infrastructure Expansion and Integration Activities. Assess risk, plan mitigation and implement cyber security on all platforms. Upgrade existing network (fiber, wireless, etc.) to connect all locations, SCADA systems, improve bandwidth and make CCTV and other security services available MTA-wide. Ensure recoverability and redundancy for mission critical systems and revenue streams. Prepare for data service recovery and application delivery after a major disaster. Integrate network services, improve service delivery and speed data flow throughout the entire MTA. Procurement and replacement of data processing and office equipment to support all departments.	1A	100	-	\$500	\$1,500	\$1,000	\$500	\$500	\$520	\$541	\$562
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	\$150	\$150	\$200	\$200	\$200	\$500	\$500
	<i>Unidentified/</i>			-	(\$500)	(\$1,350)	(\$850)	(\$300)	(\$300)	(\$320)	(\$41)	(\$62)
	SURPLUS (DEFICIT)			-	(\$500)	(\$1,350)	(\$850)	(\$300)	(\$300)	(\$320)	(\$41)	(\$62)
REF 324	ELECTRONIC DOCUMENT MANAGEMENT: Purchase and installation of an agency-wide electronic document storage, retrieval, scanning, indexing and search software and hardware system. Will enhance our ability to capture and use safety and training docs, historical photos and as-builts of facilities.	2B	50.4	-	\$300	\$300	\$200	\$100	\$100	\$104	\$108	\$112
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$300)	(\$300)	(\$200)	(\$100)	(\$100)	(\$104)	(\$108)	(\$112)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$1,600	\$1,600
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$400	\$400
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,200)	(\$1,200)
\$585	\$608	\$633	\$658	\$684	\$712	\$740	\$770	\$801	\$833	\$866	\$900	\$14,412	\$14,412
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$500	\$500	\$500	\$500	\$3,500	\$500	\$3,500	\$500	\$500	\$500	\$500	\$500	\$13,900	\$13,900
(\$85)	(\$108)	(\$133)	(\$158)	\$2,816	(\$212)	\$2,760	(\$270)	(\$301)	(\$333)	(\$366)	(\$400)	(\$512)	(\$512)
\$117	\$122	\$127	\$132	\$137	\$142	\$148	\$154	\$160	\$167	\$173	\$180	\$3,082	\$3,082
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$117)	(\$122)	(\$127)	(\$132)	(\$137)	(\$142)	(\$148)	(\$154)	(\$160)	(\$167)	(\$173)	(\$180)	(\$3,082)	(\$3,082)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Expansion Cont'd												
REF 325	TRANSLINK: Monitoring the ERG contractor for device installation on rolling stock, including Q/A on all installs, managing the training logistics for operations and maintenance staff which includes 18 training modules, finalize system business requirements for MTA rollout in '07, implementing finance and accounting systems, including daily reconciliation processes, System launch planning including stakeholder outreach and fare incentives. Also included is the Regional Fare Study which MTA heads. Not included are the annual transaction fees. Also, if the MTA was to go 100% TransLink at some point, CIP Projects # 25, 127, 128, 129 and 290 could be scaled down or eliminated. (Funded by MTC)	1A	100	-	\$1,000	\$300	\$200	\$100	\$100	\$1,000	\$1,040	\$1,082
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	\$380	\$395	\$411
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	\$1,000	\$1,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,000)	(\$300)	(\$200)	(\$100)	(\$100)	(\$620)	\$355	\$329
REF 326	SHOPS EXPANSION: Expand SHOPS (Maintenance Management & Inventory System to include Facilities Maintenance, Overhead Lines, Tracks, Motive Power, Signal and the DPT Shops. Multiple divisions have requested inventory management systems. Our current software licence would support expansion. Project include hardware needed for expansion, training, handhelds, bar coding for inventory and assets, as well as kiosks for data entry.	1A	100	-	\$300	\$300	\$200	\$100	\$100	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$300)	(\$200)	(\$100)	(\$100)	-	-	-
REF 327	311 EXPANSION: Expand 311 System to capture agency-wide customer complaints, including integrating customer complaints into Trapeze, DPT/PCO complaints, etc. Includes wireless, handheld devices, and information technology infrastructure. Automate manual business processes in DPT (abandon vehicle, etc.). Establish reporting to track and improve on service levels.	4A	17.6	-	\$100	\$100	\$200	\$100	\$100	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	(\$100)	(\$200)	(\$100)	(\$100)	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$21,724	\$21,724
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$427	\$391	\$420	\$437	\$454	\$472	\$491	\$525	\$546	\$568	\$591	\$615	\$7,123	\$7,123
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$14,000	\$14,000
\$302	\$221	\$203	\$172	\$138	\$103	\$68	\$45	\$7	(\$33)	(\$74)	(\$117)	(\$601)	(\$601)
-	-	-	-	-	-	-	-	-	-	-	-	\$1,000	\$1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$1,000)	(\$1,000)
-	-	-	-	-	-	-	-	-	-	-	-	\$600	\$600
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$600)	(\$600)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
INFRASTRUCTURE - Expansion Cont'd												
REF 329	LEARNING MANAGEMENT SYSTEM (LMS)/LEARNING CONTENT MANAGEMENT SYTEM: Purchase a LMS and related IT infrastructure to keep track of employees, the training they've had, training they need, and establish a permanent repository for training, testing, and certification records. Distribution training information across the entire organization, in the form of computer-based training (CBT), reference information, and training materials that can be delivered to an individual's desktop, a workstation in a kiosk-type application, or in a classroom multi-media presentation. Resource files for use within training presentations and programs, like photos, video files, audio files, or reference documents in various formats (such as Word documents or PDFs) can also be catalogued, retrieved, and distributed as needed with a LCMS.	4A	17.6	-	\$100	\$400	\$200	\$100	\$100	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$100)	(\$400)	(\$200)	(\$100)	(\$100)	-	-	-
REF 331	SYSTEM INTEGRATION/EMPLOYEE PERFORMANCE TRACKING: Provide the hardware and software to improve manager/supervisor access and review of an employee's "performance profile." "Flag" an employee who may be heading into disciplinary problems. Integrate Passenger Service Reports (PSRs), accidents and incidents, attendance and miss-out history, training history, and rule violation / disciplinary action history. Provide a "performance profile" based on the employee data and the indicators above. Include detail information on a single performance parameter, and reporting tools that compare the employee to the larger population system-wide, at their division, and with operators of similar seniority (length of service). Build these standardized reports that include employee "report cards," letting each employee know where they stand in comparison with their peers.	4A	17.6	-	\$100	\$300	\$200	\$100	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	<i>Federal</i>			-	-	-	-	-	-	-	-	-
	<i>State</i>			-	-	-	-	-	-	-	-	-
	<i>Local</i>			-	-	-	-	-	-	-	-	-
	<i>Unidentified/</i>			-	-	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$100)	(\$300)	(\$200)	(\$100)	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

<i>FY 15-16</i>	<i>FY 16-17</i>	<i>FY 17-18</i>	<i>FY 18-19</i>	<i>FY 19-20</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>20-Year CIP Total</i>	<i>Total Project Costs Thru FY 27 (Incl PY Actuals)</i>
-	-	-	-	-	-	-	-	-	-	-	-	\$900	\$900
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$900)	(\$900)
-	-	-	-	-	-	-	-	-	-	-	-	\$700	\$700
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$700)	(\$700)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ref No.	Project Description	Project Selection Criteria	Project Score/Rank	Actuals Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
REF 332	OPERATOR TRAINING, COACHING, AND PERFORMANCE MANAGEMENT SYSTEM - Provide the software and IT infrastructure to improve our training methods and to document and track performance. The system will be used "live" on a transit vehicle, combining database, global positioning satellite (GPS), and digital video technologies into an integrated training and analytical tool. Driving events are flagged and captured in a database, using an electronic evaluation form.	4A	17.6	-	\$100	\$350	\$100	\$50	\$50	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	(\$350)	(\$100)	(\$50)	(\$50)	-	-	-
REF 333	TRAPEZE - Finalize Trapeze implementation, integration to 311, add the DPT workforce in the Trapeze application. Includes labor, hardware and software changes.	1A	100	-	\$300	\$200	\$100	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$50	\$50	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$150)	(\$50)	-	-	-	-	-
	SUBTOTAL INFRASTRUCTURE EXPANSION			\$513,246	\$42,680	\$111,948	\$190,497	\$310,212	\$527,499	\$451,706	\$401,128	\$367,249
	LESS FUNDED			(\$513,246)	(\$38,586)	-	-	-	-	-	-	-
	Federal			-	\$10,864	\$10,660	\$10,400	\$92,700	\$120,000	\$120,380	\$120,395	\$120,411
	State			-	\$22,570	\$39,000	\$32,000	\$276,000	\$3,012	\$23,600	\$23,600	\$23,600
	Local			-	\$6,730	\$139,670	\$122,740	\$178,350	\$126,860	\$135,190	\$259,986	(\$123,880)
	Unidentified/ SURPLUS (DEFICIT)			-	\$36,069	\$77,382	(\$25,357)	\$236,838	(\$277,627)	(\$172,536)	\$2,853	(\$347,118)
	TOTAL INFRASTRUCTURE			\$743,254	\$199,027	\$320,617	\$345,162	\$457,663	\$644,916	\$539,978	\$513,805	\$451,281
	LESS FUNDED			(\$743,254)	(\$128,857)	(\$1,768)	-	-	-	-	-	-
	Federal			-	\$58,084	\$51,318	\$46,950	\$129,750	\$154,550	\$154,430	\$144,445	\$144,461
	State			-	\$22,570	\$46,556	\$34,301	\$278,301	\$5,313	\$25,993	\$26,089	\$26,188
	Local			-	\$38,160	\$169,660	\$153,737	\$204,172	\$134,615	\$154,370	\$320,066	\$27,125
	Unidentified/ SURPLUS (DEFICIT)			-	\$48,645	(\$51,315)	(\$110,174)	\$154,560	(\$350,438)	(\$205,185)	(\$23,205)	(\$253,506)
	GRAND TOTAL			\$1,830,039	\$472,024	\$672,981	\$691,731	\$746,406	\$921,153	\$617,403	\$621,775	\$753,395
	LESS FUNDED			(\$1,830,039)	(\$242,736)	(\$5,036)	-	-	-	-	-	-
	Federal			-	\$87,899	\$70,207	\$95,146	\$187,287	\$222,713	\$188,550	\$234,971	\$279,916
	State			-	\$22,694	\$68,808	\$61,800	\$305,800	\$29,804	\$29,808	\$29,812	\$29,816
	Local			-	\$68,074	\$190,478	\$172,491	\$227,915	\$180,597	\$332,741	\$546,071	\$220,212
	Unidentified/ SURPLUS (DEFICIT)			-	(\$50,621)	(\$338,451)	(\$362,294)	(\$25,404)	(\$488,039)	(\$66,304)	\$189,079	(\$223,450)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY
(Project Cost and Funding Type)

All Amounts in Escalated \$000s

FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	20-Year CIP Total	Total Project Costs Thru FY 27 (Incl PY Actuals)
-	-	-	-	-	-	-	-	-	-	-	-	\$650	\$650
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	(\$650)	(\$650)
-	-	-	-	-	-	-	-	-	-	-	-	\$600	\$600
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	\$100	\$100
-	-	-	-	-	-	-	-	-	-	-	-	(\$500)	(\$500)
\$1,827	\$90,250	\$56,389	\$167,739	\$175,840	\$687,377	\$409,007	\$1,345,199	\$1,241,598	\$1,342,911	\$2,826,912	\$118,656	\$10,866,623	\$11,379,869
-	-	-	-	-	-	-	-	-	-	-	-	(\$38,586)	(\$551,831)
\$95,257	\$22,001	\$420	\$437	\$454	\$472	\$491	\$525	\$546	\$568	\$591	\$615	\$728,187	\$728,187
\$17,450	\$13,805	\$13,800	-	-	\$27,774	-	-	-	-	-	-	\$516,211	\$516,211
(\$52,650)	\$58,090	\$1,700	\$65,494	\$4,700	\$119,560	\$4,700	\$113,860	\$89,284	\$141,620	\$145,280	\$181,780	\$1,719,065	\$1,719,065
\$58,230	\$3,646	(\$40,469)	(\$101,808)	(\$170,686)	(\$539,571)	(\$403,816)	(\$1,230,814)	(\$1,151,768)	(\$1,200,723)	(\$2,681,041)	\$63,739	(\$7,864,575)	(\$7,864,575)
\$92,643	\$178,455	\$140,782	\$252,019	\$261,805	\$775,469	\$503,001	\$1,475,265	\$1,388,875	\$1,491,596	\$2,982,962	\$253,499	\$13,268,819	\$14,012,074
-	-	-	-	-	-	-	-	-	-	-	-	(\$130,625)	(\$873,879)
\$119,307	\$46,051	\$24,470	\$24,487	\$30,504	\$30,522	\$31,964	\$35,950	\$31,620	\$38,118	\$38,141	\$38,165	\$1,373,289	\$1,373,289
\$20,142	\$16,605	\$16,712	-	-	\$27,774	-	-	-	-	-	-	\$546,544	\$546,544
(\$13,644)	\$96,095	\$45,705	\$108,433	\$117,545	\$168,565	\$152,225	\$199,665	\$180,589	\$228,425	\$226,294	\$238,585	\$2,950,389	\$2,950,389
\$33,161	(\$19,704)	(\$53,895)	(\$119,098)	(\$113,755)	(\$548,608)	(\$318,812)	(\$1,239,650)	(\$1,176,666)	(\$1,225,053)	(\$2,718,528)	\$23,252	(\$8,267,972)	(\$8,267,972)
\$521,188	\$285,412	\$236,537	\$533,123	\$369,303	\$1,016,513	\$760,816	\$1,647,045	\$1,638,046	\$2,273,261	\$3,159,113	\$386,143	\$18,323,367	\$20,153,406
-	-	-	-	-	-	-	-	-	-	-	-	(\$247,773)	(\$2,077,811)
\$236,728	\$136,430	\$164,745	\$112,097	\$101,918	\$145,523	\$122,048	\$99,135	\$68,059	\$134,588	\$141,729	\$89,114	\$2,918,803	\$2,918,803
\$23,670	\$23,825	\$24,007	\$234	\$239	\$28,018	\$249	\$254	\$259	\$264	\$269	\$275	\$679,905	\$679,905
\$239,955	\$209,888	\$214,202	\$282,153	\$290,010	\$254,463	\$262,584	\$320,727	\$331,806	\$357,287	\$338,158	\$399,539	\$5,439,351	\$5,439,351
(\$20,835)	\$84,731	\$166,416	(\$138,639)	\$22,864	(\$588,509)	(\$375,935)	(\$1,226,928)	(\$1,237,922)	(\$1,781,122)	(\$2,678,957)	\$102,785	(\$9,037,535)	(\$9,037,535)

FIGURE 11-2: CAPITAL INVESTMENT PROGRAM SUMMARY
(Charts and Graphs)

All Amounts in Escalated \$000s

CAPITAL PROGRAMS	Actuals Thru 1/23/07	FY 07-08 FY 08-09 FY 09-10 FY 10-11 FY 11-12 FY 12-13 FY 13-14 FY 14-15 FY 15-16 FY 16-17 FY 17-18										
		PROGRAM COSTS										
Equipment Program	\$11,154	\$70,747	\$69,414	\$82,837	\$74,221	\$67,825	\$33,917	\$34,233	\$35,603	\$37,027	\$40,497	\$41,265
Facilities Program	\$77,548	\$61,325	\$98,524	\$122,940	\$115,958	\$93,277	\$7,209	\$7,498	\$7,798	\$8,110	\$11,359	\$8,704
Fleet Program	\$998,083	\$140,925	\$184,425	\$140,792	\$98,563	\$115,134	\$36,298	\$66,239	\$258,714	\$383,409	\$55,103	\$45,787
Infrastructure Program	\$743,254	\$199,027	\$320,617	\$345,162	\$457,663	\$644,916	\$539,978	\$513,805	\$451,281	\$92,643	\$178,455	\$140,782
TOTAL PROGRAM COSTS	\$1,830,039	\$472,024	\$672,981	\$691,731	\$746,406	\$921,153	\$617,403	\$621,775	\$753,395	\$521,188	\$285,412	\$236,537
PROGRAM FUNDS												
Equipment Program	\$11,154	\$1,597	\$9,763	\$10,812	\$9,358	\$6,020	\$150,880	\$93,944	\$87,452	\$146,409	\$85,761	\$62,225
Facilities Program	\$77,548	\$80,795	\$26,978	\$27,804	\$28,222	\$27,750	\$7,085	\$90,881	\$466	\$484	\$4,088	\$78,784
Fleet Program	\$998,083	\$91,340	\$28,486	\$55,834	\$71,199	\$104,865	\$58,340	\$135,430	\$244,252	\$227,655	\$121,543	\$175,058
Infrastructure Program	\$743,254	\$247,672	\$269,302	\$234,988	\$612,223	\$294,478	\$334,793	\$490,600	\$197,775	\$125,804	\$158,751	\$86,887
<i>Total Program Funds by Capital Program</i>	<i>\$1,830,039</i>	<i>\$421,403</i>	<i>\$334,530</i>	<i>\$329,438</i>	<i>\$721,002</i>	<i>\$433,114</i>	<i>\$551,099</i>	<i>\$810,854</i>	<i>\$529,944</i>	<i>\$500,353</i>	<i>\$370,143</i>	<i>\$402,953</i>
Federal	-	\$87,899	\$70,207	\$95,146	\$187,287	\$222,713	\$188,550	\$234,971	\$279,916	\$236,728	\$136,430	\$164,745
State	-	\$22,694	\$68,808	\$61,800	\$305,800	\$29,804	\$29,808	\$29,812	\$29,816	\$23,670	\$23,825	\$24,007
Local	-	\$68,074	\$190,478	\$172,491	\$227,915	\$180,597	\$332,741	\$546,071	\$220,212	\$239,955	\$209,888	\$214,202
Other - (Include Prior Years)	\$1,830,039	\$242,736	\$5,036	-	-	-	-	-	-	-	-	-
<i>Total Program Funds by Fund Type</i>	<i>\$1,830,039</i>	<i>\$421,403</i>	<i>\$334,530</i>	<i>\$329,438</i>	<i>\$721,002</i>	<i>\$433,114</i>	<i>\$551,099</i>	<i>\$810,854</i>	<i>\$529,944</i>	<i>\$500,353</i>	<i>\$370,143</i>	<i>\$402,953</i>
TOTAL PROGRAM FUNDS	\$1,830,039	\$421,403	\$334,530	\$329,438	\$721,002	\$433,114	\$551,099	\$810,854	\$529,944	\$500,353	\$370,143	\$402,953
TOTAL UNFUNDED		\$50,621	\$338,451	\$362,294	\$25,404	\$488,039	\$66,304	(\$189,079)	\$223,450	\$20,835	(\$84,731)	(\$166,416)

FIGURE 11-3: CAPITAL INVESTMENT PROGRAM
(Program Cost/Funds Comparison)

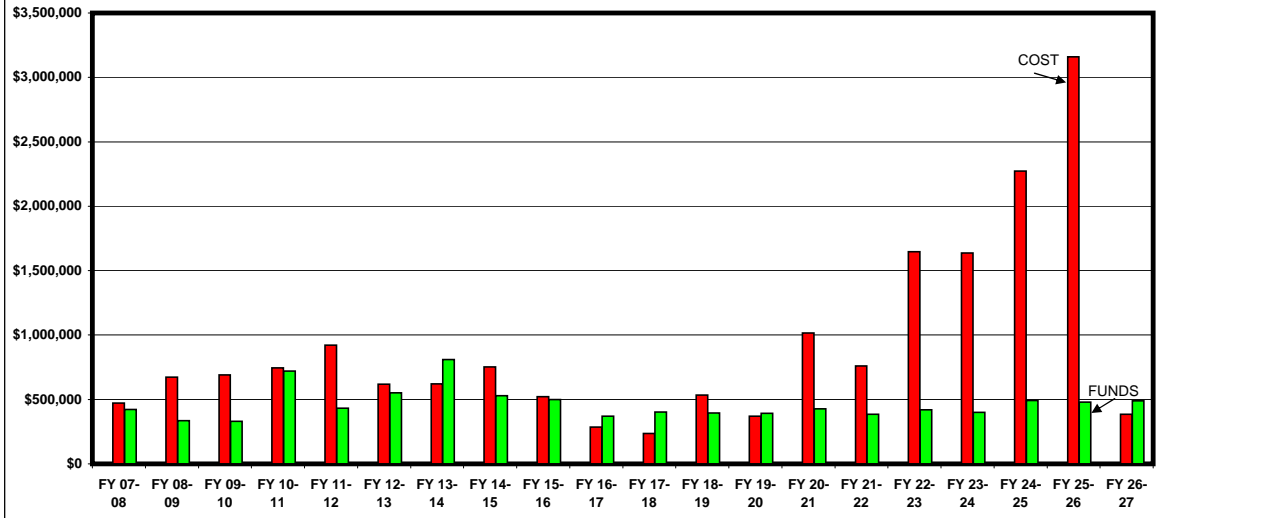


FIGURE 11-2: CAPITAL INVESTMENT PROGRAM SUMMARY
(Charts and Graphs)

All Amounts in Escalated \$000s

FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	20 YEAR CIP	Total Allocations Thru FY 27 (Incl Prior Years)
\$41,650	\$43,316	\$45,049	\$47,562	\$50,205	\$56,831	\$52,701	\$54,809	\$61,676	\$1,041,384	\$1,052,538
\$9,052	\$9,414	\$9,791	\$13,345	\$10,516	\$10,937	\$11,375	\$11,830	\$24,383	\$653,344	\$730,892
\$230,402	\$54,769	\$186,204	\$196,908	\$111,058	\$181,402	\$717,590	\$109,512	\$46,585	\$3,359,820	\$4,357,903
\$252,019	\$261,805	\$775,469	\$503,001	\$1,475,265	\$1,388,875	\$1,491,596	\$2,982,962	\$253,499	\$13,268,819	\$14,012,074
\$533,123	\$369,303	\$1,016,513	\$760,816	\$1,647,045	\$1,638,046	\$2,273,261	\$3,159,113	\$386,143	\$18,323,367	\$20,153,406
\$52,559	\$92,922	\$59,405	\$82,564	\$57,496	\$70,835	\$60,485	\$70,962	\$66,755	\$1,278,206	\$1,289,359
\$55,677	\$566	\$589	\$1,245	\$637	\$663	\$689	\$717	\$1,430	\$435,549	\$513,097
\$153,328	\$150,629	\$141,148	\$116,883	\$126,367	\$116,417	\$164,422	\$144,043	\$143,993	\$2,571,230	\$3,569,312
\$132,920	\$148,049	\$226,861	\$184,189	\$235,615	\$212,209	\$266,543	\$264,435	\$276,751	\$5,000,847	\$5,744,101
\$394,484	\$392,167	\$428,003	\$384,881	\$420,116	\$400,124	\$492,139	\$480,156	\$488,928	\$9,285,832	\$11,115,871
\$112,097	\$101,918	\$145,523	\$122,048	\$99,135	\$68,059	\$134,588	\$141,729	\$89,114	\$2,918,803	\$2,918,803
\$234	\$239	\$28,018	\$249	\$254	\$259	\$264	\$269	\$275	\$679,905	\$679,905
\$282,153	\$290,010	\$254,463	\$262,584	\$320,727	\$331,806	\$357,287	\$338,158	\$399,539	\$5,439,351	\$5,439,351
-	-	-	-	-	-	-	-	-	\$247,773	\$2,077,812
\$394,484	\$392,167	\$428,003	\$384,881	\$420,116	\$400,124	\$492,139	\$480,156	\$488,928	\$9,285,832	\$11,115,871
\$394,484	\$392,167	\$428,003	\$384,881	\$420,116	\$400,124	\$492,139	\$480,156	\$488,928	\$9,285,832	\$11,115,871
\$138,639	(\$22,864)	\$588,509	\$375,935	\$1,226,928	\$1,237,922	\$1,781,122	\$2,678,957	(\$102,785)	\$9,037,535	\$9,037,535

FIGURE 11-4: CAPITAL INVESTMENT PROGRAM
(20 -Year CIP Cost by Capital Program, in \$ thousands)

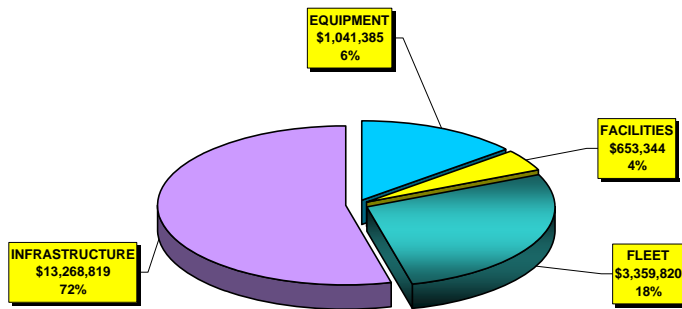
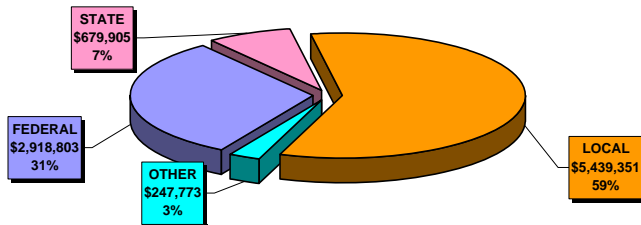


FIGURE 11-5: CAPITAL INVESTMENT PROGRAM
(20-Year Capital Program Funds by Type, in \$ thousands)



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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
		(3) Unidentified SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			1A																								

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2023										
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
EQUIPMENT - Replacement cont'd																								
CPT 474	MUNI	MIS: SCHEDULING SYS REPLACEMENT: Acquisition of an integrated, client-server based scheduling and dispatch system to replace the current RUCUS scheduling systems.	1A	100	\$ 4,181,934	\$ 18,066	\$ -	\$ -	\$ -	\$ -	\$ 18,066	\$ 4,200,000	474	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ (4,181,934)	\$ (18,066)	\$ -	\$ -	\$ -	\$ -	\$ (18,066)	\$ (4,200,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	TPD	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.	1A	100	\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ (108,160)	\$ -	\$ -	\$ -	\$ -	\$ (108,160)	\$ (108,160)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	MUNI	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.	2A	56.1	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 900,000	\$ 900,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2A		\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 900,000	\$ 900,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	2A		\$ -	\$ (300,000)	\$ (300,000)	\$ (300,000)	\$ -	\$ -	\$ (900,000)	\$ (900,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EQUIPMENT - Replacement cont'd																								
107	ITS	INCIDENT MANAGEMENT/INCIDENT TRACKING CENTRAL CONTROL/EVENT COMMAND CENTER: Replacement of an obsolete radio and communication system. Purchase software and hardware required to centralize, control and management all transit related incidents. This system includes a notification application, so messages or alerts can be paged out, sent by e-mail or Blackberry, or phoned out by means of group calls/messages to cell phones to specific call groups based on the type of incident. Provides centralized tracking for all incidents are closed, they should be categorized and tracked in the system, with the ability for others to add to the records in the database, as may be required to complete accident, incident, or security reports and accurate reporting, tracking, and trend analysis.	1A	100	\$ -	\$ 300,000	\$ 200,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 900,000	\$ 180,000	\$ 900,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 300,000	\$ 200,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 900,000	\$ 900,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ (300,000)	\$ (200,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (900,000)	\$ (900,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SUBTOTAL EQUIPMENT REPLACEMENT	1A		\$ 9,275,111	\$ 10,321,145	\$ 10,045,953	\$ 9,960,382	\$ 9,691,327	\$ 9,827,509	\$ 49,846,315	\$ 59,121,426		\$ 10,116,609	\$ 10,521,274	\$ 10,942,125	\$ 11,379,810	\$ 11,835,002	\$ 12,308,402	\$ 12,800,738	\$ 13,312,768	\$ 13,845,278	\$ 14,399,090	\$ 14,975,053
		LESS FUNDED			\$ (9,275,111)	\$ (18,066)	\$ -	\$ -	\$ -	\$ -	\$ (18,066)	\$ (9,293,177)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED			\$ -	\$ 10,303,079	\$ 10,045,953	\$ 9,960,382	\$ 9,691,327	\$ 9,827,509	\$ 49,828,249	\$ 49,828,249		\$ 10,116,609	\$ 10,521,274	\$ 10,942,125	\$ 11,379,810	\$ 11,835,002	\$ 12,308,402	\$ 12,800,738	\$ 13,312,768	\$ 13,845,278	\$ 14,399,090	\$ 14,975,053
		(1) Programmed			\$ -	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ 375,000	\$ 375,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	
		(3) Unidentified			\$ -	\$ (10,303,079)	\$ (9,670,953)	\$ (9,960,382)	\$ (9,691,327)	\$ (9,827,509)	\$ (49,453,249)	\$ (49,453,249)		\$ (8,116,609)	\$ (9,521,274)	\$ (9,942,125)	\$ (10,379,810)	\$ (10,835,002)	\$ (11,308,402)	\$ (11,800,738)	\$ (12,312,768)	\$ (12,845,278)	\$ (13,399,090)	\$ (13,975,053)

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
EQUIPMENT - Enhancement																										
22	MUNI	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 lift cable cars to desired working height; and fans to circulate air from one end of the shop to the other.	1A	75	\$ -	\$ 205,419	\$ -	\$ -	\$ -	\$ -	\$ 205,419		\$ 205,419		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,216,653	\$ -	\$ -	\$ -	\$ -	\$ 1,480,244
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 205,419	\$ -	\$ -	\$ -	\$ -	\$ 205,419		\$ 205,419		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,216,653	\$ -	\$ -	\$ -	\$ -	\$ 1,480,244
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ (205,419)	\$ -	\$ -	\$ -	\$ -	\$ (205,419)		\$ (205,419)		\$ (1,000,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,216,653)	\$ -	\$ -	\$ -	\$ -	\$ (1,480,244)
		SURPLUS (DEFICIT)	1A		\$ -	\$ (205,419)	\$ -	\$ -	\$ -	\$ -	\$ (205,419)		\$ (205,419)		\$ (1,000,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,216,653)	\$ -	\$ -	\$ -	\$ -	\$ (1,480,244)
EQUIPMENT - Enhancement Cont'd																										
8		(INTENTIONALLY LEFT BLANK)		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17	TPD	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.	4A	17.6	\$ -	\$ 189,280	\$ 189,280	\$ -	\$ -	\$ -	\$ 378,560		\$ 378,560		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 189,280	\$ 189,280	\$ -	\$ -	\$ -	\$ 378,560		\$ 378,560		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ (189,280)	\$ (189,280)	\$ -	\$ -	\$ -	\$ (378,560)		\$ (378,560)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ (189,280)	\$ (189,280)	\$ -	\$ -	\$ -	\$ (378,560)		\$ (378,560)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
25	FIN	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.	4A	35.2	\$ -	\$ -	\$ 350,000	\$ 320,000	\$ 330,000	\$ 1,000,000	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 350,000	\$ 320,000	\$ 330,000	\$ 1,000,000	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ (350,000)	\$ (320,000)	\$ (330,000)	\$ (1,000,000)	\$ (1,000,000)		\$ (1,000,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ (350,000)	\$ (320,000)	\$ (330,000)	\$ (1,000,000)	\$ (1,000,000)		\$ (1,000,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
EQUIPMENT - Enhancement Cont'd																										
50	SYSTEMS Parking and Traffic	TRAVEL MODELING/MICRO-SIMULATION Purchase and install systems to perform limited travel demand modeling and traffic micro-simulation tasks.	4A	26.4	\$ -	\$ 86,528	\$ -	\$ -	\$ -	\$ -	\$ 86,528		\$ 86,528		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 86,528	\$ -	\$ -	\$ -	\$ -	\$ 86,528		\$ 86,528		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ (86,528)	\$ -	\$ -	\$ -	\$ -	\$ (86,528)		\$ (86,528)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ (86,528)	\$ -	\$ -	\$ -	\$ -	\$ (86,528)		\$ (86,528)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2023												
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023		
54	HR	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.	4A	35.2	\$ -	\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ -	\$ 324,480			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ -	\$ 324,480			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	4A		\$ -	\$ -	\$ (162,240)	\$ (162,240)	\$ -	\$ -	\$ -	\$ (324,480)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ (162,240)	\$ (162,240)	\$ -	\$ -	\$ -	\$ (324,480)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
21	FIN	KIOSKS, MEDIA SALES - Purchase and installation of Kiosks for media and advertisement sales.	3C	40.8	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	3C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	3C		\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	3C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	3C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	3C		\$ -	\$ (1,200,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,200,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	3C		\$ -	\$ (1,200,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,200,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
EQUIPMENT - Enhancement Cont'd																										
49	TPD	SUPERVISORY CONTROL & DATA ACQUISITION (SCADA SYSTEM) - Purchase and installation of hardware and software to support the existing system.	1A	100	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ (180,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (180,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ (180,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (180,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
47	MUNI	TRACTION POWER-HI-SPEED UNIT TRIP DEVICES - Purchase of equipment to improve the traction power system.	1A	100	\$ -	\$ 30,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,380			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 30,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,380			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ (30,380)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (30,380)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ (30,380)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (30,380)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	TPD	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.	4A	35.2	\$ -	\$ 230,000	\$ 195,000	\$ 3,000,000	\$ 1,575,000	\$ -	\$ -	\$ 5,000,000			\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 230,000	\$ 195,000	\$ 3,000,000	\$ 1,575,000	\$ -	\$ -	\$ 5,000,000			\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244	
		(1) Programmed	4A		\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ 70,000	\$ (195,000)	\$ (3,000,000)	\$ (1,575,000)	\$ -	\$ -	\$ (4,700,000)			\$ (1,000,000)	\$ (1,040,000)	\$ (1,081,600)	\$ (1,124,864)	\$ (1,169,859)	\$ (1,216,653)	\$ (1,265,319)	\$ (1,315,932)	\$ (1,368,569)	\$ (1,423,312)	\$ (1,480,244)	
		SURPLUS (DEFICIT)	4A		\$ -	\$ 70,000	\$ (195,000)	\$ (3,000,000)	\$ (1,575,000)	\$ -	\$ -	\$ (4,700,000)			\$ (1,000,000)	\$ (1,040,000)	\$ (1,081,600)	\$ (1,124,864)	\$ (1,169,859)	\$ (1,216,653)	\$ (1,265,319)	\$ (1,315,932)	\$ (1,368,569)	\$ (1,423,312)	\$ (1,480,244)	

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
EQUIPMENT - Enhancement Cont'd																									
3	TPD	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.	2A	74.8	\$ -	\$ 400,000	\$ 600,000	\$ -	\$ -	\$ -	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2A		\$ -	\$ 400,000	\$ 600,000	\$ -	\$ -	\$ -	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	2A		\$ -	\$ (400,000)	\$ (600,000)	\$ -	\$ -	\$ -	\$ (1,000,000)		\$ (1,000,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	FIN	FINANCIAL SYSTEM - Upgrade of financial system to support accounting activities. Include software and hardware.	4A	17.6	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000		\$ 250,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000		\$ 250,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ (250,000)	\$ -	\$ -	\$ -	\$ (250,000)		\$ (250,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	HR	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.	4A	35.2	\$ -	\$ 75,000	\$ 420,000	\$ 2,247,500	\$ 1,500,000	\$ 757,500	\$ 5,000,000		\$ 5,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ 75,000	\$ 420,000	\$ 2,247,500	\$ 1,500,000	\$ 757,500	\$ 5,000,000		\$ 5,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ (75,000)	\$ (420,000)	\$ (2,247,500)	\$ (1,500,000)	\$ (757,500)	\$ (5,000,000)		\$ (5,000,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EQUIPMENT - Enhancement Cont'd																									
7	MUNI	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.	1A	100	\$ -	\$ 933,637	\$ -	\$ -	\$ -	\$ -	\$ 933,637		\$ 933,637		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 933,637	\$ -	\$ -	\$ -	\$ -	\$ 933,637		\$ 933,637		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ (933,637)	\$ -	\$ -	\$ -	\$ -	\$ (933,637)		\$ (933,637)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	MUNI	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	1A	100	\$ -	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ 950,000		\$ 950,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ 950,000		\$ 950,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ (950,000)	\$ -	\$ -	\$ -	\$ -	\$ (950,000)		\$ (950,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9		(INTENTIONALLY LEFT BLANK)		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(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.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
		(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.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
EQUIPMENT - Enhancement Cont'd																									
33	SEC	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.	4A	26.4	\$ -	\$ 126,187	\$ 126,187	\$ 126,187	\$ -	\$ -	\$ 378,560		\$ 378,560		\$ -	\$ -	\$ -	\$ -	\$ 584,929	\$ -	\$ -	\$ -	\$ -	\$ 711,656	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ 126,187	\$ 126,187	\$ 126,187	\$ -	\$ -	\$ 378,560		\$ 378,560		\$ -	\$ -	\$ -	\$ -	\$ 584,929	\$ -	\$ -	\$ -	\$ -	\$ 711,656	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ (126,187)	\$ (126,187)	\$ (126,187)	\$ -	\$ -	\$ (378,560)		\$ (378,560)		\$ -	\$ -	\$ -	\$ -	\$ (584,929)	\$ -	\$ -	\$ -	\$ -	\$ (711,656)	\$ -
1	SEC	4 AUTO VIEW/AUTO FIND - Purchase of equipment for auto plate recognition system that reads license plates using a hand-held or vehicle-mounted device and determines the status of the vehicle, including outstanding tickets or scofflaw vehicles.	1C	82.8	\$ -	\$ 184,000	\$ 184,000	\$ -	\$ -	\$ -	\$ 368,000		\$ 368,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1C		\$ -	\$ 184,000	\$ 184,000	\$ -	\$ -	\$ -	\$ 368,000		\$ 368,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1C		\$ -	\$ (184,000)	\$ (184,000)	\$ -	\$ -	\$ -	\$ (368,000)		\$ (368,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
51	SEC	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.	1C	82.8	\$ -	\$ 109,000	\$ 202,000	\$ 689,000	\$ -	\$ -	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1C		\$ -	\$ 109,000	\$ 202,000	\$ 689,000	\$ -	\$ -	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1C		\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1C		\$ -	\$ 891,000	\$ (202,000)	\$ (689,000)	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EQUIPMENT - Enhancement Cont'd																									
58	SEC	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.	1C	62.1	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1C		\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1C		\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1C		\$ -	\$ 1,958,000	\$ (224,000)	\$ (867,000)	\$ (867,000)	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	SEC	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)	1A	100	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ 1,958,000	\$ (224,000)	\$ (867,000)	\$ (867,000)	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	SEC	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.	1C	82.8	\$ -	\$ 150,000	\$ 840,000	\$ 5,000,000	\$ 2,000,000	\$ 2,010,000	\$ 10,000,000		\$ 10,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1C		\$ -	\$ 150,000	\$ 840,000	\$ 5,000,000	\$ 2,000,000	\$ 2,010,000	\$ 10,000,000		\$ 10,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1C		\$ -	\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000		\$ 7,500,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1C		\$ -	\$ 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
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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
			1C																						

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
EQUIPMENT - Enhancement Cont'd																									
18	SEC	GPS/GPM UPGRADES - Purchase and installation of equipment to integrate existing 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.	1C	82.8	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1C		\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1C		\$ -	\$ 1,958,000	\$ (224,000)	\$ (867,000)	\$ (867,000)	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
30	TPD	HOMELAND SECURITY NEEDS - SYSTEM WIDE IMPROVEMENTS - To purchase and install equipment, make improvements and renovations to address emergency, disaster, and Homeland security needs of the MTA.	1C	82.8	\$ -	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,900,000	\$ 174,100,000	\$ 34,820,000	\$ 174,100,000		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1C		\$ -	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,900,000	\$ 174,100,000		\$ 174,100,000		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ 9,500,000	\$ 9,500,000	\$ 9,500,000	\$ 9,500,000	\$ 9,500,000	\$ 47,500,000		\$ 47,500,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1C		\$ -	\$ (25,300,000)	\$ (25,300,000)	\$ (25,300,000)	\$ (25,300,000)	\$ (25,400,000)	\$ (126,600,000)		\$ (126,600,000)		\$ (1,000,000)	\$ (1,040,000)	\$ (1,081,600)	\$ (1,124,864)	\$ (1,169,859)	\$ (1,216,653)	\$ (1,265,319)	\$ (1,315,932)	\$ (1,368,569)	\$ (1,423,312)	\$ (1,480,244)
		SURPLUS (DEFICIT)	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
32	SEC	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.	4A	35.2	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000		\$ 100,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000		\$ 100,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000		\$ 100,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
EQUIPMENT - Enhancement Cont'd																									
38	SEC	SECURITY INSPECTION SYSTEM - Purchase and install Zonar system for security checks and audits. Zonar uses hand-held devices that upload information to a database allowing the review of deficiencies and observations by staff.	1C	41.4	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1C		\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000		\$ 200,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1C		\$ -	\$ (42,000)	\$ (24,000)	\$ (867,000)	\$ (867,000)	\$ -	\$ (1,800,000)		\$ (1,800,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
39	SEC	SECURITY SIGNAGE PROGRAM - Design, layout, and install signage at MTA yards and facilities, and affix at entrances, exits, and fences where they will be visible to deter trespassers. This signage will include the MTA policy regarding trespassing and safety and include information that violations will be prosecuted under California Penal Code.	1C	82.8	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1C		\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1C		\$ -	\$ (42,000)	\$ 1,776,000	\$ (867,000)	\$ (867,000)	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2023												
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023		
94	MUNI	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.	1B	91.2	\$ -	\$ 1,427,227	\$ 1,427,227	\$ -	\$ -	\$ -	\$ 2,854,455	\$ 2,854,455		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	1B		\$ -	\$ 1,427,227	\$ 1,427,227	\$ -	\$ -	\$ -	\$ 2,854,455	\$ 2,854,455		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	1B		\$ -	\$ (1,427,227)	\$ (1,427,227)	\$ -	\$ -	\$ -	\$ (2,854,455)	\$ (2,854,455)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
CPT 372	TPD	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.	1A	75	\$ 20,279,130	\$ 2,986,232	\$ 2,584,009	\$ 584,009	\$ 584,009	\$ 584,009	\$ 7,322,268	\$ 27,601,398	372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ (20,279,130)	\$ (2,986,232)	\$ -	\$ -	\$ -	\$ -	\$ (2,986,232)	\$ (23,265,362)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ -	\$ 2,584,009	\$ 584,009	\$ 584,009	\$ 584,009	\$ 4,336,036	\$ 4,336,036		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ -	\$ 2,592,236	\$ 500,000	\$ 500,000	\$ -	\$ 3,592,236	\$ 3,592,236		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ -	\$ 8,227	\$ (84,009)	\$ (84,009)	\$ (584,009)	\$ (743,800)	\$ (743,800)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FACILITY - Replacement cont'd																										
80	MUNI	GREEN - LRV WASHER REPLACEMENT: Replace the existing Light Rail Vehicle (LRV) washer at the Green Maintenance Facility to accommodate the BREDA vehicles.	2A	56.1	\$ -	\$ -	\$ 912,490	\$ 912,490	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	2A		\$ -	\$ -	\$ 912,490	\$ 912,490	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	2A		\$ -	\$ -	\$ (912,490)	\$ (912,490)	\$ -	\$ -	\$ (1,824,979)	\$ (1,824,979)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
109	TPD	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.	1B	91.2	\$ -	\$ 912,490	\$ 912,490	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1B		\$ -	\$ 912,490	\$ 912,490	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1B		\$ -	\$ -	\$ 1,875,000	\$ -	\$ -	\$ -	\$ 1,875,000	\$ 1,875,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1B		\$ -	\$ (912,490)	\$ 962,510	\$ -	\$ -	\$ -	\$ 50,021	\$ 50,021		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
102	TPD	REVENUE CENTER REPLACEMENT: Includes Coin Sorter Replacement and renovations of the existing facility.	2A	56.1	\$ -	\$ 1,534,340	\$ 1,434,340	\$ 1,434,340	\$ 1,434,340	\$ 1,434,340	\$ 7,271,700	\$ 7,271,700		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	2A		\$ -	\$ 1,534,340	\$ 1,434,340	\$ 1,434,340	\$ 1,434,340	\$ 1,434,340	\$ 7,271,700	\$ 7,271,700		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	2A		\$ -	\$ (1,534,340)	\$ (1,434,340)	\$ (1,434,340)	\$ (1,434,340)	\$ (1,434,340)	\$ (7,271,700)	\$ (7,271,700)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
FACILITY - Replacement cont'd																									
112	TPD	TRAINING CENTER - Muni Wide Development and construction of a combined operations and maintenance training facility to replace the existing facility.	2A	37.4	\$ -	\$ -	\$ -	\$ -	\$ 19,738,977	\$ 19,738,977	\$ 39,477,953		\$ 39,477,953		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ 19,738,977	\$ 19,738,977	\$ 39,477,953		\$ 39,477,953		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	2A		\$ -	\$ -	\$ -	\$ -	\$ (19,738,977)	\$ (19,738,977)	\$ (39,477,953)		\$ (39,477,953)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
78	MUNI	CABLE CAR VENTILATION SYSTEM: Installation and replacement of the fresh air and exhaust ventilation systems for the cable car machinery area.	1A	100	\$ -	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000		\$ 115,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000		\$ 115,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ (115,000)	\$ -	\$ -	\$ -	\$ -	\$ (115,000)		\$ (115,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
101	TPD	MUNI METRO EAST - RESTORE SCOPE: To restore the scope of work to the project to ensure a fully functional maintenance facility.	1A	100	\$ -	\$ 750,000	\$ 4,200,000	\$ 22,475,000	\$ 15,000,000	\$ 7,575,000	\$ 50,000,000		\$ 50,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 750,000	\$ 4,200,000	\$ 22,475,000	\$ 15,000,000	\$ 7,575,000	\$ 50,000,000		\$ 50,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ 29,000,000	\$ -	\$ -	\$ -	\$ -	\$ 29,000,000		\$ 29,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ (115,000)	\$ (4,200,000)	\$ (22,475,000)	\$ (15,000,000)	\$ (7,575,000)	\$ (21,000,000)		\$ (21,000,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FACILITY - Replacement cont'd																									
		(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			\$ -	\$ 28,818,343	\$ (11,336,552)	\$ (54,048,350)	\$ (69,320,871)	\$ (50,369,985)	\$ (156,457,414)	\$ -	\$ (156,457,414)	#####	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FACILITY - Rehabilitation																									
111	TPD	SUBWAY STATION IMPROVEMENTS: Rehab and improvements projects in the Metro Subway stations. Includes painting and platform edge detection tile replacement.	2B	33.6	\$ -	\$ -	\$ 5,835,578	\$ -	\$ -	\$ -	\$ 5,835,578		\$ 5,835,578		\$ -	\$ -	\$ -	\$ -	\$ 2,339,717	\$ -	\$ -	\$ -	\$ -	\$ 2,530,638	\$ -
		LESS FUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2B		\$ -	\$ -	\$ 5,835,578	\$ -	\$ -	\$ -	\$ 5,835,578		\$ 5,835,578		\$ -	\$ -	\$ -	\$ -	\$ 2,339,717	\$ -	\$ -	\$ -	\$ -	\$ 2,530,638	\$ -
		(1) Programmed	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.			2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023		
		(3) Unidentified SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ (5,835,578)	\$ -	\$ -	\$ (5,835,578)		\$ (5,835,578)				\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,339,717)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,530,638)	\$ -
			2B																										

City County of San Francisco
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		(3) Unidentified SURPLUS (DEFICIT)	2B		\$ -	\$ (150,000)	\$ (860,000)	\$ (1,500,000)	\$ (4,000,000)	\$ (3,490,000)	\$ (10,000,000)		\$ (10,000,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			2B																						

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

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								(3) Unidentified SURPLUS (DEFICIT)			\$ -	\$ 412,744	\$ (34,789,186)		\$ (24,100,615)	\$ (35,213,760)	\$ (31,970,760)	\$ (125,661,578)		\$ (125,661,578)		\$ (6,778,938)	\$ (7,050,095)	\$ (7,332,099)	\$ (7,625,383)

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	FUNDING												
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023		
FACILITY - Enhancement																										
CPT 303	TPD	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.	1A	100	\$ 1,931,849	\$ 3,264,987	\$ -	\$ -	\$ -	\$ 382,804	\$ 3,647,791	\$ 5,579,640	303													
		LESS FUNDED	1A		\$ (1,931,849)	\$ (803,151)	\$ -	\$ -	\$ -	\$ -	\$ (803,151)	\$ (2,735,000)														
		BALANCE UNFUNDED	1A		\$ -	\$ 2,461,836	\$ -	\$ -	\$ -	\$ 382,804	\$ 2,844,640	\$ 2,844,640														
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(3) Unidentified	1A		\$ -	\$ (2,461,836)	\$ -	\$ -	\$ -	\$ (382,804)	\$ (2,844,640)	\$ (2,844,640)														
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
64	TPD	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.	2B	33.6	\$ -	\$ 462,587	\$ 462,587	\$ -	\$ -	\$ -	\$ 925,173	\$ 925,173														
		LESS FUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		BALANCE UNFUNDED	2B		\$ -	\$ 462,587	\$ 462,587	\$ -	\$ -	\$ -	\$ 925,173	\$ 925,173														
		(1) Programmed	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(2) Planned	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(3) Unidentified	2B		\$ -	\$ (462,587)	\$ (462,587)	\$ -	\$ -	\$ -	\$ (925,173)	\$ (925,173)														
		SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
CPT 532	TPD	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.	2B	50.4	\$ 4,137,085	\$ 112,915	\$ -	\$ -	\$ -	\$ -	\$ 112,915	\$ 4,250,000	532													
		LESS FUNDED	2B		\$ (4,137,085)	\$ (112,915)	\$ -	\$ -	\$ -	\$ -	\$ (112,915)	\$ (4,250,000)														
		BALANCE UNFUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(1) Programmed	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(2) Planned	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(3) Unidentified	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
FACILITY - Enhancement Cont'd																										
89	MUNI	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.	1A	75	\$ -	\$ 449,946	\$ -	\$ -	\$ -	\$ -	\$ 449,946	\$ 449,946														
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		BALANCE UNFUNDED	1A		\$ -	\$ 449,946	\$ -	\$ -	\$ -	\$ -	\$ 449,946	\$ 449,946														
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(3) Unidentified	1A		\$ -	\$ (449,946)	\$ -	\$ -	\$ -	\$ -	\$ (449,946)	\$ (449,946)														
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
43		(INTENTIONALLY LEFT BLANK)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		LESS FUNDED			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		BALANCE UNFUNDED			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(1) Programmed			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(2) Planned			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(3) Unidentified			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		SURPLUS (DEFICIT)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
CPT 531	TPD	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.	2C	45	\$ 881,164	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,881,164	531													
		LESS FUNDED	2C		\$ (881,164)	\$ -	\$ (3,268,836)	\$ -	\$ -	\$ -	\$ (3,268,836)	\$ (4,150,000)														
		BALANCE UNFUNDED	2C		\$ -	\$ 1,731,164	\$ -	\$ -	\$ -	\$ -	\$ 1,731,164	\$ 1,731,164														
		(1) Programmed	2C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
		(2) Planned	2C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														

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		(3) Unidentified SURPLUS (DEFICIT)	2C		\$ -	\$ -	\$ (1,731,164)	\$ -	\$ -	\$ -	\$ (1,731,164)		\$ (1,731,164)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			2C																						

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						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012					2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
FACILITY - Enhancement Cont'd																									
84	MUNI	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.	4A	26.4	\$ -	\$ -	\$ 152,082	\$ 152,082	\$ -	\$ -	\$ -	\$ 304,163	\$ 304,163		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 152,082	\$ 152,082	\$ -	\$ -	\$ -	\$ 304,163	\$ 304,163		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 304,163	\$ 304,163		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	4A		\$ -	\$ -	\$ (152,082)	\$ (152,082)	\$ 304,163	\$ -	\$ -	\$ (0)	\$ (0)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ (152,082)	\$ (152,082)	\$ 304,163	\$ -	\$ -	\$ (0)	\$ (0)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
110	MUNI	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.	1C	82.8	\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	1C		\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	1C		\$ -	\$ (162,240)	\$ (162,240)	\$ -	\$ -	\$ -	\$ -	\$ (324,480)	\$ (324,480)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
103	MUNI	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.	4C	12.6	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	4C		\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	4C		\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FACILITY - Enhancement Cont'd																									
73	MUNI	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.	1C	82.8	\$ -	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ -	\$ 2,069,265	\$ 2,069,265		\$ 430,407	\$ 447,623	\$ 465,528	\$ 484,149	\$ 503,515	\$ 523,656	\$ 544,602	\$ 566,386	\$ 589,042	\$ 612,604	\$ 637,108
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	1C		\$ -	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ -	\$ 2,069,265	\$ 2,069,265		\$ 430,407	\$ 447,623	\$ 465,528	\$ 484,149	\$ 503,515	\$ 523,656	\$ 544,602	\$ 566,386	\$ 589,042	\$ 612,604	\$ 637,108
		(1) Programmed	1C		\$ -	\$ 2,049,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,049,265	\$ 2,049,265		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	1C		\$ -	\$ 1,635,412	\$ (413,853)	\$ (413,853)	\$ (413,853)	\$ (413,853)	\$ -	\$ (20,000)	\$ (20,000)		\$ (430,407)	\$ (447,623)	\$ (465,528)	\$ (484,149)	\$ (503,515)	\$ (523,656)	\$ (544,602)	\$ (566,386)	\$ (589,042)	\$ (612,604)	\$ (637,108)
		SURPLUS (DEFICIT)	1C		\$ -	\$ 1,635,412	\$ (413,853)	\$ (413,853)	\$ (413,853)	\$ (413,853)	\$ -	\$ (20,000)	\$ (20,000)		\$ (430,407)	\$ (447,623)	\$ (465,528)	\$ (484,149)	\$ (503,515)	\$ (523,656)	\$ (544,602)	\$ (566,386)	\$ (589,042)	\$ (612,604)	\$ (637,108)
59	MUNI	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.	2C	60	\$ -	\$ -	\$ 108,864	\$ -	\$ -	\$ -	\$ -	\$ 108,864	\$ 108,864		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	2C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	2C		\$ -	\$ -	\$ 108,864	\$ -	\$ -	\$ -	\$ -	\$ 108,864	\$ 108,864		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	2C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	2C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	2C		\$ -	\$ -	\$ (108,864)	\$ -	\$ -	\$ -	\$ -	\$ (108,864)	\$ (108,864)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	2C		\$ -	\$ -	\$ (108,864)	\$ -	\$ -	\$ -	\$ -	\$ (108,864)	\$ (108,864)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
63	SEC	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. This project will be coordinated with Security.	1C	82.8	\$ -	\$ 101,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,670	\$ 101,670		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	1C		\$ -	\$ 101,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,670	\$ 101,670		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	1C		\$ -	\$ (101,670)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (101,670)	\$ (101,670)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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			1C																						

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						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012					2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
FLEET - Enhancement Cont'd																										
135	MUNI	LRV-BREDA SAFETY MODIFICATIONS Installations and Improvements to the BREDAs 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.	1A	100	\$ -	\$ 3,373,715	\$ 3,373,715	\$ 3,373,715	\$ 3,373,715	\$ 3,373,715	\$ 16,868,573	\$ 16,868,573			\$ 3,508,663	\$ 3,649,010	\$ 3,794,970	\$ 3,946,769	\$ 4,104,640	\$ 4,268,825	\$ 4,439,578	\$ 4,617,161	\$ 4,801,848	\$ 4,993,922	\$ 5,193,679	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 3,373,715	\$ 3,373,715	\$ 3,373,715	\$ 3,373,715	\$ 3,373,715	\$ 16,868,573	\$ 16,868,573			\$ 3,508,663	\$ 3,649,010	\$ 3,794,970	\$ 3,946,769	\$ 4,104,640	\$ 4,268,825	\$ 4,439,578	\$ 4,617,161	\$ 4,801,848	\$ 4,993,922	\$ 5,193,679	
		(1) Programmed	1A		\$ -	\$ 3,125,000	\$ 8,209,578	\$ -	\$ -	\$ -	\$ 11,334,578	\$ 11,334,578			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ 1,165,422	\$ -	\$ -	\$ -	\$ 1,165,422	\$ 1,165,422			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ (248,715)	\$ 6,001,285	\$ (3,373,715)	\$ (3,373,715)	\$ (3,373,715)	\$ (4,368,573)	\$ (4,368,573)			\$ (3,508,663)	\$ (3,649,010)	\$ (3,794,970)	\$ (3,946,769)	\$ (4,104,640)	\$ (4,268,825)	\$ (4,439,578)	\$ (4,617,161)	\$ (4,801,848)	\$ (4,993,922)	\$ (5,193,679)	
		SURPLUS (DEFICIT)	1A																							
153	EX AFF	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.	4B	22.5	\$ -	\$ 141,767	\$ 141,767	\$ -	\$ -	\$ -	\$ 283,535	\$ 283,535			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4B		\$ -	\$ 141,767	\$ 141,767	\$ -	\$ -	\$ -	\$ 283,535	\$ 283,535			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4B		\$ -	\$ (141,767)	\$ (141,767)	\$ -	\$ -	\$ -	\$ (283,535)	\$ (283,535)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CPT 436	EX AFF	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.	1B	91.2	\$ 4,834,431	\$ 1,965,238	\$ 98,459	\$ -	\$ -	\$ -	\$ 2,063,697	\$ 6,898,128	436		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1B		\$ (4,834,431)	\$ (1,965,238)	\$ -	\$ -	\$ -	\$ -	\$ (1,965,238)	\$ (6,799,669)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1B		\$ -	\$ 98,459	\$ 98,459	\$ -	\$ -	\$ -	\$ 98,459	\$ 98,459			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1B		\$ -	\$ (4,834,431)	\$ (1,965,238)	\$ -	\$ -	\$ -	\$ (6,799,669)	\$ (6,799,669)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FLEET - Enhancement Cont'd																										
127	FIN	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.	2A	74.8	\$ -	\$ -	\$ 513,327	\$ -	\$ -	\$ -	\$ 513,327	\$ 513,327			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	2A		\$ -	\$ -	\$ 513,327	\$ -	\$ -	\$ -	\$ 513,327	\$ 513,327			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	2A		\$ -	\$ -	\$ (513,327)	\$ -	\$ -	\$ -	\$ (513,327)	\$ (513,327)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	2A		\$ -	\$ -	\$ (513,327)	\$ -	\$ -	\$ -	\$ (513,327)	\$ (513,327)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CPT 546	MUNI	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.	1B	68.4	\$ 8,121,725	\$ 585,416	\$ -	\$ -	\$ -	\$ -	\$ 585,416	\$ 8,707,141	546		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1B		\$ (8,121,725)	\$ (585,416)	\$ -	\$ -	\$ -	\$ -	\$ (585,416)	\$ (8,707,141)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1B		\$ -	\$ (8,121,725)	\$ (585,416)	\$ -	\$ -	\$ -	\$ (8,707,141)	\$ (8,707,141)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
158	MUNI	REAR WHEEL SAFETY GUARD: Purchase approximately 800 safety rear wheel guard devices for the motor and trolley coach fleet	1A	100	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ 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.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
INFRASTRUCTURE - Replacement																										
CPT 447	TPD	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.	2B	67.2	\$ 51,689,932	\$ 31,286,775	\$ 13,517,037	\$ 13,517,037	\$ 13,517,037	\$ -	\$ 71,837,886		\$ 123,527,818	447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	2B		\$ (51,689,932)	\$ (23,330,525)	\$ -	\$ -	\$ -	\$ -	\$ (23,330,525)		\$ (75,020,457)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	2B		\$ -	\$ 7,956,250	\$ 13,517,037	\$ 13,517,037	\$ 13,517,037	\$ -	\$ 48,507,361		\$ 48,507,361		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	2B		\$ -	\$ 17,500,000	\$ 15,750,000	\$ 2,250,000	\$ -	\$ -	\$ 35,500,000		\$ 35,500,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	2B		\$ -	\$ 1,125,000	\$ -	\$ 8,500,000	\$ -	\$ -	\$ 9,625,000		\$ 9,625,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	2B		\$ -	\$ 10,668,750	\$ 2,232,963	\$ (2,767,037)	\$ (13,517,037)	\$ -	\$ (3,382,361)		\$ (3,382,361)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
256	TPD	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.	2B	67.2	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000		\$ 30,000,000		\$ 15,000,000	\$ 15,600,000	\$ 16,224,000	\$ 16,872,960	\$ 17,547,878	\$ 18,249,794	\$ 18,979,785	\$ 19,738,977	\$ -	\$ -		
		LESS FUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	2B		\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000		\$ 30,000,000		\$ 15,000,000	\$ 15,600,000	\$ 16,224,000	\$ 16,872,960	\$ 17,547,878	\$ 18,249,794	\$ 18,979,785	\$ 19,738,977	\$ -	\$ -		
		(1) Programmed	2B		\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 6,000,000	\$ 6,000,000		\$ 6,000,000		\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -		
		(2) Planned	2B		\$ -	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 24,000,000		\$ 24,000,000		\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ -	\$ -		
		(3) Unidentified	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ (5,000,000)	\$ (5,600,000)	\$ (6,224,000)	\$ (6,872,960)	\$ (7,547,878)	\$ (8,249,794)	\$ (8,979,785)	\$ (9,738,977)	\$ -	\$ -		
		SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
257	TPD	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.	2B	67.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,528,536	\$ 21,349,677	\$ 22,203,664		
		LESS FUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,528,536	\$ 21,349,677	\$ 22,203,664		
		(1) Programmed	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000		
		(2) Planned	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (8,028,536)	\$ (8,849,677)	\$ (12,203,664)	
INFRASTRUCTURE - Replacement Cont'd																										
CPT 527/413/311	TPD	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.	2B	67.2	\$ 6,066,366	\$ 31,369,348	\$ 27,253,828	\$ -	\$ -	\$ -	\$ 58,623,176		\$ 64,689,542	527/413/311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	2B		\$ (6,066,366)	\$ (22,018,243)	\$ -	\$ -	\$ -	\$ -	\$ (22,018,243)		\$ (28,084,609)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	2B		\$ -	\$ 9,351,105	\$ 27,253,828	\$ -	\$ -	\$ -	\$ 36,604,933		\$ 36,604,933		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	2B		\$ -	\$ 12,783,331	\$ 11,875,000	\$ -	\$ -	\$ -	\$ 24,658,331		\$ 24,658,331		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	2B		\$ -	\$ 628,192	\$ 7,873,203	\$ -	\$ -	\$ -	\$ 8,501,395		\$ 8,501,395		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	2B		\$ -	\$ 4,060,418	\$ (7,505,625)	\$ -	\$ -	\$ -	\$ (3,445,207)		\$ (3,445,207)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
233	TPD	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.	2B	67.2	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000		\$ 30,000,000		\$ 10,400,000	\$ 10,816,000	\$ 11,248,640	\$ 11,698,586	\$ 12,166,529	\$ 12,653,190	\$ 13,159,318	\$ 13,685,691	\$ -	\$ -		
		LESS FUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	2B		\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000		\$ 30,000,000		\$ 10,400,000	\$ 10,816,000	\$ 11,248,640	\$ 11,698,586	\$ 12,166,529	\$ 12,653,190	\$ 13,159,318	\$ 13,685,691	\$ -	\$ -		
		(1) Programmed	2B		\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000		\$ 3,000,000		\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -		
		(2) Planned	2B		\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 24,000,000	\$ 24,000,000		\$ 24,000,000		\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ -	\$ -		
		(3) Unidentified	2B		\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)	\$ (1,000,000)	\$ (3,000,000)	\$ (3,000,000)		\$ (3,000,000)		\$ (1,400,000)	\$ (1,816,000)	\$ (2,248,640)	\$ (2,698,586)	\$ (3,166,529)	\$ (3,653,190)	\$ (4,159,318)	\$ (4,685,691)	\$ -	\$ -		
		SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
234	TPD	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.	2B	67.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,233,118	\$ 14,802,443	\$ 15,394,540		
		LESS FUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,233,118	\$ 14,802,443	\$ 15,394,540		
		(1) Programmed	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
		(3) Unidentified SURPLUS (DEFICIT)	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (14,233,118)	\$ (14,802,443)	\$ (15,394,540)
			2B																						

City County of San Francisco
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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
		(3) Unidentified SURPLUS (DEFICIT)	1B		\$ -	\$ -	\$ -	(2,834,170)	\$ -	\$ -	(2,834,170)		(2,834,170)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			1B																						

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
INFRASTRUCTURE - Replacement Cont'd																									
265	PKT	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.	2A	56.1	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 12,500,000		\$ 12,500,000		\$ 2,600,000	\$ 2,704,000	\$ 2,812,160	\$ 2,924,646	\$ 3,041,632	\$ 3,163,298	\$ 3,289,829	\$ 3,421,423	\$ 3,558,280	\$ 3,700,611	\$ 3,848,635
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2A		\$ -	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 12,500,000		\$ 12,500,000		\$ 2,600,000	\$ 2,704,000	\$ 2,812,160	\$ 2,924,646	\$ 3,041,632	\$ 3,163,298	\$ 3,289,829	\$ 3,421,423	\$ 3,558,280	\$ 3,700,611	\$ 3,848,635
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	2A		\$ -	\$ (2,500,000)	\$ (2,500,000)	\$ (2,500,000)	\$ (2,500,000)	\$ (2,500,000)	\$ (12,500,000)		\$ (12,500,000)		\$ (2,600,000)	\$ (2,704,000)	\$ (2,812,160)	\$ (2,924,646)	\$ (3,041,632)	\$ (3,163,298)	\$ (3,289,829)	\$ (3,421,423)	\$ (3,558,280)	\$ (3,700,611)	\$ (3,848,635)
CPKA/CPKC	PKT	PARKING SIGNS (CURRENT): 1) CPKA19 - 25th AVE Road Diet 2) CPKC05 - West Approach Overhead Signs	2A	56.1	\$ 337,663	\$ 297,367	\$ -	\$ -	\$ -	\$ -	\$ 297,367		\$ 635,030		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	2A		\$ (337,663)	\$ (297,367)	\$ -	\$ -	\$ -	\$ -	\$ (297,367)		\$ (635,030)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
321	ITS	MTA PORTAL: Replace the existing MTA intranet and internet with a professional portal system which will deliver better and personalized content aggregation and integration, unified content and access, and service oriented analysis and process integration capabilities. The portal can be used as a platform for all new application deployment and development throughout the entire MTA. It can also be used for external agencies, our customers, the general public for information and for accessing all services provided by the MTA.	2A	56.1	\$ -	\$ 100,000	\$ 300,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 1,100,000		\$ 1,100,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2A		\$ -	\$ 100,000	\$ 300,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 1,100,000		\$ 1,100,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	2A		\$ -	\$ (100,000)	\$ (300,000)	\$ (300,000)	\$ (200,000)	\$ (200,000)	\$ (1,100,000)		\$ (1,100,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUBTOTAL INFRASTRUCTURE REPLACEMENT																									
		LESS FUNDED			\$ (192,266,661)	\$ (86,034,377)	\$ -	\$ -	\$ -	\$ -	\$ (86,034,377)		\$ (278,301,038)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED			\$ -	\$ 38,005,990	\$ 143,565,924	\$ 124,319,498	\$ 115,405,411	\$ 99,633,374	\$ 520,930,197		\$ 520,930,197		\$ 76,700,000	\$ 65,168,000	\$ 67,774,720	\$ 70,485,709	\$ 73,305,137	\$ 81,150,749	\$ 79,335,502	\$ 82,508,923	\$ 85,809,279	\$ 89,898,563	\$ 127,597,057
		(1) Programmed			\$ -	\$ 54,075,898	\$ 62,378,746	\$ 25,441,698	\$ 22,941,698	\$ 22,941,698	\$ 187,779,738		\$ 187,779,738		\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ 2,000,000
		(2) Planned			\$ -	\$ 1,837,489	\$ 11,841,757	\$ 33,368,282	\$ 24,000,000	\$ 24,000,000	\$ 95,047,528		\$ 95,047,528		\$ 24,000,000	\$ 24,000,000	\$ 24,000,000	\$ 24,000,000	\$ 24,000,000	\$ 24,000,000	\$ 24,000,000	\$ 24,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,500,000
		(3) Unidentified			\$ -	\$ 17,907,397	\$ (69,345,421)	\$ (65,509,518)	\$ (68,463,713)	\$ (52,691,676)	\$ (238,102,931)		\$ (238,102,931)		\$ (47,700,000)	\$ (36,168,000)	\$ (38,774,720)	\$ (41,485,709)	\$ (44,305,137)	\$ (52,150,749)	\$ (50,335,502)	\$ (53,508,923)	\$ (60,809,279)	\$ (64,898,563)	\$ (105,097,057)
INFRASTRUCTURE - Rehabilitation																									
272	EX AFF	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.	1C	62.1	\$ -	\$ -	\$ -	\$ 1,065,776	\$ -	\$ -	\$ 1,065,776		\$ 1,065,776		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1C		\$ -	\$ -	\$ -	\$ 1,065,776	\$ -	\$ -	\$ 1,065,776		\$ 1,065,776		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ (1,065,776)	\$ -	\$ -	\$ (1,065,776)		\$ (1,065,776)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1C		\$ -	\$ -	\$ -	\$ (1,065,776)	\$ -	\$ -	\$ (1,065,776)		\$ (1,065,776)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
273	TPD	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.	1B	45.6	\$ -	\$ 584,929	\$ -	\$ -	\$ -	\$ -	\$ 584,929		\$ 584,929		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1B		\$ -	\$ 584,929	\$ -	\$ -	\$ -	\$ -	\$ 584,929		\$ 584,929		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1B		\$ -	\$ (584,929)	\$ -	\$ -	\$ -	\$ -	\$ (584,929)		\$ (584,929)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1B		\$ -	\$ (584,929)	\$ -	\$ -	\$ -	\$ -	\$ (584,929)		\$ (584,929)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023						
274	EX AFF	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.	1B	91.2	\$ -	\$ -	\$ 3,374,592	\$ -	\$ -	\$ -	\$ 3,374,592	\$ -	\$ 3,374,592		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
					LESS FUNDED	1B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					BALANCE UNFUNDED	1B	\$ -	\$ -	\$ 3,374,592	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 3,374,592	\$ -	\$ 3,374,592	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(1) Programmed	1B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	1B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	1B	\$ -	\$ -	\$ (3,374,592)	\$ -	\$ -	\$ -	\$ -		\$ -	\$ (3,374,592)	\$ -	\$ (3,374,592)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SURPLUS (DEFICIT)			1B																												
INFRASTRUCTURE - Rehabilitation Cont'd																															
CPT 526	TPD	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.	1B	91.2	\$ 55,459	\$ 10,054,541	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 40,054,541	\$ -	\$ 40,110,000	526	\$ 500,000	\$ 520,000	\$ 540,800	\$ 562,432	\$ 584,929	\$ 608,326	\$ 632,660	\$ 657,966	\$ 684,285	\$ 711,656	\$ 740,122						
					LESS FUNDED	1B	\$ (55,459)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ (55,459)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					BALANCE UNFUNDED	1B	\$ -	\$ 10,054,541	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 40,054,541		\$ -	\$ 40,054,541	\$ -	\$ 40,054,541	\$ -	\$ 500,000	\$ 520,000	\$ 540,800	\$ 562,432	\$ 584,929	\$ 608,326	\$ 632,660	\$ 657,966	\$ 684,285	\$ 711,656	\$ 740,122	
					(1) Programmed	1B	\$ -	\$ 3,500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 4,000,000	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	1B	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ -	\$ 12,000,000		\$ -	\$ 12,000,000	\$ -	\$ 12,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	1B	\$ -	\$ (6,554,541)	\$ (5,500,000)	\$ (6,000,000)	\$ (6,000,000)	\$ -	\$ (24,054,541)		\$ -	\$ (24,054,541)	\$ -	\$ (24,054,541)	\$ -	\$ (500,000)	\$ (520,000)	\$ (540,800)	\$ (562,432)	\$ (584,929)	\$ (608,326)	\$ (632,660)	\$ (657,966)	\$ (684,285)	\$ (711,656)	\$ (740,122)	
SURPLUS (DEFICIT)			1B																												
227	MUNI	BOARDING/PLATFORM ISLAND REPAIR Include improvements for the repair and maintenance of the boarding/platform islands in the transit system. Includes the purchase railings, equipment, and other materials.	2B	67.2	\$ -	\$ 1,164,527	\$ 871,527	\$ 841,527	\$ 841,527	\$ 841,527	\$ 4,560,635	\$ -	\$ 4,560,635		\$ 250,000	\$ 260,000	\$ 270,400	\$ 281,216	\$ 292,465	\$ 304,163	\$ 316,330	\$ 328,983	\$ 342,142	\$ 355,828	\$ 370,061						
					LESS FUNDED	2B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
					BALANCE UNFUNDED	2B	\$ -	\$ 1,164,527	\$ 871,527	\$ 841,527	\$ 841,527	\$ 841,527	\$ 4,560,635		\$ -	\$ 4,560,635	\$ -	\$ 4,560,635	\$ -	\$ 250,000	\$ 260,000	\$ 270,400	\$ 281,216	\$ 292,465	\$ 304,163	\$ 316,330	\$ 328,983	\$ 342,142	\$ 355,828	\$ 370,061	
					(1) Programmed	2B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	2B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	2B	\$ -	\$ (1,164,527)	\$ (871,527)	\$ (841,527)	\$ (841,527)	\$ (841,527)	\$ (4,560,635)		\$ -	\$ (4,560,635)	\$ -	\$ (4,560,635)	\$ -	\$ (250,000)	\$ (260,000)	\$ (270,400)	\$ (281,216)	\$ (292,465)	\$ (304,163)	\$ (316,330)	\$ (328,983)	\$ (342,142)	\$ (355,828)	\$ (370,061)	
SURPLUS (DEFICIT)			2B																												
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					\$ -	\$ (8,303,997)	\$ (9,746,119)	\$ (6,841,527)	\$ (7,907,303)	\$ (841,527)	\$ (33,640,473)	\$ -	\$ (33,640,473)																		
SURPLUS (DEFICIT)					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																		
INFRASTRUCTURE - Enhancement																															
CPT 313/317/418	EX AFF	METRO ACCESSIBILITY PROGRAM Provides various accessibility improvement projects on the Metro system and key station to ensure compliance with ADA requirements	1B	91.2	\$ 20,291,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,291,600	313/317/418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
					LESS FUNDED	1B	\$ (20,291,600)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ (20,291,600)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
					BALANCE UNFUNDED	1B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					(1) Programmed	1B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	1B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	1B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SURPLUS (DEFICIT)			1B																												

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
250	EX AFF	METRO ACCESSIBILITY-BEYOND KEY STOPS: Includes accessibility improvements beyond key stops and to address the Metro Rail Accessibility Lawsuit Mitigation.	1B	91.2	\$ -	\$ 1,772,809	\$ -	\$ 996,318	\$ -	\$ 1,077,618	\$ 3,846,745		\$ 3,846,745		\$ -	\$ 1,120,723	\$ -	\$ 1,165,551	\$ -	\$ 1,212,174	\$ -	\$ 1,260,660	\$ -	\$ 1,311,087	\$ -
		LESS FUNDED	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1B		\$ -	\$ 1,772,809	\$ -	\$ 996,318	\$ -	\$ 1,077,618	\$ 3,846,745		\$ 3,846,745		\$ -	\$ 1,120,723	\$ -	\$ 1,165,551	\$ -	\$ 1,212,174	\$ -	\$ 1,260,660	\$ -	\$ 1,311,087	\$ -
		(1) Programmed	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1B		\$ -	\$ (1,772,809)	\$ -	\$ (996,318)	\$ -	\$ (1,077,618)	\$ (3,846,745)		\$ (3,846,745)		\$ -	\$ (1,120,723)	\$ -	\$ (1,165,551)	\$ -	\$ (1,212,174)	\$ -	\$ (1,260,660)	\$ -	\$ (1,311,087)	\$ -
252	TPD	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.	4A	17.6	\$ -	\$ -	\$ 1,910,827	\$ 1,910,827	\$ 1,910,827	\$ -	\$ 5,732,481		\$ 5,732,481		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 1,910,827	\$ 1,910,827	\$ 1,910,827	\$ -	\$ 5,732,481		\$ 5,732,481		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ (1,910,827)	\$ (1,910,827)	\$ (1,910,827)	\$ -	\$ (5,732,481)		\$ (5,732,481)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INFRASTRUCTURE - Enhancement Cont'd																									
239	MUNI	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.	2A	37.4	\$ -	\$ 195,770	\$ -	\$ -	\$ -	\$ -	\$ 195,770		\$ 195,770		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	2A		\$ -	\$ 195,770	\$ -	\$ -	\$ -	\$ -	\$ 195,770		\$ 195,770		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	2A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	2A		\$ -	\$ (195,770)	\$ -	\$ -	\$ -	\$ -	\$ (195,770)		\$ (195,770)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
237	EX AFF	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.	1B	91.2	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 300,000		\$ 300,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1B		\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 300,000		\$ 300,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1B		\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 300,000		\$ 300,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CPT578	TPD	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.	4A	35.2	\$ -	\$ 77,000	\$ -	\$ -	\$ -	\$ -	\$ 77,000		\$ 77,000	578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ (77,000)	\$ -	\$ -	\$ -	\$ -	\$ (77,000)		\$ (77,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
INFRASTRUCTURE - Enhancement Cont'd																									
CPT 448	TPD	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.	4A	35.2	\$ 1,526,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,526,927	448	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ (1,526,927)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ (1,526,927)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CPT 512	TPD	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.	4A	35.2	\$ 2,012,243	\$ 22,756	\$ 649,001	\$ -	\$ -	\$ -	\$ 671,757		\$ 2,684,000	512	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ (2,012,243)	\$ (22,756)	\$ -	\$ -	\$ -	\$ -	\$ (22,756)		\$ (2,034,999)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 649,001	\$ -	\$ -	\$ -	\$ 649,001		\$ 649,001		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ 52,000	\$ -	\$ -	\$ -	\$ -	\$ 52,000		\$ 52,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ 52,000	\$ (649,001)	\$ -	\$ -	\$ -	\$ (597,001)		\$ (597,001)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
286	TPD	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.	4A	35.2	\$ -	\$ 9,523,105	\$ 40,315,907	\$ 13,897,261	\$ 16,623,450	\$ 12,450,300	\$ 92,810,023		\$ 92,810,023		\$ 9,904,029	\$ 41,928,543	\$ 14,453,151	\$ 17,288,388	\$ 12,948,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 9,523,105	\$ 40,315,907	\$ 13,897,261	\$ 16,623,450	\$ 12,450,300	\$ 92,810,023		\$ 92,810,023		\$ 9,904,029	\$ 41,928,543	\$ 14,453,151	\$ 17,288,388	\$ 12,948,312	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ 379,596	\$ -	\$ -	\$ -	\$ 379,596		\$ 379,596		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ (9,523,105)	\$ (40,315,907)	\$ (13,897,261)	\$ (16,623,450)	\$ (12,450,300)	\$ (92,430,427)		\$ (92,430,427)		\$ (9,904,029)	\$ (41,928,543)	\$ (14,453,151)	\$ (17,288,388)	\$ (12,948,312)	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
INFRASTRUCTURE - Enhancement Cont'd																									
CPT 540	TPD	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.	4B	30	\$ 11,401,984	\$ 4,393,016	\$ -	\$ -	\$ -	\$ -	\$ 4,393,016		\$ 15,795,000	540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4B		\$ (11,401,984)	\$ (4,393,016)	\$ -	\$ -	\$ -	\$ -	\$ (4,393,016)		\$ (15,795,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
225	TPD	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.	4B	22.5	\$ -	\$ 1,582,630	\$ 1,582,630	\$ 1,582,630	\$ 1,582,630	\$ 1,582,630	\$ 7,913,150		\$ 7,913,150		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244
		LESS FUNDED	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4B		\$ -	\$ 1,582,630	\$ 1,582,630	\$ 1,582,630	\$ 1,582,630	\$ 1,582,630	\$ 7,913,150		\$ 7,913,150		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244
		(1) Programmed	4B		\$ -	\$ 601,920	\$ 652,080	\$ 677,160	\$ -	\$ -	\$ 1,931,160		\$ 1,931,160		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4B		\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ 4,000,000		\$ 4,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4B		\$ -	\$ (980,710)	\$ 1,069,450	\$ 1,094,530	\$ (1,582,630)	\$ (1,582,630)	\$ (1,981,990)		\$ (1,981,990)		\$ (1,000,000)	\$ (1,040,000)	\$ (1,081,600)	\$ (1,124,864)	\$ (1,169,859)	\$ (1,216,653)	\$ (1,265,319)	\$ (1,315,932)	\$ (1,368,569)	\$ (1,423,312)	\$ (1,480,244)
		SURPLUS (DEFICIT)	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
236	TPD	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.	4A	17.6	\$ -	\$ -	\$ 2,620,000	\$ -	\$ -	\$ -	\$ 2,620,000		\$ 2,620,000		\$ -	\$ 2,724,800	\$ -	\$ -	\$ -	\$ -	\$ 2,833,792	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 2,620,000	\$ -	\$ -	\$ -	\$ -	\$ 2,620,000		\$ 2,620,000		\$ -	\$ 2,724,800	\$ -	\$ -	\$ -	\$ -	\$ 2,833,792	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ 2,620,000	\$ -	\$ -	\$ -	\$ -	\$ 2,620,000		\$ 2,620,000		\$ -	\$ 2,620,000	\$ -	\$ -	\$ -	\$ -	\$ 2,620,000	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ (104,800)	\$ -	\$ -	\$ -	\$ -	\$ (213,792)	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
INFRASTRUCTURE - Enhancement Cont'd																										
248	MUNI	MAINTENANCE YARDS NETWORK UPGRADE: Installation of high-speed wireless networking access points at vehicle yards using 802.11.A standard. The network will allow remote data collection, diagnostics and communications from devices installed on vehicles or portable devices in the yards.	4A	35.2	\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 108,160		\$ 108,160		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 108,160		\$ 108,160		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 108,160		\$ 108,160		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ (108,160)	\$ -	\$ -	\$ -	\$ -	\$ (108,160)		\$ (108,160)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
220	TPD	BIKE PROGRAM PROJECTS (FUTURE): Improvements to various bike lanes, pavement markings, bike racks and other facilities.	4C	25.2	\$ -	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 13,000,000		\$ 13,000,000		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,853	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244	
		LESS FUNDED	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4C		\$ -	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 13,000,000		\$ 13,000,000		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,853	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244	
		(1) Programmed	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4C		\$ -	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 13,000,000		\$ 13,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4C		\$ -	\$ (500,000)	\$ (500,000)	\$ (4,000,000)	\$ (4,000,000)	\$ (4,000,000)	\$ (13,000,000)		\$ (13,000,000)		\$ (1,000,000)	\$ (1,040,000)	\$ (1,081,600)	\$ (1,124,864)	\$ (1,169,859)	\$ (1,216,853)	\$ (1,265,319)	\$ (1,315,932)	\$ (1,368,569)	\$ (1,423,312)	\$ (1,480,244)	
CPKL003/ CPKL04/ CPL05/ CPKV36	TPD	BIKE PROGRAM PROJECTS (CURRENT): Improvements to various bike lanes, pavement markings, bike racks and other facilities.	4A	35.2	\$ 197,686	\$ -	\$ 1,201,140	\$ -	\$ -	\$ -	\$ 1,201,140		\$ 1,398,826		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ (197,686)	\$ -	\$ (1,201,140)	\$ -	\$ -	\$ -	\$ (1,201,140)		\$ (1,398,826)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 1,201,140	\$ -	\$ -	\$ -	\$ -	\$ 1,201,140		\$ 1,201,140		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ 1,201,140	\$ -	\$ -	\$ -	\$ -	\$ 1,201,140		\$ 1,201,140		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ (197,686)	\$ (1,201,140)	\$ -	\$ -	\$ -	\$ (1,201,140)		\$ (1,398,826)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
INFRASTRUCTURE - Enhancement Cont'd																										
198	PKT	RED LIGHT PHOTO ENFORCEMENT: Purchase and installation of Red Light Photo systems at 10 new locations throughout the City. Cost approx. \$100,000 each.	1C	62.1	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1C		\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000		\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1C		\$ -	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (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.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
199	PKT	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 LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4C	18.9	\$ -	\$ 19,500,000	\$ 7,475,000	\$ 12,975,000	\$ 7,475,000	\$ 7,475,000	\$ 54,900,000	\$ -	\$ 54,900,000			\$ 20,280,000	\$ 7,774,000	\$ 13,494,000	\$ 7,774,000	\$ 7,774,000	\$ 21,091,200	\$ 8,084,960	\$ 14,033,760	\$ 8,084,960	\$ 8,084,960	\$ 21,934,848	
			4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4C		\$ -	\$ 19,500,000	\$ 7,475,000	\$ 12,975,000	\$ 7,475,000	\$ 7,475,000	\$ 54,900,000	\$ -	\$ 54,900,000			\$ 20,280,000	\$ 7,774,000	\$ 13,494,000	\$ 7,774,000	\$ 7,774,000	\$ 21,091,200	\$ 8,084,960	\$ 14,033,760	\$ 8,084,960	\$ 8,084,960	\$ 21,934,848	
		(1) Programmed	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4C		\$ -	\$ (19,500,000)	\$ (7,475,000)	\$ (12,975,000)	\$ (7,475,000)	\$ (7,475,000)	\$ (54,900,000)	\$ -	\$ (54,900,000)			\$ (20,280,000)	\$ (7,774,000)	\$ (13,494,000)	\$ (7,774,000)	\$ (7,774,000)	\$ (21,091,200)	\$ (8,084,960)	\$ (14,033,760)	\$ (8,084,960)	\$ (8,084,960)	\$ (21,934,848)	
CPKP/CPKV	PKT	SFGO PROGRAM (CURRENT): 1) CPKP73 - Hazard Elimination Safety Project (HES) - SFGO 2) CPKV59 - SFGO - 3rd Street ITMS - Advanced Technology 3) CPKV61 - SFGO - Center to Center Communications LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A	35.2	\$ -	\$ 1,130,000	\$ -	\$ -	\$ -	\$ -	\$ 1,130,000	\$ -	\$ 1,130,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			4A		\$ -	\$ (1,130,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,130,000)	\$ -	\$ (1,130,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
200	PKT	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 LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C	62.1	\$ -	\$ 9,140,000	\$ 23,540,000	\$ 15,140,000	\$ 9,140,000	\$ 9,140,000	\$ 66,100,000	\$ -	\$ 66,100,000			\$ 9,505,600	\$ 24,481,600	\$ 15,745,600	\$ 9,505,600	\$ 9,505,600	\$ 9,885,824	\$ 25,460,864	\$ 16,375,424	\$ 9,885,824	\$ 9,885,824	\$ 10,281,257	
			1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1C		\$ -	\$ 9,140,000	\$ 23,540,000	\$ 15,140,000	\$ 9,140,000	\$ 9,140,000	\$ 66,100,000	\$ -	\$ 66,100,000			\$ 9,505,600	\$ 24,481,600	\$ 15,745,600	\$ 9,505,600	\$ 9,505,600	\$ 9,885,824	\$ 25,460,864	\$ 16,375,424	\$ 9,885,824	\$ 9,885,824	\$ 10,281,257	
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1C		\$ -	\$ (9,140,000)	\$ (23,540,000)	\$ (15,140,000)	\$ (9,140,000)	\$ (9,140,000)	\$ (66,100,000)	\$ -	\$ (66,100,000)			\$ (9,505,600)	\$ (24,481,600)	\$ (15,745,600)	\$ (9,505,600)	\$ (9,505,600)	\$ (9,885,824)	\$ (25,460,864)	\$ (16,375,424)	\$ (9,885,824)	\$ (9,885,824)	\$ (10,281,257)	
CPKXXX-VAR-PROJ	PKT	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) CPKV06 - 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 LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C	82.8	\$ 12,128,933	\$ 8,057,765	\$ 217,876	\$ -	\$ -	\$ -	\$ 8,275,641	\$ -	\$ 20,404,574			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			1C		\$ (12,128,933)	\$ (8,057,765)	\$ (217,876)	\$ -	\$ -	\$ -	\$ (8,275,641)	\$ -	\$ (20,404,574)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	Annual Budget														
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023				
CPK/GPK/PPK	PKT	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) GPX01 - TC Project Brotherhood Way and Teresita 3) PPK003 - Livable Streets Program (RLC)	4A	26.4	\$ 1,268,822	\$ 682,994	\$ -	\$ -	\$ -	\$ -	\$ 682,994	\$ 1,951,816		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					LESS FUNDED	4A	\$ (1,268,822)	\$ (682,994)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,951,816)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					BALANCE UNFUNDED	4A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(1) Programmed	4A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	4A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	4A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED SURPLUS (DEFICIT)	4A																									
INFRASTRUCTURE - Enhancement Cont'd																												
221	PKT	FLASHING BEACONS/PAVEMENT LIGHTS : Purchase and installation of flashing beacons and pavement lights at various locations in the City.	1C	62.1	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,000,000	\$ 10,000,000		\$ 2,080,000	\$ 2,163,200	\$ 2,249,728	\$ 2,339,717	\$ 2,433,306	\$ 2,530,638	\$ 2,631,864	\$ 2,737,138	\$ 2,846,624	\$ 2,960,489	\$ 3,078,908				
					LESS FUNDED	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					BALANCE UNFUNDED	1C	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,000,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(1) Programmed	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED SURPLUS (DEFICIT)	1C		\$ (2,000,000)	\$ (2,000,000)	\$ (2,000,000)	\$ (2,000,000)	\$ (2,000,000)	\$ (10,000,000)	\$ (10,000,000)		\$ (2,080,000)	\$ (2,163,200)	\$ (2,249,728)	\$ (2,339,717)	\$ (2,433,306)	\$ (2,530,638)	\$ (2,631,864)	\$ (2,737,138)	\$ (2,846,624)	\$ (2,960,489)	\$ (3,078,908)					
288	PKT	TRANSIT SIGNAL PRIORITY (TSP) DEVICES : Purchase and install TSP at 600 intersections in the City. Costs approx. \$20,000 each.	1A	100	\$ -	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 13,500,000	\$ 13,500,000		\$ 2,808,000	\$ 2,920,320	\$ 3,037,133	\$ 3,158,618	\$ 3,284,963	\$ 3,416,361	\$ 3,553,016	\$ 3,695,136	\$ 3,842,942	\$ 3,996,660	\$ 4,156,526				
					LESS FUNDED	1A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					BALANCE UNFUNDED	1A	\$ -	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 13,500,000	\$ 13,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(1) Programmed	1A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	1A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	1A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED SURPLUS (DEFICIT)	1A		\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (13,500,000)	\$ (13,500,000)		\$ (2,808,000)	\$ (2,920,320)	\$ (3,037,133)	\$ (3,158,618)	\$ (3,284,963)	\$ (3,416,361)	\$ (3,553,016)	\$ (3,695,136)	\$ (3,842,942)	\$ (3,996,660)	\$ (4,156,526)					
216	PKT	PEDESTRIAN REFUGE ISLANDS : Install 80 pedestrian refuge islands @ \$20,000 each	4B	30	\$ -	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 8,000,000	\$ 8,000,000		\$ 1,664,000	\$ 1,730,560	\$ 1,799,782	\$ 1,871,774	\$ 1,946,645	\$ 2,024,510	\$ 2,105,491	\$ 2,189,710	\$ 2,277,299	\$ 2,368,391	\$ 2,463,126				
					LESS FUNDED	4B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					BALANCE UNFUNDED	4B	\$ -	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 8,000,000	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(1) Programmed	4B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	4B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	4B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED SURPLUS (DEFICIT)	4B		\$ (1,600,000)	\$ (1,600,000)	\$ (1,600,000)	\$ (1,600,000)	\$ (1,600,000)	\$ (8,000,000)	\$ (8,000,000)		\$ (1,664,000)	\$ (1,730,560)	\$ (1,799,782)	\$ (1,871,774)	\$ (1,946,645)	\$ (2,024,510)	\$ (2,105,491)	\$ (2,189,710)	\$ (2,277,299)	\$ (2,368,391)	\$ (2,463,126)					
INFRASTRUCTURE - Enhancement Cont'd																												
CPKV, CPKW, CPKC	PKT	PEDESTRIAN SAFETY PROJECTS : Installation of bulbs and various pedestrian safety projects which are currently ongoing. 1) CPKV19 - Bulb/Channelization 2) CPKV77 - Implementation of Arterials Bulbouts 3) CPKV78 - Traffic Islands/Pedestrian Signals 4) CPKW04 - Ped Safe Curb Bulbs Construction 5) CPKC14 - Leonard Flynn Safe Route to School	1C	62.1	\$ 197,319	\$ 1,207,948	\$ -	\$ -	\$ -	\$ -	\$ 1,207,948	\$ 1,405,267		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					LESS FUNDED	1C	\$ (197,319)	\$ (1,207,948)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,405,267)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					BALANCE UNFUNDED	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(1) Programmed	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(2) Planned	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					(3) Unidentified	1C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED SURPLUS (DEFICIT)	1C																									

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.														
															2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023			
215	PKT	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.	1B	91.2	\$ -	\$ 160,400	\$ 820,300	\$ 933,600	\$ 754,900	\$ -	\$ -	\$ 2,669,200		\$ 2,669,200		\$ 166,816	\$ 853,112	\$ 970,944	\$ 785,096	\$ -	\$ 173,489	\$ 887,236	\$ 1,009,782	\$ 816,500	\$ -	\$ 180,428		
			LESS FUNDED	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			BALANCE UNFUNDED	1B		\$ -	\$ 160,400	\$ 820,300	\$ 933,600	\$ 754,900	\$ -	\$ -	\$ 2,669,200		\$ 2,669,200		\$ 166,816	\$ 853,112	\$ 970,944	\$ 785,096	\$ -	\$ 173,489	\$ 887,236	\$ 1,009,782	\$ 816,500	\$ -	\$ 180,428	
			(1) Programmed	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(2) Planned	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(3) Unidentified	1B		\$ -	\$ (160,400)	\$ (820,300)	\$ (933,600)	\$ (754,900)	\$ -	\$ -	\$ (2,669,200)		\$ (2,669,200)		\$ (166,816)	\$ (853,112)	\$ (970,944)	\$ (785,096)	\$ -	\$ (173,489)	\$ (887,236)	\$ (1,009,782)	\$ (816,500)	\$ -	\$ (180,428)	
			SURPLUS (DEFICIT)	1B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CPT 524	TPD	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.	4B	30	\$ 2,303,187	\$ -	\$ 1,931,185	\$ -	\$ -	\$ -	\$ -	\$ 1,931,185		\$ 4,234,372	524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			LESS FUNDED	4B		\$ (2,303,187)	\$ -	\$ (1,767,560)	\$ -	\$ -	\$ -	\$ -	\$ (1,767,560)		\$ (4,070,747)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			BALANCE UNFUNDED	4B		\$ -	\$ -	\$ 163,625	\$ -	\$ -	\$ -	\$ -	\$ 163,625		\$ 163,625		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(1) Programmed	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(2) Planned	4B		\$ -	\$ -	\$ 426,000	\$ -	\$ -	\$ -	\$ -	\$ 426,000		\$ 426,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(3) Unidentified	4B		\$ -	\$ -	\$ 262,375	\$ -	\$ -	\$ -	\$ -	\$ 262,375		\$ 262,375		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			SURPLUS (DEFICIT)	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
INFRASTRUCTURE - Enhancement Cont'd																												
CPT 584	TPD	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	4B	22.5	\$ 3,366	\$ 2,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,921		\$ 6,287	584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			LESS FUNDED	4B		\$ (3,366)	\$ (2,921)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,921)		\$ (6,287)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			BALANCE UNFUNDED	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(1) Programmed	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(2) Planned	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(3) Unidentified	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			SURPLUS (DEFICIT)	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
301	TPD	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.	1A	100	\$ -	\$ 120,107	\$ 120,108	\$ 120,107	\$ 120,107	\$ 120,107	\$ 120,107	\$ 600,536		\$ 600,536		\$ 124,911	\$ 129,908	\$ 135,104	\$ 140,508	\$ 146,129	\$ 151,974	\$ 158,053	\$ 164,375	\$ 170,950	\$ 177,788	\$ 184,899		
			LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			BALANCE UNFUNDED	1A		\$ -	\$ 120,107	\$ 120,108	\$ 120,107	\$ 120,107	\$ 120,107	\$ 120,107	\$ 600,536		\$ 600,536		\$ 124,911	\$ 129,908	\$ 135,104	\$ 140,508	\$ 146,129	\$ 151,974	\$ 158,053	\$ 164,375	\$ 170,950	\$ 177,788	\$ 184,899	
			(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(2) Planned	1A		\$ -	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 232,690		\$ 232,690		\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	
			(3) Unidentified	1A		\$ -	\$ (73,569)	\$ (73,570)	\$ (73,569)	\$ (73,569)	\$ (73,569)	\$ (73,569)	\$ (367,846)		\$ (367,846)		\$ (78,373)	\$ (83,370)	\$ (88,566)	\$ (93,970)	\$ (99,591)	\$ (105,436)	\$ (111,515)	\$ (117,837)	\$ (124,412)	\$ (131,250)	\$ (138,361)	
			SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CPT 455/550/553	SEC	SECURITY PROGRAM: Determine the specific scope, schedule and budget for security improvements, including security cameras and security fencing at various facilities and wayside locations.	1C	82.8	\$ 461,907	\$ 17,932	\$ 2,301,109	\$ 2,301,109	\$ 2,301,109	\$ 2,301,109	\$ 2,301,109	\$ 9,222,368		\$ 9,684,275	455/550/553	\$ 2,393,153	\$ 2,488,879	\$ 2,588,435	\$ 2,691,972	\$ 2,799,651	\$ 2,911,637	\$ 3,028,102	\$ 3,149,227	\$ 3,275,196	\$ 3,406,203	\$ 3,542,452		
			LESS FUNDED	1C		\$ (461,907)	\$ (17,932)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (17,932)		\$ (479,839)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			BALANCE UNFUNDED	1C		\$ -	\$ -	\$ 2,301,109	\$ 2,301,109	\$ 2,301,109	\$ 2,301,109	\$ 2,301,109	\$ 9,204,436		\$ 9,204,436		\$ 2,393,153	\$ 2,488,879	\$ 2,588,435	\$ 2,691,972	\$ 2,799,651	\$ 2,911,637	\$ 3,028,102	\$ 3,149,227	\$ 3,275,196	\$ 3,406,203	\$ 3,542,452	
			(1) Programmed	1C		\$ -	\$ -	\$ 2,411,395	\$ 2,674,510	\$ 668,628	\$ -	\$ -	\$ 5,754,533		\$ 5,754,533		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			(2) Planned	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			(3) Unidentified	1C		\$ -	\$ -	\$ 110,286	\$ 373,401	\$ (1,632,481)	\$ (2,301,109)	\$ (3,449,903)	\$ (3,449,903)		\$ (3,449,903)		\$ (2,393,153)	\$ (2,488,879)	\$ (2,588,435)	\$ (2,691,972)	\$ (2,799,651)	\$ (2,911,637)	\$ (3,028,102)	\$ (3,149,227)	\$ (3,275,196)	\$ (3,406,203)	\$ (3,542,452)	
			SURPLUS (DEFICIT)	1C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
INFRASTRUCTURE - Enhancement Cont'd																									
291	PKT	SOUTH EAST MISSION PLAN Implementation of traffic calming plan for South East Mission District.	4B	22.5	\$ -	\$ -	\$ 3,200,000	\$ -	\$ -	\$ -	\$ 3,200,000		\$ 3,200,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4B		\$ -	\$ -	\$ 3,200,000	\$ -	\$ -	\$ -	\$ 3,200,000		\$ 3,200,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4B		\$ -	\$ (3,200,000)	\$ -	\$ -	\$ -	\$ -	\$ (3,200,000)		\$ (3,200,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
292	PKT	TENDERLOIN PEDESTRIAN SAFETY PLAN: Implementation of pedestrian safety plan for Tenderloin Neighborhood.	4A	35.2	\$ -	\$ -	\$ 3,300,000	\$ -	\$ -	\$ -	\$ 3,300,000		\$ 3,300,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 3,300,000	\$ -	\$ -	\$ -	\$ 3,300,000		\$ 3,300,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ (3,300,000)	\$ -	\$ -	\$ -	\$ (3,300,000)		\$ (3,300,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
293	PKT	GOLDEN GATE PARK PEDESTRIAN SAFETY PLAN: Implementation of pedestrian safety plan for Golden Gate Park.	4A	26.4	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 1,700,000		\$ 1,700,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 1,700,000		\$ 1,700,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ (1,700,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,700,000)		\$ (1,700,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
INFRASTRUCTURE - Enhancement Cont'd																									
297	FIN	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.	4A	26.4	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ 400,000		\$ 400,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ 400,000		\$ 400,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ (100,000)	\$ (100,000)	\$ (100,000)	\$ (100,000)	\$ -	\$ (400,000)		\$ (400,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
309	TPD	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.	4A	26.4	\$ -	\$ 800,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,800,000		\$ 1,800,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4A		\$ -	\$ 800,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,800,000		\$ 1,800,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	4A		\$ -	\$ (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		\$ 57,624,110	\$ 97,361,149	\$ 63,881,202	\$ 56,504,842	\$ 51,013,567	\$ 53,979,767	\$ 59,748,616	\$ 56,060,661	\$ 43,103,560	\$ 44,981,369	\$ 58,697,017
LESS FUNDED					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BALANCE UNFUNDED					\$ (52,914,451)	\$ (16,687,069)	\$ (5,024,428)	\$ -	\$ -	\$ -	\$ (21,711,497)		\$ (74,625,948)		\$ 57,624,110	\$ 97,361,149	\$ 63,881,202	\$ 56,504,842	\$ 51,013,567	\$ 53,979,767	\$ 59,748,616	\$ 56,060,661	\$ 43,103,560	\$ 44,981,369	\$ 58,697,017
(1) Programmed					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(2) Planned					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(3) Unidentified					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SURPLUS (DEFICIT)					\$ -	\$ 3,749,538	\$ 6,182,538	\$ 3,366,134	\$ 986,538	\$ 986,538	\$ 15,271,286		\$ 48,152,712,86		\$ 986,538	\$ 3,606,538	\$ 986,538	\$ 986,538	\$ 986,538	\$ 986,538	\$ 3,606,538	\$ 986,538	\$ 986,538	\$ 986,538	\$ 986,538

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
		(3) Unidentified SURPLUS (DEFICIT)			\$ -	\$ (54,990,314)	\$ (91,588,099)	\$ (63,279,048)	\$ (55,292,857)	\$ (52,011,053)	\$ (317,161,371)		\$ (317,161,371)		\$ (56,637,572)	\$ (93,754,611)	\$ (62,894,664)	\$ (55,518,304)	\$ (50,027,029)	\$ (52,993,229)	\$ (56,142,078)	\$ (55,074,123)	\$ (42,117,022)	\$ (43,994,831)	\$ (57,710,479)

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
INFRASTRUCTURE - Expansion Cont'd																										
242	TPD	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.	4A	17.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>LESS FUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>BALANCE UNFUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(1) Programmed</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(2) Planned</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(3) Unidentified</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>SURPLUS (DEFICIT)</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
241	TPD	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.	4A	17.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 5,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,911,000	\$ -	\$ -		
		<i>LESS FUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>BALANCE UNFUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 5,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,911,000	\$ -	\$ -		
		<i>(1) Programmed</i>	4A		\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(2) Planned</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(3) Unidentified</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>SURPLUS (DEFICIT)</i>	4A		\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (4,500,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (151,911,000)	\$ -	\$ -	
244	TPD	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.	4A	35.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,265,319	\$ 19,738,977	\$ 220,259,541	\$ 229,069,923	\$ 238,232,720	
		<i>LESS FUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>BALANCE UNFUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,265,319	\$ 19,738,977	\$ 220,259,541	\$ 229,069,923	\$ 238,232,720	
		<i>(1) Programmed</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(2) Planned</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(3) Unidentified</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>SURPLUS (DEFICIT)</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,265,319)	\$ (19,738,977)	\$ (220,259,541)	\$ (229,069,923)	\$ (238,232,720)	
INFRASTRUCTURE - Expansion Cont'd																										
245	TPD	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. (Note: This project is contingent upon Geary BRT Study)	4A	17.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,413,584	\$ 100,624,495	\$ 153,964,018	\$ 169,151,029	\$ 177,625,208	\$ 907,733,163	
		<i>LESS FUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>BALANCE UNFUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,413,584	\$ 100,624,495	\$ 153,964,018	\$ 169,151,029	\$ 177,625,208	\$ 907,733,163	
		<i>(1) Programmed</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(2) Planned</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>(3) Unidentified</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		<i>SURPLUS (DEFICIT)</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (54,413,584)	\$ (100,624,495)	\$ (153,964,018)	\$ (169,151,029)	\$ (177,625,208)	\$ (907,733,163)
246	TPD	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.	4A	17.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>LESS FUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>BALANCE UNFUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>(1) Programmed</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>(2) Planned</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>(3) Unidentified</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>SURPLUS (DEFICIT)</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
247	TPD	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. (Note: This project is contingent upon Geary BRT Study)	4A	17.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>LESS FUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>BALANCE UNFUNDED</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>(1) Programmed</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>(2) Planned</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>(3) Unidentified</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<i>SURPLUS (DEFICIT)</i>	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
			4A																						

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.		FISCAL YEAR											
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012					2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
INFRASTRUCTURE - Expansion Cont'd																										
CPT 551	TPD	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.	1A	100	\$ 423,774	\$ 39,416	\$ 1,000,000	\$ 53,143,399	\$ 53,143,399	\$ 52,143,999	\$ 159,470,213	\$ 159,893,987	551		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ (423,774)	\$ (39,416)	\$ -	\$ -	\$ -	\$ -	\$ (39,416)	\$ (463,190)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ -	\$ 1,000,000	\$ 53,143,399	\$ 53,143,399	\$ 52,143,999	\$ 159,430,797	\$ 159,430,797			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ -	\$ 1,250,000	\$ 1,750,000	\$ 17,500,000	\$ 17,500,000	\$ 38,000,000	\$ 38,000,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 12,800,000	\$ 17,300,000	\$ 17,300,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ -	\$ 1,750,000	\$ (49,893,399)	\$ (34,143,399)	\$ (21,843,999)	\$ (104,130,797)	\$ (104,130,797)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ 1,750,000	\$ (49,893,399)	\$ (34,143,399)	\$ (21,843,999)	\$ (104,130,797)	\$ (104,130,797)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CPT 552	TPD	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.	1A	100	\$ 95,352	\$ 2,204,648	\$ 21,700,000	\$ 21,700,000	\$ 21,700,000	\$ -	\$ 67,304,648	\$ 67,400,000	552		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ (95,352)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (95,352)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 2,204,648	\$ 21,700,000	\$ 21,700,000	\$ 21,700,000	\$ -	\$ 67,304,648	\$ 67,304,648			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ 1,750,000	\$ 19,000,000	\$ -	\$ -	\$ -	\$ 20,750,000	\$ 20,750,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ (454,648)	\$ 12,300,000	\$ (21,700,000)	\$ (21,700,000)	\$ -	\$ (31,554,648)	\$ (31,554,648)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ (454,648)	\$ 12,300,000	\$ (21,700,000)	\$ (21,700,000)	\$ -	\$ (31,554,648)	\$ (31,554,648)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
230	TPD	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.	1A	100	\$ -	\$ -	\$ -	\$ -	\$ 7,258,890	\$ 3,552,586	\$ 10,811,477	\$ 10,811,477			\$ -	\$ 200,129,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,833,000	\$ -	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ 7,258,890	\$ 3,552,586	\$ 10,811,477	\$ 10,811,477			\$ -	\$ 200,129,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,833,000	\$ -		
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ 1,850,000	\$ -	\$ 1,850,000	\$ 1,850,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ (5,408,890)	\$ (3,552,586)	\$ (8,961,477)	\$ (8,961,477)			\$ -	\$ (200,129,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (143,833,000)	\$ -		
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ -	\$ -	\$ (5,408,890)	\$ (3,552,586)	\$ (8,961,477)	\$ (8,961,477)			\$ -	\$ (200,129,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (143,833,000)	\$ -		
INFRASTRUCTURE - Expansion Cont'd																										
231	TPD	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.	4A	17.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 44,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 44,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ (44,550,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ (44,550,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
251	TPD	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.	4A	17.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 14,038,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 14,038,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ (14,038,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ (14,038,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.														
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023			
264	TPD	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.	4B	22.5		\$ -	\$ -	\$ -	\$ -	\$ 149,292,172	\$ 149,292,172	\$ 149,292,172			\$ 115,844,000	\$ -	\$ 233,142,000	\$ -	\$ 88,350,000	\$ -	\$ 63,794,000	\$ -	\$ -	\$ -	\$ -	\$ 196,829,000	
		LESS FUNDED	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	4B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,292,172	\$ 149,292,172	\$ 149,292,172			\$ 115,844,000	\$ -	\$ 233,142,000	\$ -	\$ 88,350,000	\$ -	\$ 63,794,000	\$ -	\$ -	\$ -	\$ -	\$ 196,829,000	
		(1) Programmed	4B		\$ -	\$ 1,000,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	4B		\$ -	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ -	\$ -	\$ 7,800,000	\$ 7,800,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	4B		\$ -	\$ 2,600,000	\$ 3,600,000	\$ 6,100,000	\$ -	\$ (149,292,172)	\$ (136,992,172)	\$ (136,992,172)			\$ (115,844,000)	\$ -	\$ (233,142,000)	\$ -	\$ (88,350,000)	\$ -	\$ (63,794,000)	\$ -	\$ -	\$ -	\$ -	\$ (196,829,000)	
		SURPLUS (DEFICIT)	4B		\$ -	\$ 2,600,000	\$ 3,600,000	\$ 6,100,000	\$ -	\$ (149,292,172)	\$ (136,992,172)	\$ (136,992,172)			\$ (115,844,000)	\$ -	\$ (233,142,000)	\$ -	\$ (88,350,000)	\$ -	\$ (63,794,000)	\$ -	\$ -	\$ -	\$ -	\$ (196,829,000)	
INFRASTRUCTURE - Expansion Cont'd																											
CPT 305/433/522	TPD	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.	1A	100	\$ 479,780,018	\$ 17,474,926	\$ 56,065,935	\$ 46,723,105	\$ -	\$ -	\$ 120,263,966	\$ 600,043,984	305/433/522		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ (479,780,018)	\$ (17,474,926)	\$ -	\$ -	\$ -	\$ -	\$ (17,474,926)	\$ (497,254,944)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ -	\$ 56,065,935	\$ 46,723,105	\$ -	\$ -	\$ 102,789,040	\$ 102,789,040			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ 23,224,577	\$ 4,519,731	\$ -	\$ -	\$ -	\$ 27,744,308	\$ 27,744,308			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ 7,000,000	\$ 22,645,107	\$ 38,000,000	\$ -	\$ -	\$ 67,645,107	\$ 67,645,107			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ 7,000,000	\$ (10,196,251)	\$ (4,203,374)	\$ -	\$ -	\$ (7,399,625)	\$ (7,399,625)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ 7,000,000	\$ (10,196,251)	\$ (4,203,374)	\$ -	\$ -	\$ (7,399,625)	\$ (7,399,625)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CPT 580	TPD	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.	1A	100	\$ 6,662	\$ 231,338	\$ 3,662,000	\$ -	\$ -	\$ -	\$ 3,893,338	\$ 3,900,000	580		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ (6,662)	\$ (231,338)	\$ -	\$ -	\$ -	\$ -	\$ (231,338)	\$ (238,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ -	\$ 3,662,000	\$ -	\$ -	\$ -	\$ 3,662,000	\$ 3,662,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ 1,815,605	\$ -	\$ -	\$ -	\$ -	\$ 1,815,605	\$ 1,815,605			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ 1,815,605	\$ (3,662,000)	\$ 3,000,000	\$ -	\$ -	\$ 1,153,605	\$ 1,153,605			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ 1,815,605	\$ (3,662,000)	\$ 3,000,000	\$ -	\$ -	\$ 1,153,605	\$ 1,153,605			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
280	TPD	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.	1A	100	\$ -	\$ 1,529,795	\$ 1,529,795	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 1,529,795	\$ 1,529,795	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ 3,059,590	\$ -	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ 1,529,795	\$ (1,529,795)	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ 1,529,795	\$ (1,529,795)	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
INFRASTRUCTURE - Expansion Cont'd																											
CPT 544	TPD	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.	1A	100	\$ 18,792,402	\$ 22,183,801	\$ 66,413,266	\$ 272,359,483	\$ 296,268,124	\$ 184,246,493	\$ 841,471,167	\$ 860,263,569	544		\$ 147,082,000	\$ 223,687,000	\$ 193,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ (18,792,402)	\$ (22,183,801)	\$ -	\$ -	\$ -	\$ -	\$ (22,183,801)	\$ (40,976,203)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ -	\$ 66,413,266	\$ 272,359,483	\$ 296,268,124	\$ 184,246,493	\$ 819,287,366	\$ 819,287,366			\$ 147,082,000	\$ 223,687,000	\$ 193,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(1) Programmed	1A		\$ -	\$ -	\$ 37,982,000	\$ 29,851,000	\$ 30,747,000	\$ 24,559,000	\$ 123,139,000	\$ 123,139,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ 230,000,000	\$ 162,200,000	\$ 160,000,000	\$ 130,000,000	\$ 682,200,000	\$ 682,200,000			\$ 160,000,000	\$ 130,000,000	\$ 130,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ -	\$ 201,568,734	\$ (80,308,483)	\$ (105,521,124)	\$ (29,687,493)	\$ (13,948,366)	\$ (13,948,366)			\$ 12,918,000	\$ (93,687,000)	\$ (63,500,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ -	\$ 201,568,734	\$ (80,308,483)	\$ (105,521,124)	\$ (29,687,493)	\$ (13,948,366)	\$ (13,948,366)			\$ 12,918,000	\$ (93,687,000)	\$ (63,500,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2023											
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
213	PKT	PARKING METERS: Purchase and installation of 200 new multi-space parking meters. Costs approx. \$25,000 each.	4A	26.4	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 15,000,000	\$ -	\$ 15,000,000		\$ 5,200,000	\$ 5,408,000	\$ 5,624,320	\$ 5,849,293	\$ 6,083,265	\$ 6,326,595	\$ 6,579,659	\$ 6,842,845	\$ 7,116,559	\$ 7,401,221	\$ 7,697,270
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 15,000,000	\$ -	\$ 15,000,000		\$ 5,200,000	\$ 5,408,000	\$ 5,624,320	\$ 5,849,293	\$ 6,083,265	\$ 6,326,595	\$ 6,579,659	\$ 6,842,845	\$ 7,116,559	\$ 7,401,221	\$ 7,697,270
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ (5,000,000)	\$ (5,000,000)	\$ (5,000,000)	\$ (15,000,000)	\$ -	\$ (15,000,000)		\$ (5,200,000)	\$ (5,408,000)	\$ (5,624,320)	\$ (5,849,293)	\$ (6,083,265)	\$ (6,326,595)	\$ (6,579,659)	\$ (6,842,845)	\$ (7,116,559)	\$ (7,401,221)	\$ (7,697,270)
268	PKT	SIGN INVENTORY/TRACKING SYSTEM Purchase of new computer application and system to include hardware and software for tracking and inventorying traffic signs to replace obsolete systems.	4A	35.2	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ (600,000)	\$ -	\$ -	\$ -	\$ -	\$ (600,000)	\$ -	\$ (600,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
320	ITS	APPLICATION INTEGRATION AND BUSINESS INTELLIGENCE: Consolidate all existing data captured in newly MTA applications including: Scheduling and Dispatch system (Trapeze), Vehicle and Material Management System (SHOPS), Automated Vehicle Location (AVL-NextBus) system, APC(Automatic Passenger Counting and TransitSafe System with fundamental HR, Finance and GIS data to ensure data flows efficiently and effectively among all individual applications. This system will align the IT with business units to improve the processing of business strategies, management reporting, business activity monitoring and decision making, real-time data quality, and provide a dashboard for KPIs and statistical reporting.	1A	100	\$ -	\$ 300,000	\$ 500,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 1,500,000	\$ -	\$ 1,500,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 300,000	\$ 500,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 1,500,000	\$ -	\$ 1,500,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ (300,000)	\$ (500,000)	\$ (400,000)	\$ (200,000)	\$ (100,000)	\$ (1,500,000)	\$ -	\$ (1,500,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
322	ITS	MTA GIS: Enhance and expand MTA's GIS to capture and distribute spatial data throughout the organization to allow planners security, safety and maintenance quick and easy access to maps of Muni facilities and City demographics. New spatial layers would include accessible facilities, underground feeders, station plans, rail/tracks and switches, Muni yards and buildings, and overhead facilities. These layers would be centralized in an easily accessible and comprehensive geodatabase for integration into existing reports and software systems (NextBus, APC, DVR, etc.), plus new mapping applications. Costs would include additional storage, handheld devices ruggedized laptops for field data collection, GIS software, software training, and consultant fees for scanning, georeferencing and geodatabase build.	1A	100	\$ -	\$ 300,000	\$ 600,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 1,600,000	\$ -	\$ 1,600,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 300,000	\$ 600,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 1,600,000	\$ -	\$ 1,600,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ (300,000)	\$ (600,000)	\$ (300,000)	\$ (200,000)	\$ (200,000)	\$ (1,600,000)	\$ -	\$ (1,600,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2023											
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
323	ITS	TECHNOLOGY PLANNING: Security Implementation, Infrastructure Expansion and Integration Activities. Assess risk, plan mitigation and implement cyber security on all platforms. Upgrade existing network (fiber, wireless, etc.) to connect all locations, SCADA systems, improve bandwidth and make CCTV and other security services available MTA-wide. Ensure recoverability and redundancy for mission critical systems and revenue streams. Prepare for data service recovery and application delivery after a major disaster. Integrate network services, improve service delivery and speed data flow throughout the entire MTA. Procurement and replacement of data processing and office equipment to support all departments.	1A	100	\$ -	\$ 500,000	\$ 1,500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000		\$ 520,000	\$ 540,800	\$ 562,432	\$ 584,929	\$ 608,326	\$ 632,660	\$ 657,966	\$ 684,285	\$ 711,656	\$ 740,122	\$ 769,727	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 500,000	\$ 1,500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000		\$ 520,000	\$ 540,800	\$ 562,432	\$ 584,929	\$ 608,326	\$ 632,660	\$ 657,966	\$ 684,285	\$ 711,656	\$ 740,122	\$ 769,727	
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ (500,000)	\$ (1,500,000)	\$ (1,000,000)	\$ (500,000)	\$ (500,000)	\$ (4,000,000)	\$ (4,000,000)		\$ (520,000)	\$ (540,800)	\$ (562,432)	\$ (584,929)	\$ (608,326)	\$ (632,660)	\$ (657,966)	\$ (684,285)	\$ (711,656)	\$ (740,122)	\$ (769,727)	
324	ITS	ELECTRONIC DOCUMENT MANAGEMENT: Purchase and installation of an agency-wide electronic document storage, retrieval, scanning, indexing and search software and hardware system. Will enhance our ability to capture and use safety and training docs, historical photos and as-builts of facilities.	2B	50.4	\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000		\$ 104,000	\$ 108,160	\$ 112,486	\$ 116,986	\$ 121,665	\$ 126,532	\$ 131,593	\$ 136,857	\$ 142,331	\$ 148,024	\$ 153,945	
		LESS FUNDED	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	2B		\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000		\$ 104,000	\$ 108,160	\$ 112,486	\$ 116,986	\$ 121,665	\$ 126,532	\$ 131,593	\$ 136,857	\$ 142,331	\$ 148,024	\$ 153,945	
		(1) Programmed	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	2B		\$ -	\$ (300,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (1,000,000)	\$ (1,000,000)		\$ (104,000)	\$ (108,160)	\$ (112,486)	\$ (116,986)	\$ (121,665)	\$ (126,532)	\$ (131,593)	\$ (136,857)	\$ (142,331)	\$ (148,024)	\$ (153,945)	
325	ITS	TRANSLINK: Monitoring the ERG contractor for device installation on rolling stock, including Q/A on all installs, managing the training logistics for operations and maintenance staff which includes 18 training modules, finalize system business requirements for MTA rollout in '07, implementing finance and accounting systems, including daily reconciliation processes. System launch planning including stakeholder outreach and fare incentives. Also included in the Regional Fare Study which MTA heads. Not included are the annual transaction fees. Also, if the MTA was to go 100% Translink at some point, CIP Projects # 25, 127, 128, 129 and 290 could be scaled down or eliminated. (Funded by MTC)	1A	100	\$ -	\$ 1,000,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,700,000	\$ 1,700,000		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244	
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED	1A		\$ -	\$ 1,000,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,700,000	\$ 1,700,000		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600	\$ 1,124,864	\$ 1,169,859	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	\$ 1,423,312	\$ 1,480,244	
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		SURPLUS (DEFICIT)	1A		\$ -	\$ (1,000,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (1,700,000)	\$ (1,700,000)		\$ (1,000,000)	\$ (1,040,000)	\$ (1,081,600)	\$ (1,124,864)	\$ (1,169,859)	\$ (1,216,653)	\$ (1,265,319)	\$ (1,315,932)	\$ (1,368,569)	\$ (1,423,312)	\$ (1,480,244)	
326	ITS	SHOPS EXPANSION: Expand SHOPS (Maintenance Management & Inventory System) to include Facilities Maintenance, Overhead Lines, Tracks, Motive Power, Signal and the DPT Shops. Multiple divisions have requested inventory management systems. Our current software licence would support expansion. Project include hardware needed for expansion, training, handhelds, bar coding for inventory and assets, as well as kiosks for data entry.	1A	100	\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	1A		\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	1A		\$ -	\$ (300,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (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.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	Annual Budget											
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
329	ITS	311 EXPANSION: Expand 311 System to capture agency-wide customer complaints, including integrating customer complaints into Trapeze, DPT/PCO complaints, etc. Includes wireless, handheld devices, and information technology infrastructure. Automate manual business processes in DPT (abandon vehicle etc.). Establish reporting to track and improve on service levels.	4A	17.6	\$ -	\$ 100,000	\$ 100,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 600,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ 100,000	\$ 100,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 600,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ (100,000)	\$ (100,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (600,000)	\$ (600,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
329	ITS	LEARNING MANAGEMENT SYSTEM (LMS)/LEARNING CONTENT MANAGEMENT SYTEM: Purchase a LMS and related IT infrastructure to keep track of employees, the training they've had, training they need, and establish a permanent repository for training, testing, and certification records. Distribution training information across the entire organization, in the form of computer-based training (CBT), reference information, and training materials that can be delivered to an individual's desktop, a workstation in a kiosk-type application, or in a classroom multi-media presentation. Resource files for use within training presentations and programs, like photos, video files, audio files, or reference documents in various formats (such as Word documents or PDFs) can also be catalogued, retrieved, and distributed as needed with a LCMS.	4A	17.6	\$ -	\$ 100,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 900,000	\$ 900,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ 100,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 900,000	\$ 900,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ (100,000)	\$ (400,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (900,000)	\$ (900,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
331	ITS	SYSTEM INTEGRATION/EMPLOYEE PERFORMANCE TRACKING: Provide the hardware and software to improve manager/supervisor access and review of an employee's performance profile. "Flag" an employee who may be heading into disciplinary problems. Integrate Passenger Service Reports (PSRs), accidents and incidents, attendance and miss-out history, training history, and rule violation / disciplinary action history. Provide a "performance profile" based on the employee data and the indicators above. Include detail information on a single performance parameter, and reporting tools that compare the employee to the larger population system-wide, at their division, and with operators of similar seniority (length of service). Build these standardized reports that include employee "report cards," letting each employee know where they stand in comparison with their peers.	4A	17.6	\$ -	\$ 100,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ 700,000	\$ 700,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		BALANCE UNFUNDED	4A		\$ -	\$ 100,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ 700,000	\$ 700,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		(3) Unidentified	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SURPLUS (DEFICIT)	4A		\$ -	\$ (100,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ -	\$ (700,000)	\$ (700,000)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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REF NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/REVENUES as of 1/23/07	5 YEAR CIP TOTAL					5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2023											
						2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
332	ITS	OPERATOR TRAINING, COACHING, AND PERFORMANCE MANAGEMENT SYSTEM Provide the software and IT infrastructure to improve our training methods and to document and track performance. The system will be used "live" on a transit vehicle, combining database, global positioning satellite (GPS), and digital video technologies into an integrated training and analytical tool. Driving events are flagged and captured in a database, using an electronic evaluation form.	4A	17.6	\$ -	\$ 100,000	\$ 350,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 650,000	\$ 650,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	4A		\$ -	\$ 100,000	\$ 350,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 650,000	\$ 650,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	4A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	4A		\$ -	\$ (100,000)	\$ (350,000)	\$ (100,000)	\$ (50,000)	\$ (50,000)	\$ (650,000)	\$ (650,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	4A		\$ -	\$ (100,000)	\$ (350,000)	\$ (100,000)	\$ (50,000)	\$ (50,000)	\$ (650,000)	\$ (650,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
333	ITS	TRAPEZE - Finalize Trapeze implementation, integration to 311, add the DPT workforce in the Trapeze application. Includes labor, hardware and software changes.	1A	100	\$ -	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ 600,000	\$ 600,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		LESS FUNDED	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		BALANCE UNFUNDED	1A		\$ -	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ 600,000	\$ 600,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(1) Programmed	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(2) Planned	1A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		(3) Unidentified	1A		\$ -	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ -	\$ -	\$ (600,000)	\$ (600,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SURPLUS (DEFICIT)	1A		\$ -	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ -	\$ -	\$ (600,000)	\$ (600,000)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		SUBTOTAL INFRASTRUCTURE EXPANSION			\$ 499,098,208	\$ 47,663,924	\$ 155,220,996	\$ 402,025,987	\$ 384,920,413	\$ 400,585,250	\$ 1,390,416,570	\$ 1,889,514,778			\$ 328,338,000	\$ 430,912,960	\$ 434,022,838	\$ 7,676,072	\$ 96,333,115	\$ 62,716,023	\$ 174,318,351	\$ 182,682,913	\$ 694,493,685	\$ 416,407,810	\$ 1,352,896,070
		LESS FUNDED			\$ (499,098,208)	\$ (39,929,481)	\$ -	\$ -	\$ -	\$ -	\$ (39,929,481)	\$ (539,027,689)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED			\$ -	\$ 7,734,443	\$ 155,220,996	\$ 402,025,987	\$ 384,920,413	\$ 400,585,250	\$ 1,350,487,089	\$ 1,350,487,089			\$ 328,338,000	\$ 430,912,960	\$ 434,022,838	\$ 7,676,072	\$ 96,333,115	\$ 62,716,023	\$ 174,318,351	\$ 182,682,913	\$ 694,493,685	\$ 416,407,810	\$ 1,352,896,070
		(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	\$ 161,500,000	\$ 142,800,000	\$ 792,945,107	\$ 792,945,107			\$ 160,000,000	\$ 130,000,000	\$ 130,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		(3) Unidentified			\$ -	\$ 8,990,752	\$ 198,980,688	\$ (155,105,256)	\$ (173,323,413)	\$ (215,726,250)	\$ (336,183,479)	\$ (336,183,479)			\$ (168,338,000)	\$ (300,912,960)	\$ (304,022,838)	\$ (7,676,072)	\$ (96,333,115)	\$ (62,716,023)	\$ (174,318,351)	\$ (182,682,913)	\$ (694,493,685)	\$ (416,407,810)	\$ (1,352,896,070)
		SURPLUS (DEFICIT)			\$ -	\$ (36,396,162)	\$ 28,301,049	\$ (290,735,349)	\$ (304,987,286)	\$ (321,270,506)	\$ (925,088,254)	\$ (925,088,254)			\$ (273,425,572)	\$ (431,615,571)	\$ (406,503,422)	\$ (105,523,733)	\$ (191,542,674)	\$ (168,772,491)	\$ (281,744,921)	\$ (292,252,908)	\$ (798,446,413)	\$ (526,368,688)	\$ (1,516,813,789)
		TOTAL INFRASTRUCTURE			\$ 744,334,779	\$ 261,261,379	\$ 419,822,674	\$ 608,480,114	\$ 569,181,150	\$ 554,057,742	\$ 2,412,803,059	\$ 3,157,137,838			\$ 463,412,110	\$ 594,222,109	\$ 566,489,960	\$ 135,510,271	\$ 221,529,212	\$ 198,759,029	\$ 314,351,459	\$ 322,239,446	\$ 824,432,951	\$ 552,355,226	\$ 1,540,300,327
		LESS FUNDED			\$ (744,334,779)	\$ (142,650,927)	\$ (5,024,428)	\$ -	\$ -	\$ -	\$ (147,675,355)	\$ (892,010,134)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED			\$ -	\$ 118,610,452	\$ 414,798,246	\$ 608,480,114	\$ 569,181,150	\$ 554,057,742	\$ 2,265,127,704	\$ 2,265,127,704			\$ 463,412,110	\$ 594,222,109	\$ 566,489,960	\$ 135,510,271	\$ 221,529,212	\$ 198,759,029	\$ 314,351,459	\$ 322,239,446	\$ 824,432,951	\$ 552,355,226	\$ 1,540,300,327
		(1) Programmed			\$ -	\$ 67,027,263	\$ 149,329,893	\$ 69,710,349	\$ 73,707,326	\$ 65,000,698	\$ 424,775,529	\$ 424,775,529			\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ 2,000,000
		(2) Planned			\$ -	\$ 15,187,027	\$ 293,769,402	\$ 248,034,416	\$ 190,486,538	\$ 167,786,538	\$ 915,263,921	\$ 915,263,921			\$ 184,986,538	\$ 157,606,538	\$ 154,986,538	\$ 24,986,538	\$ 24,986,538	\$ 24,986,538	\$ 27,606,538	\$ 24,986,538	\$ 25,986,538	\$ 25,986,538	\$ 21,486,538
		(3) Unidentified			\$ -	\$ (36,396,162)	\$ 28,301,049	\$ (290,735,349)	\$ (304,987,286)	\$ (321,270,506)	\$ (925,088,254)	\$ (925,088,254)			\$ (273,425,572)	\$ (431,615,571)	\$ (406,503,422)	\$ (105,523,733)	\$ (191,542,674)	\$ (168,772,491)	\$ (281,744,921)	\$ (292,252,908)	\$ (798,446,413)	\$ (526,368,688)	\$ (1,516,813,789)
		SURPLUS (DEFICIT)			\$ -	\$ (36,396,162)	\$ 28,301,049	\$ (290,735,349)	\$ (304,987,286)	\$ (321,270,506)	\$ (925,088,254)	\$ (925,088,254)			\$ (273,425,572)	\$ (431,615,571)	\$ (406,503,422)	\$ (105,523,733)	\$ (191,542,674)	\$ (168,772,491)	\$ (281,744,921)	\$ (292,252,908)	\$ (798,446,413)	\$ (526,368,688)	\$ (1,516,813,789)
		GRAND TOTAL			\$ 1,831,119,251	\$ 534,344,417	\$ 772,187,296	\$ 955,049,344	\$ 857,923,716	\$ 830,294,135	\$ 3,949,798,908	\$ 5,780,918,159			\$ 540,836,563	\$ 702,192,556	\$ 868,604,197	\$ 564,055,602	\$ 328,486,882	\$ 294,514,361	\$ 595,455,701	\$ 429,738,178	\$ 1,065,476,196	\$ 810,170,497	\$ 1,712,079,888
		LESS FUNDED			\$ (1,831,119,251)	\$ (256,529,994)	\$ (8,293,264)	\$ -	\$ -	\$ -	\$ (264,823,258)	\$ (2,095,942,509)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		BALANCE UNFUNDED			\$ -	\$ 277,814,423	\$ 763,894,032	\$ 955,049,344	\$ 857,923,716	\$ 830,294,135	\$ 3,684,975,650	\$ 3,684,975,650			\$ 540,836,563	\$ 702,192,556	\$ 868,604,197	\$ 564,055,602	\$ 328,486,882	\$ 294,514,361	\$ 595,455,701	\$ 429,738,178	\$ 1,065,476,196	\$ 810,170,497	\$ 1,712,079,888
		(1) Programmed			\$ -	\$ 83,822,879	\$ 209,118,789	\$ 86,885,467	\$ 88,921,456	\$ 75,319,064	\$ 544,067,655	\$ 544,067,655			\$ 5,000,000	\$ 5,000,000	\$ 5,399,575	\$ 5,000,000	\$ 5,886,555	\$ 5,000,000	\$ 5,399,575	\$ 5,886,555	\$ 5,886,555	\$ 2,000,000	
		(2) Planned			\$ -	\$ 83,995,280	\$ 382,618,320	\$ 349,671,933	\$ 333,197,069	\$ 231,112,825	\$ 1,380,595,427	\$ 1,380,595,427			\$ 188,261,538	\$ 187,273,538	\$ 211,101,340	\$ 179,675,538	\$ 179,831,053	\$ 98,288,738	\$ 155,720,538	\$ 134,254,553	\$ 135,542,538	\$ 108,926,053	\$ 120,880,426
		(3) Unidentified			\$ -	\$ (109,996,264)	\$ (172,156,923)	\$ (518,491,944)	\$ (435,805,191)	\$ (523,862,246)	\$ (1,760,312,568)	\$ (1,760,312,568)			\$ (347,575,025)	\$ (509,919,018)	\$ (652,103,282)	\$ (379,380,064)	\$ (142,769,274)	\$ (191,225,623)	\$ (434,735,163)	\$ (290,084,050)	\$ (929,933,658)	\$ (700,357,889)	\$ (1,589,199,462)
		SURPLUS (DEFICIT)			\$ -	\$ (109,996,264)	\$ (172,156,923)	\$ (518,491,944)	\$ (435,805,191)	\$ (523,862,246)	\$ (1,760,312,568)	\$ (1,760,312,568)			\$ (347,575,025)	\$ (509,919,018)	\$ (652,103,282)	\$ (379,380,064)	\$ (142,769,274)	\$ (191,225,623)	\$ (434,735,163)	\$ (290,084,050)	\$ (929,933,658)	\$ (700,357,889)	\$ (1,589,199,462)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,290,731
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,290,731)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 6,645,689	\$ 6,911,517	\$ 7,187,978	\$ 7,475,497	\$ 106,740,219	\$ 106,740,219
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 6,645,689	\$ 6,911,517	\$ 7,187,978	\$ 7,475,497	\$ 106,740,219	\$ 106,740,219
\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ 375,000
\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 16,000,000	\$ 16,000,000
\$ (5,645,689)	\$ (5,911,517)	\$ (6,187,978)	\$ (6,475,497)	\$ (90,365,219)	\$ (90,365,219)
\$ -	\$ -	\$ -	\$ -	\$ 350,958	\$ 350,958
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 350,958	\$ 350,958
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (350,958)	\$ (350,958)
\$ -	\$ -	\$ -	\$ -	\$ 126,532	\$ 126,532
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 126,532	\$ 126,532
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (126,532)	\$ (126,532)
\$ 8,928,366	\$ 9,285,501	\$ 9,656,921	\$ 10,043,197	\$ 143,273,195	\$ 143,273,195
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 8,928,366	\$ 9,285,501	\$ 9,656,921	\$ 10,043,197	\$ 143,273,195	\$ 143,273,195
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (8,928,366)	\$ (9,285,501)	\$ (9,656,921)	\$ (10,043,197)	\$ (143,273,195)	\$ (143,273,195)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,802,446
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,802,446)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 58	\$ -	\$ -

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 18,066	\$ 4,200,000
\$ -	\$ -	\$ -	\$ -	\$ (18,066)	\$ (4,200,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (108,160)	\$ (108,160)
\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (900,000)	\$ (900,000)
\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (900,000)	\$ (900,000)
\$ 15,574,055	\$ 16,197,018	\$ 16,844,898	\$ 17,518,694	\$ 252,417,130	\$ 261,692,241
\$ -	\$ -	\$ -	\$ -	\$ (18,066)	\$ (9,293,177)
\$ 15,574,055	\$ 16,197,018	\$ 16,844,898	\$ 17,518,694	\$ 252,399,064	\$ 252,399,064
\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ 375,000
\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 16,000,000	\$ 16,000,000
\$ (14,574,055)	\$ (15,197,018)	\$ (15,844,898)	\$ (16,518,694)	\$ (236,024,064)	\$ (236,024,064)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ 1,731,676	\$ 5,633,992	\$ 5,633,992
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 1,731,676	\$ 5,633,992	\$ 5,633,992
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (1,731,676)	\$ (5,633,992)	\$ (5,633,992)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 378,560	\$ 378,560
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (378,560)	\$ (378,560)
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)
\$ -	\$ -	\$ -	\$ -	\$ 86,528	\$ 86,528
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 86,528	\$ 86,528
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (86,528)	\$ (86,528)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (324,480)	\$ (324,480)
\$ -	\$ -	\$ -	\$ 2,078,012	\$ 4,681,842	\$ 4,681,842
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 2,078,012	\$ 4,681,842	\$ 4,681,842
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (2,078,012)	\$ (4,681,842)	\$ (4,681,842)
\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ 180,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ 180,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (180,000)	\$ (180,000)
\$ -	\$ -	\$ -	\$ -	\$ 30,380	\$ 30,380
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 30,380	\$ 30,380
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (30,380)	\$ (30,380)
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 25,023,588	\$ 25,023,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 25,023,588	\$ 25,023,588
\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,539,454)	\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (24,723,588)	\$ (24,723,588)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)
\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (250,000)	\$ (250,000)
\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	\$ (5,000,000)
\$ 3,078,908	\$ -	\$ -	\$ -	\$ 4,012,545	\$ 4,012,545
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 3,078,908	\$ -	\$ -	\$ -	\$ 4,012,545	\$ 4,012,545
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (3,078,908)	\$ -	\$ -	\$ -	\$ (4,012,545)	\$ (4,012,545)
\$ 3,078,908	\$ -	\$ -	\$ -	\$ 4,028,908	\$ 4,028,908
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 3,078,908	\$ -	\$ -	\$ -	\$ 4,028,908	\$ 4,028,908
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (3,078,908)	\$ -	\$ -	\$ -	\$ (4,028,908)	\$ (4,028,908)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

	2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ 865,838	\$ 2,540,983	\$ 2,540,983
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 865,838	\$ 2,540,983	\$ 2,540,983
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (865,838)	\$ (2,540,983)	\$ (2,540,983)
\$ -	\$ -	\$ -	\$ -	\$ 368,000	\$ 368,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 368,000	\$ 368,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (368,000)	\$ (368,000)
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 7,500,000	\$ 7,500,000
\$ -	\$ -	\$ -	\$ -	\$ (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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 194,123,588	\$ 194,123,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 194,123,588	\$ 194,123,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 47,500,000	\$ 47,500,000
\$ (1,539,454)	\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (146,623,588)	\$ (146,623,588)
\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
\$ -	\$ -	\$ -	\$ -	\$ (1,800,000)	\$ (1,800,000)
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 4,378,789
\$ -	\$ -	\$ -	\$ -	\$ (35,574)	\$ (1,914,363)
\$ -	\$ -	\$ -	\$ -	\$ 2,464,426	\$ 2,464,426
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000
\$ -	\$ -	\$ -	\$ -	\$ 35,574	\$ 35,574
\$ 32,020,644	\$ 33,301,470	\$ 34,633,529	\$ 36,018,870	\$ 516,490,623	\$ 516,490,623
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 32,020,644	\$ 33,301,470	\$ 34,633,529	\$ 36,018,870	\$ 516,490,623	\$ 516,490,623
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ 55,000,000
\$ (32,020,644)	\$ (33,301,470)	\$ (34,633,529)	\$ (36,018,870)	\$ (461,490,623)	\$ (461,490,623)
\$ 41,257,368	\$ 36,503,535	\$ 37,963,676	\$ 44,157,749	\$ 789,054,016	\$ 790,932,805
\$ -	\$ -	\$ -	\$ -	\$ (35,574)	\$ (1,914,363)
\$ 41,257,368	\$ 36,503,535	\$ 37,963,676	\$ 44,157,749	\$ 789,018,442	\$ 789,018,442
\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
\$ -	\$ -	\$ -	\$ -	\$ 122,100,000	\$ 122,100,000
\$ (41,257,368)	\$ (36,503,535)	\$ (37,963,676)	\$ (44,157,749)	\$ (666,618,442)	\$ (666,618,442)
\$ 56,831,424	\$ 52,700,552	\$ 54,808,574	\$ 61,676,443	\$ 1,041,471,146	\$ 1,052,625,046
\$ -	\$ -	\$ -	\$ -	\$ (53,640)	\$ (11,207,540)
\$ 56,831,424	\$ 52,700,552	\$ 54,808,574	\$ 61,676,443	\$ 1,041,417,506	\$ 1,041,417,506
\$ -	\$ -	\$ -	\$ -	\$ 675,000	\$ 675,000
\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 138,100,000	\$ 138,100,000
\$ (55,831,424)	\$ (51,700,552)	\$ (53,808,574)	\$ (60,676,443)	\$ (902,642,506)	\$ (902,642,506)
\$ -	\$ -	\$ -	\$ -	\$ 3,936,051	\$ 14,231,000
\$ -	\$ -	\$ -	\$ -	\$ (430,051)	\$ (10,725,000)
\$ -	\$ -	\$ -	\$ -	\$ 3,506,000	\$ 3,506,000
\$ -	\$ -	\$ -	\$ -	\$ 3,506,000	\$ 3,506,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 7,049,568	\$ 7,049,568
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 7,049,568	\$ 7,049,568
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (7,049,568)	\$ (7,049,568)
\$ -	\$ -	\$ -	\$ -	\$ 77,073,860	\$ 89,902,178
\$ -	\$ -	\$ -	\$ -	\$ (33,695,134)	\$ (46,523,452)
\$ -	\$ -	\$ -	\$ -	\$ 43,378,726	\$ 43,378,726
\$ -	\$ -	\$ -	\$ -	\$ 22,583,884	\$ 22,583,884
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (20,794,842)	\$ (20,794,842)
\$ -	\$ -	\$ -	\$ -	\$ 11,461	\$ 928,011
\$ -	\$ -	\$ -	\$ -	\$ (11,461)	\$ (928,011)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,190,291	\$ 8,778,459
\$ -	\$ -	\$ -	\$ -	\$ (107,719)	\$ (3,695,887)
\$ -	\$ -	\$ -	\$ -	\$ 5,082,572	\$ 5,082,572
\$ -	\$ -	\$ -	\$ -	\$ 4,357,400	\$ 4,357,400
\$ -	\$ -	\$ -	\$ -	\$ 4,400,000	\$ 4,400,000
\$ -	\$ -	\$ -	\$ -	\$ 3,674,828	\$ 3,674,828
\$ -	\$ -	\$ -	\$ -	\$ 75,000,000	\$ 75,462,501
\$ -	\$ -	\$ -	\$ -	\$ (950,035)	\$ (1,412,536)
\$ -	\$ -	\$ -	\$ -	\$ 74,049,965	\$ 74,049,965
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
\$ -	\$ -	\$ -	\$ -	\$ (59,049,965)	\$ (59,049,965)
\$ -	\$ -	\$ -	\$ -	\$ 3,470,385	\$ 3,505,000
\$ -	\$ -	\$ -	\$ -	\$ (345,385)	\$ (380,000)
\$ -	\$ -	\$ -	\$ -	\$ 3,125,000	\$ 3,125,000
\$ -	\$ -	\$ -	\$ -	\$ 3,125,000	\$ 3,125,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 2,854,455	\$ 2,854,455
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,854,455	\$ 2,854,455
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,854,455)	\$ (2,854,455)
\$ -	\$ -	\$ -	\$ -	\$ 7,322,268	\$ 27,601,398
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,986,232)	\$ (23,265,362)
\$ -	\$ -	\$ -	\$ -	\$ 4,336,036	\$ 4,336,036
\$ -	\$ -	\$ -	\$ -	\$ 3,592,236	\$ 3,592,236
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (743,800)	\$ (743,800)
\$ -	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,824,979)	\$ (1,824,979)
\$ -	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979
\$ -	\$ -	\$ -	\$ -	\$ 1,875,000	\$ 1,875,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 50,021	\$ 50,021
\$ -	\$ -	\$ -	\$ -	\$ 7,271,700	\$ 7,271,700
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 7,271,700	\$ 7,271,700
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (7,271,700)	\$ (7,271,700)

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MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 39,477,953	\$ 39,477,953
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 39,477,953	\$ 39,477,953
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (39,477,953)	\$ (39,477,953)
\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ 115,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ 115,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (115,000)	\$ (115,000)
\$ -	\$ -	\$ -	\$ -	\$ 50,000,000	\$ 50,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 50,000,000	\$ 50,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 29,000,000	\$ 29,000,000
\$ -	\$ -	\$ -	\$ -	\$ (21,000,000)	\$ (21,000,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 282,422,951	\$ 330,827,182
\$ -	\$ -	\$ -	\$ -	\$ (38,526,017)	\$ (86,930,248)
\$ -	\$ -	\$ -	\$ -	\$ 243,896,934	\$ 243,896,934
\$ -	\$ -	\$ -	\$ -	\$ 39,039,520	\$ 39,039,520
\$ -	\$ -	\$ -	\$ -	\$ 48,400,000	\$ 48,400,000
\$ -	\$ -	\$ -	\$ -	\$ (156,457,414)	\$ (156,457,414)
\$ -	\$ -	\$ -	\$ 2,737,138	\$ 13,443,071	\$ 13,443,071
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 2,737,138	\$ 13,443,071	\$ 13,443,071
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ (2,737,138)	\$ (13,443,071)	\$ (13,443,071)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ 8,658,382	\$ 19,907,022	\$ 19,907,022
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 8,658,382	\$ 19,907,022	\$ 19,907,022
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (8,658,382)	\$ (19,907,022)	\$ (19,907,022)
\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 1,800,944	\$ 28,035,988	\$ 28,035,984
\$ -	\$ -	\$ -	\$ -	\$ (637,915)	\$ (637,911)
\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 1,800,944	\$ 27,398,073	\$ 27,398,073
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (1,800,944)	\$ (27,398,073)	\$ (27,398,073)
\$ 8,065,104	\$ 8,387,708	\$ 8,723,216	\$ 9,072,145	\$ 125,746,156	\$ 139,954,835
\$ -	\$ -	\$ -	\$ -	\$ (9,896)	\$ (14,218,575)
\$ 8,065,104	\$ 8,387,708	\$ 8,723,216	\$ 9,072,145	\$ 125,736,260	\$ 125,736,260
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (8,065,104)	\$ (8,387,708)	\$ (8,723,216)	\$ (9,072,145)	\$ (125,736,260)	\$ (125,736,260)
\$ -	\$ -	\$ -	\$ -	\$ 3,650,000	\$ 3,650,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,650,000	\$ 3,650,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (3,650,000)	\$ (3,650,000)
\$ -	\$ -	\$ -	\$ -	\$ 6,436,997	\$ 9,232,999
\$ -	\$ -	\$ -	\$ -	\$ (2,042,803)	\$ (4,838,805)
\$ -	\$ -	\$ -	\$ -	\$ 4,394,194	\$ 4,394,194
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
\$ -	\$ -	\$ -	\$ -	\$ (1,394,194)	\$ (1,394,194)
\$ -	\$ -	\$ -	\$ -	\$ 1,169,859	\$ 1,169,859
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,169,859	\$ 1,169,859
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,169,859)	\$ (1,169,859)

City County of San Francisco
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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 243,464	\$ 2,623,808
\$ -	\$ -	\$ -	\$ -	\$ (243,464)	\$ (2,623,808)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 608,326	\$ 632,660	\$ 657,966	\$ 684,285	\$ 11,305,474	\$ 13,770,186
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,464,712)
\$ 608,326	\$ 632,660	\$ 657,966	\$ 684,285	\$ 11,305,474	\$ 11,305,474
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (608,326)	\$ (632,660)	\$ (657,966)	\$ (684,285)	\$ (11,305,474)	\$ (11,305,474)
\$ -	\$ -	\$ -	\$ -	\$ 4,629,925	\$ 4,973,925
\$ -	\$ -	\$ -	\$ -	\$ (226,925)	\$ (570,925)
\$ -	\$ -	\$ -	\$ -	\$ 4,403,000	\$ 4,403,000
\$ -	\$ -	\$ -	\$ -	\$ 652,322	\$ 652,322
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (3,750,678)	\$ (3,750,678)
\$ -	\$ -	\$ -	\$ -	\$ 14,000,000	\$ 14,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 14,000,000	\$ 14,000,000
\$ -	\$ -	\$ -	\$ -	\$ 14,000,000	\$ 14,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 10,655,153	\$ 10,655,153
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 10,655,153	\$ 10,655,153
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (10,655,153)	\$ (10,655,153)
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	(10,000,000)	\$ (10,000,000)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ (3,000,000)	\$ (3,000,000)
\$ -	\$ -	\$ -	\$ -	\$ 18,000,000	\$ 18,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 18,000,000	\$ 18,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (18,000,000)	\$ (18,000,000)
\$ -	\$ -	\$ -	\$ 684,285	\$ 5,901,874	\$ 5,901,874
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 684,285	\$ 5,901,874	\$ 5,901,874
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (684,285)	\$ (5,901,874)	\$ (5,901,874)
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (20,000,000)	\$ (20,000,000)
\$ -	\$ -	\$ -	\$ -	\$ 3,109,000	\$ 3,109,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,109,000	\$ 3,109,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,059,000	\$ 3,059,000
\$ -	\$ -	\$ -	\$ -	\$ (50,000)	\$ (50,000)
\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (3,000,000)	\$ (3,000,000)
\$ 10,274,462	\$ 10,685,441	\$ 11,112,859	\$ 23,637,178	\$ 304,233,983	\$ 326,427,716
\$ -	\$ -	\$ -	\$ -	\$ (3,161,003)	\$ (25,354,736)
\$ 10,274,462	\$ 10,685,441	\$ 11,112,859	\$ 23,637,178	\$ 301,072,980	\$ 301,072,980
\$ -	\$ -	\$ -	\$ -	\$ 652,322	\$ 652,322
\$ -	\$ -	\$ -	\$ 76	\$ 22,059,000	\$ 22,059,000

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ (10,274,462)	\$ (10,685,441)	\$ (11,112,859)	\$ (23,637,178)	\$ (278,361,658)	\$ (278,361,658)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 3,647,791	\$ 5,579,640
\$ -	\$ -	\$ -	\$ -	\$ (803,151)	\$ (2,735,000)
\$ -	\$ -	\$ -	\$ -	\$ 2,844,640	\$ 2,844,640
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,844,640)	\$ (2,844,640)
\$ -	\$ -	\$ -	\$ -	\$ 925,173	\$ 925,173
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 925,173	\$ 925,173
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (925,173)	\$ (925,173)
\$ -	\$ -	\$ -	\$ -	\$ 112,915	\$ 4,250,000
\$ -	\$ -	\$ -	\$ -	\$ (112,915)	\$ (4,250,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 449,946	\$ 449,946
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 449,946	\$ 449,946
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (449,946)	\$ (449,946)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,881,164
\$ -	\$ -	\$ -	\$ -	\$ (3,268,836)	\$ (4,150,000)
\$ -	\$ -	\$ -	\$ -	\$ 1,731,164	\$ 1,731,164
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	(1,731,164)	\$ (1,731,164)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 304,163	\$ 304,163
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 304,163	\$ 304,163
\$ -	\$ -	\$ -	\$ -	\$ 304,163	\$ 304,163
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ (0)
\$ -	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (324,480)	\$ (324,480)
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 662,592	\$ 689,096	\$ 716,659	\$ 745,326	\$ 10,687,560	\$ 10,687,560
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 662,592	\$ 689,096	\$ 716,659	\$ 745,326	\$ 10,687,560	\$ 10,687,560
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,049,265
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (662,592)	\$ (689,096)	\$ (716,659)	\$ (745,326)	\$ (8,638,295)	\$ (8,638,295)
\$ -	\$ -	\$ -	\$ -	\$ 108,864	\$ 108,864
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 108,864	\$ 108,864
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (108,864)	\$ (108,864)
\$ -	\$ -	\$ -	\$ -	\$ 101,670	\$ 101,670
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 101,670	\$ 101,670
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (101,670)	\$ (101,670)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
\$ -	\$ -	\$ -	\$ -	\$ (20,000)	\$ (20,000)
\$ -	\$ -	\$ -	\$ -	\$ 580,000	\$ 580,000
\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ 170,000
\$ -	\$ -	\$ -	\$ -	\$ 110,323	\$ 110,323
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 110,323	\$ 110,323
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (110,323)	\$ (110,323)
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
\$ -	\$ -	\$ -	\$ -	\$ (15,000,000)	\$ (15,000,000)
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (20,000,000)	\$ (20,000,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 480,000	\$ 480,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 480,000	\$ 480,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (480,000)	\$ (480,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 2,833,996	\$ 2,833,996
\$ -	\$ -	\$ -	\$ -	\$ (2,833,996)	\$ (2,833,996)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 662,592	\$ 689,096	\$ 716,659	\$ 745,326	\$ 66,686,881	\$ 73,636,979
\$ -	\$ -	\$ -	\$ -	\$ (7,038,898)	\$ (13,988,996)
\$ 662,592	\$ 689,096	\$ 716,659	\$ 745,326	\$ 59,647,983	\$ 59,647,983
\$ -	\$ -	\$ -	\$ -	\$ 3,103,428	\$ 3,103,428
\$ -	\$ -	\$ -	\$ -	\$ 6,000,000	\$ 6,000,000
\$ (662,592)	\$ (689,096)	\$ (716,659)	\$ (745,326)	\$ (50,544,555)	\$ (50,544,555)
\$ 10,937,054	\$ 11,374,537	\$ 11,829,518	\$ 24,382,504	\$ 653,343,816	\$ 730,891,878
\$ -	\$ -	\$ -	\$ -	\$ (48,725,918)	\$ (126,273,980)
\$ 10,937,054	\$ 11,374,537	\$ 11,829,518	\$ 24,382,504	\$ 604,617,898	\$ 604,617,898
\$ -	\$ -	\$ -	\$ -	\$ 42,795,270	\$ 42,795,270
\$ -	\$ -	\$ -	\$ -	\$ 76,459,000	\$ 76,459,000
\$ (10,937,054)	\$ (11,374,537)	\$ (11,829,518)	\$ (24,382,504)	\$ (485,363,628)	\$ (485,363,628)
\$ -	\$ -	\$ -	\$ -	\$ 13,186,596	\$ 30,774,724
\$ -	\$ -	\$ -	\$ -	\$ (5,304,053)	\$ (22,892,181)
\$ -	\$ -	\$ -	\$ -	\$ 7,882,543	\$ 7,882,543
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (7,882,543)	\$ (7,882,543)
\$ -	\$ -	\$ -	\$ -	\$ 18,209,733	\$ 51,585,783
\$ -	\$ -	\$ -	\$ -	\$ (13,479,222)	\$ (46,855,272)
\$ -	\$ -	\$ -	\$ -	\$ 4,730,511	\$ 4,730,511
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (4,730,511)	\$ (4,730,511)
\$ -	\$ -	\$ -	\$ -	\$ 4,869,799	\$ 167,655,952
\$ -	\$ -	\$ -	\$ -	\$ (3,184,540)	\$ (165,970,693)
\$ -	\$ -	\$ -	\$ -	\$ 1,685,259	\$ 1,685,259
\$ -	\$ -	\$ -	\$ -	\$ 1,898,726	\$ 1,898,726
\$ -	\$ -	\$ -	\$ -	\$ 406,219	\$ 406,219
\$ -	\$ -	\$ -	\$ -	\$ 619,686	\$ 619,686

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 694,089,077	\$ 694,089,077
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 694,089,077	\$ 694,089,077
\$ -	\$ -	\$ -	\$ -	\$ 13,523,412	\$ 13,523,412
\$ -	\$ 13,493,000	\$ -	\$ -	\$ 673,151,582	\$ 673,151,582
\$ -	\$ 13,493,000	\$ -	\$ -	\$ (7,414,083)	\$ (7,414,083)
\$ -	\$ -	\$ -	\$ -	\$ 58,236	\$ 1,200,000
\$ -	\$ -	\$ -	\$ -	\$ (58,236)	\$ (1,200,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,707,871	\$ 2,707,871
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,707,871	\$ 2,707,871
\$ -	\$ -	\$ -	\$ -	\$ 587,217	\$ 587,217
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,120,654)	\$ (2,120,654)
	\$ 1,766,038		\$ 3,216,101	\$ 19,928,556	\$ 19,928,556
	\$ -		\$ -	\$ -	\$ -
	\$ 1,766,038		\$ 3,216,101	\$ 19,928,556	\$ 19,928,556
	\$ 399,575		\$ 886,555	\$ 5,144,520	\$ 5,144,520
	\$ 1,383,015		\$ 2,771,515	\$ 16,618,120	\$ 16,618,120
	\$ 16,552		\$ 441,969	\$ 1,834,084	\$ 1,834,084
\$ 32,468,000	\$ 493,455,000	\$ 50,454,000	\$ -	\$ 641,312,000	\$ 641,312,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 32,468,000	\$ 493,455,000	\$ 50,454,000	\$ -	\$ 641,312,000	\$ 641,312,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 87,377,000	\$ 114,631,000	\$ 138,811,000	\$ -	\$ 368,172,000	\$ 368,172,000
\$ 54,909,000	\$ (378,824,000)	\$ 88,357,000	\$ -	\$ (273,140,000)	\$ (273,140,000)
\$ -	\$ -	\$ -	\$ -	\$ 10,281,878	\$ 525,563,298
\$ -	\$ -	\$ -	\$ -	\$ (10,281,878)	\$ (525,563,298)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City County of San Francisco
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 10,142,740	\$ 234,584,193
\$ -	\$ -	\$ -	\$ -	\$ (10,142,740)	\$ (234,584,193)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ 98,566,000	\$ -	\$ -	\$ 425,759,387	\$ 425,759,387
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ 98,566,000	\$ -	\$ -	\$ 425,759,387	\$ 425,759,387
\$ -	\$ -	\$ -	\$ -	\$ 10,318,366	\$ 10,318,366
\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ -	\$ 368,993,688	\$ 368,993,688
\$ 25,000,000	\$ (73,566,000)	\$ 25,000,000	\$ -	\$ (46,447,333)	\$ (46,447,333)
\$ 11,893,831	\$ 12,369,585	\$ 12,864,368	\$ 13,378,943	\$ 191,846,620	\$ 191,846,620
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 11,893,831	\$ 12,369,585	\$ 12,864,368	\$ 13,378,943	\$ 191,846,620	\$ 191,846,620
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
\$ (11,893,831)	\$ (12,369,585)	\$ (12,864,368)	\$ (13,378,943)	\$ (189,846,620)	\$ (189,846,620)
\$ -	\$ 1,538,000	\$ -	\$ -	\$ 33,808,228	\$ 33,808,228
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ 1,538,000	\$ -	\$ -	\$ 33,808,228	\$ 33,808,228
\$ -	\$ -	\$ -	\$ -	\$ 7,422,153	\$ 7,422,153
\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
\$ -	\$ (1,538,000)	\$ -	\$ -	\$ (11,386,075)	\$ (11,386,075)
\$ -	\$ -	\$ -	\$ -	\$ 2,638,800	\$ 2,638,800
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,638,800	\$ 2,638,800
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,638,800)	\$ (2,638,800)
\$ 121,665	\$ 126,532	\$ 131,593	\$ 136,857	\$ 5,997,095	\$ 5,997,095
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 121,665	\$ 126,532	\$ 131,593	\$ 136,857	\$ 5,997,095	\$ 5,997,095
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (121,665)	\$ (126,532)	\$ (131,593)	\$ (136,857)	\$ (5,997,095)	\$ (5,997,095)
\$ 44,483,497	\$ 607,821,155	\$ 63,449,961	\$ 16,731,901	\$ 2,074,836,615	\$ 3,029,451,583
\$ -	\$ -	\$ -	\$ -	\$ (42,450,669)	\$ (997,065,637)
\$ 44,483,497	\$ 607,821,155	\$ 63,449,961	\$ 16,731,901	\$ 2,032,385,946	\$ 2,032,385,946
\$ -	\$ 399,575	\$ -	\$ 886,555	\$ 38,894,394	\$ 38,894,394
\$ 112,377,000	\$ 154,507,015	\$ 163,811,000	\$ 2,771,515	\$ 1,444,341,609	\$ 1,444,341,609
\$ 67,893,503	\$ (452,914,565)	\$ 100,361,039	\$ (13,073,831)	\$ (549,149,943)	\$ (549,149,943)

City County of San Francisco
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 21,021,345	\$ 18,359,648	\$ 23,462,578	\$ 13,459,159	\$ 365,650,577	\$ 365,650,577
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 21,021,345	\$ 18,359,648	\$ 23,462,578	\$ 13,459,159	\$ 365,650,577	\$ 365,650,577
\$ -	\$ -	\$ -	\$ -	\$ 10,568,792	\$ 10,568,792
\$ -	\$ -	\$ -	\$ -	\$ 67,642,198	\$ 67,642,198
\$ (21,021,345)	\$ (18,359,648)	\$ (23,462,578)	\$ (13,459,159)	\$ (287,439,587)	\$ (287,439,587)
\$ -	\$ -	\$ -	\$ -	\$ 542,015	\$ 5,241,250
\$ -	\$ -	\$ -	\$ -	\$ (542,015)	\$ (5,241,250)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 101,323,000	\$ 76,252,000	\$ -	\$ -	\$ 336,792,514	\$ 336,792,514
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 101,323,000	\$ 76,252,000	\$ -	\$ -	\$ 336,792,514	\$ 336,792,514
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	\$ 25,000,000
\$ (101,323,000)	\$ (76,252,000)	\$ -	\$ -	\$ (311,792,514)	\$ (311,792,514)
\$ -	\$ -	\$ -	\$ -	\$ 866,837	\$ 4,622,081
\$ -	\$ -	\$ -	\$ -	\$ (866,837)	\$ (4,622,081)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 6,705,647	\$ 6,973,873	\$ 7,252,828	\$ 7,542,941	\$ 108,161,597	\$ 108,161,597
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 6,705,647	\$ 6,973,873	\$ 7,252,828	\$ 7,542,941	\$ 108,161,597	\$ 108,161,597
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (6,705,647)	\$ (6,973,873)	\$ (7,252,828)	\$ (7,542,941)	\$ (108,161,597)	\$ (108,161,597)
\$ 2,467,402	\$ 2,566,098	\$ 2,668,742	\$ 2,775,492	\$ 40,257,366	\$ 49,811,628
\$ -	\$ -	\$ -	\$ -	\$ (1,226,992)	\$ (10,781,254)
\$ 2,467,402	\$ 2,566,098	\$ 2,668,742	\$ 2,775,492	\$ 39,030,374	\$ 39,030,374
\$ -	\$ -	\$ -	\$ -	\$ 2,438,800	\$ 2,438,800
\$ -	\$ -	\$ -	\$ -	\$ 22,016,432	\$ 22,016,432
\$ (2,467,402)	\$ (2,566,098)	\$ (2,668,742)	\$ (2,775,492)	\$ (14,575,142)	\$ (14,575,142)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 123,386,657	\$ 123,386,657
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 123,386,657	\$ 123,386,657
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ (103,386,657)	\$ (103,386,657)
\$ -	\$ -	\$ -	\$ -	\$ 6,616,491	\$ 6,788,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (171,509)
\$ -	\$ -	\$ -	\$ -	\$ 6,616,491	\$ 6,616,491
\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,116,491)	\$ (2,116,491)
\$ -	\$ -	\$ -	\$ -	\$ 13,185,502	\$ 16,699,827
\$ -	\$ -	\$ -	\$ -	\$ (13,185,502)	\$ (16,699,827)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ 6,836,000	\$ -	\$ 122,895,648	\$ 122,895,648
\$ -	\$ -	\$ -	\$ -	\$ (5,407,608)	\$ (5,407,608)
\$ -	\$ -	\$ 6,836,000	\$ -	\$ 117,488,040	\$ 117,488,040
\$ -	\$ -	\$ -	\$ -	\$ 10,743,682	\$ 10,743,682
\$ -	\$ -	\$ 10,239,000	\$ -	\$ 114,245,796	\$ 114,245,796
\$ -	\$ -	\$ 3,403,000	\$ -	\$ 7,501,438	\$ 7,501,438
\$ 131,517,394	\$ 104,151,619	\$ 40,220,148	\$ 23,777,592	\$ 1,118,355,205	\$ 1,140,049,780
\$ -	\$ -	\$ -	\$ -	\$ (21,228,954)	\$ (42,923,529)
\$ 131,517,394	\$ 104,151,619	\$ 40,220,148	\$ 23,777,592	\$ 1,097,126,251	\$ 1,097,126,251
\$ -	\$ -	\$ -	\$ -	\$ 28,251,274	\$ 28,251,274
\$ -	\$ -	\$ 10,239,000	\$ -	\$ 248,904,426	\$ 248,904,426
\$ (131,517,394)	\$ (104,151,619)	\$ (29,981,148)	\$ (23,777,592)	\$ (819,970,551)	\$ (819,970,551)
\$ -	\$ -	\$ -	\$ -	\$ 13,007,152	\$ 13,020,004
\$ -	\$ -	\$ -	\$ -	\$ (1,018,051)	\$ (1,030,903)
\$ -	\$ -	\$ -	\$ -	\$ 11,989,101	\$ 11,989,101
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 132,055	\$ 132,055
\$ -	\$ -	\$ -	\$ -	\$ (11,857,046)	\$ (11,857,046)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 5,401,426	\$ 5,617,483	\$ 5,842,182	\$ 6,075,869	\$ 87,124,598	\$ 87,124,598
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 5,401,426	\$ 5,617,483	\$ 5,842,182	\$ 6,075,869	\$ 87,124,598	\$ 87,124,598
\$ -	\$ -	\$ -	\$ -	\$ 11,334,578	\$ 11,334,578
\$ -	\$ -	\$ -	\$ -	\$ 1,165,422	\$ 1,165,422
\$ (5,401,426)	\$ (5,617,483)	\$ (5,842,182)	\$ (6,075,869)	\$ (74,624,598)	\$ (74,624,598)
\$ -	\$ -	\$ -	\$ -	\$ 283,535	\$ 283,535
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 283,535	\$ 283,535
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (283,535)	\$ (283,535)
\$ -	\$ -	\$ -	\$ -	\$ 2,063,697	\$ 6,898,128
\$ -	\$ -	\$ -	\$ -	\$ (1,965,238)	\$ (6,799,669)
\$ -	\$ -	\$ -	\$ -	\$ 98,459	\$ 98,459
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 98,459	\$ 98,459
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 513,327	\$ 513,327
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 513,327	\$ 513,327
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (513,327)	\$ (513,327)
\$ -	\$ -	\$ -	\$ -	\$ 585,416	\$ 8,707,141
\$ -	\$ -	\$ -	\$ -	\$ (585,416)	\$ (8,707,141)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 2,163,200	\$ 2,163,200
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,163,200	\$ 2,163,200
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,163,200)	\$ (2,163,200)
\$ -	\$ -	\$ -	\$ -	\$ 10,110,480	\$ 11,124,456
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,013,976)
\$ -	\$ -	\$ -	\$ -	\$ 10,110,480	\$ 10,110,480
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
\$ -	\$ -	\$ -	\$ -	\$ (5,110,480)	\$ (5,110,480)
\$ 5,401,426	\$ 5,617,483	\$ 5,842,182	\$ 6,075,869	\$ 117,051,405	\$ 131,034,389
\$ -	\$ -	\$ -	\$ -	\$ (3,568,705)	\$ (17,551,689)
\$ 5,401,426	\$ 5,617,483	\$ 5,842,182	\$ 6,075,869	\$ 113,482,700	\$ 113,482,700
\$ -	\$ -	\$ -	\$ -	\$ 12,534,578	\$ 12,534,578
\$ -	\$ -	\$ -	\$ -	\$ 6,395,936	\$ 6,395,936
\$ (5,401,426)	\$ (5,617,483)	\$ (5,842,182)	\$ (6,075,869)	\$ (94,552,186)	\$ (94,552,186)
\$ -	\$ -	\$ -	\$ -	\$ 48,082,000	\$ 48,082,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 48,082,000	\$ 48,082,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (48,082,000)	\$ (48,082,000)
\$ -	\$ -	\$ -	\$ -	\$ 1,495,017	\$ 9,285,000
\$ -	\$ -	\$ -	\$ -	\$ (1,120,017)	\$ (8,910,000)
\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ 375,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (375,000)	\$ (375,000)
\$ -	\$ -	\$ -	\$ -	\$ 49,577,017	\$ 57,367,000
\$ -	\$ -	\$ -	\$ -	\$ (1,120,017)	\$ (8,910,000)
\$ -	\$ -	\$ -	\$ -	\$ 48,457,000	\$ 48,457,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (48,457,000)	\$ (48,457,000)
\$ 181,402,317	\$ 717,590,257	\$ 109,512,291	\$ 46,585,362	\$ 3,359,820,242	\$ 4,357,902,752
\$ -	\$ -	\$ -	\$ -	\$ (68,368,345)	\$ (1,066,450,855)
\$ 181,402,317	\$ 717,590,257	\$ 109,512,291	\$ 46,585,362	\$ 3,291,451,897	\$ 3,291,451,897
\$ -	\$ 399,575	\$ -	\$ 886,555	\$ 79,680,246	\$ 79,680,246
\$ 112,377,000	\$ 154,507,015	\$ 174,050,000	\$ 2,771,515	\$ 1,699,641,971	\$ 1,699,641,971
\$ (69,025,317)	\$ (562,683,667)	\$ 64,537,709	\$ (42,927,292)	\$ (1,512,129,680)	\$ (1,512,129,680)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	71,837,886	\$ 123,527,818
\$ -	\$ -	\$ -	\$ -	(23,330,525)	\$ (75,020,457)
\$ -	\$ -	\$ -	\$ -	48,507,361	\$ 48,507,361
\$ -	\$ -	\$ -	\$ -	35,500,000	\$ 35,500,000
\$ -	\$ -	\$ -	\$ -	9,625,000	\$ 9,625,000
\$ -	\$ -	\$ -	\$ -	(3,382,361)	\$ (3,382,361)
\$ -	\$ -	\$ -	\$ -	168,213,394	\$ 168,213,394
\$ -	\$ -	\$ -	\$ -	-	\$ -
\$ -	\$ -	\$ -	\$ -	168,213,394	\$ 168,213,394
\$ -	\$ -	\$ -	\$ -	22,000,000	\$ 22,000,000
\$ -	\$ -	\$ -	\$ -	88,000,000	\$ 88,000,000
\$ -	\$ -	\$ -	\$ -	(58,213,394)	\$ (58,213,394)
\$ 23,091,811	\$ 24,015,483	\$ 24,976,103	\$ 25,975,147	\$ 162,140,421	\$ 162,140,421
\$ -	\$ -	\$ -	\$ -	-	\$ -
\$ 23,091,811	\$ 24,015,483	\$ 24,976,103	\$ 25,975,147	\$ 162,140,421	\$ 162,140,421
\$ 2,000,000	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000
\$ 8,000,000	\$ 12,500,000	\$ 12,500,000	\$ 12,500,000	\$ 78,500,000	\$ 78,500,000
\$ (13,091,811)	\$ (11,515,483)	\$ (12,476,103)	\$ (13,475,147)	\$ (79,640,421)	\$ (79,640,421)
\$ -	\$ -	\$ -	\$ -	58,623,176	\$ 64,689,542
\$ -	\$ -	\$ -	\$ -	(22,018,243)	\$ (28,084,609)
\$ -	\$ -	\$ -	\$ -	36,604,933	\$ 36,604,933
\$ -	\$ -	\$ -	\$ -	24,658,331	\$ 24,658,331
\$ -	\$ -	\$ -	\$ -	8,501,395	\$ 8,501,395
\$ -	\$ -	\$ -	\$ -	(3,445,207)	\$ (3,445,207)
\$ -	\$ -	\$ -	\$ -	125,827,953	\$ 125,827,953
\$ -	\$ -	\$ -	\$ -	-	\$ -
\$ -	\$ -	\$ -	\$ -	125,827,953	\$ 125,827,953
\$ -	\$ -	\$ -	\$ -	11,000,000	\$ 11,000,000
\$ -	\$ -	\$ -	\$ -	88,000,000	\$ 88,000,000
\$ -	\$ -	\$ -	\$ -	(26,827,953)	\$ (26,827,953)
\$ 16,010,322	\$ 16,650,735	\$ 17,316,764	\$ 18,009,435	\$ 112,417,357	\$ 112,417,357
\$ -	\$ -	\$ -	\$ -	-	\$ -
\$ 16,010,322	\$ 16,650,735	\$ 17,316,764	\$ 18,009,435	\$ 112,417,357	\$ 112,417,357
\$ -	\$ -	\$ -	\$ -	-	\$ -
\$ -	\$ -	\$ -	\$ -	-	\$ -

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ (16,010,322)	\$ (16,650,735)	\$ (17,316,764)	\$ (18,009,435)	\$ (112,417,357)	\$ (112,417,357)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 115,355,414	\$ 179,294,957
\$ -	\$ -	\$ -	\$ -	\$ (23,256,435)	\$ (87,195,978)
\$ -	\$ -	\$ -	\$ -	\$ 92,098,979	\$ 92,098,979
\$ -	\$ -	\$ -	\$ -	\$ 36,652,953	\$ 36,652,953
\$ -	\$ -	\$ -	\$ -	\$ 9,784,297	\$ 9,784,297
\$ -	\$ -	\$ -	\$ -	\$ (45,661,729)	\$ (45,661,729)
\$ -	\$ -	\$ -	\$ -	\$ 347,483,859	\$ 347,483,859
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 347,483,859	\$ 347,483,859
\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
\$ -	\$ -	\$ -	\$ -	\$ 80,000,000	\$ 80,000,000
\$ -	\$ -	\$ -	\$ -	\$ (247,483,859)	\$ (247,483,859)
\$ 48,030,966	\$ 49,952,205	\$ 51,950,293	\$ 54,028,305	\$ 337,252,072	\$ 337,252,072
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 48,030,966	\$ 49,952,205	\$ 51,950,293	\$ 54,028,305	\$ 337,252,072	\$ 337,252,072
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 12,500,000	\$ 12,500,000	\$ 12,500,000	\$ 12,500,000	\$ 87,500,000	\$ 87,500,000
\$ (35,530,966)	\$ (37,452,205)	\$ (39,450,293)	\$ (41,528,305)	\$ (249,752,072)	\$ (249,752,072)
\$ -	\$ -	\$ -	\$ -	\$ 1,819,000	\$ 1,819,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,819,000	\$ 1,819,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,819,000)	\$ (1,819,000)
\$ -	\$ -	\$ -	\$ 8,658,382	\$ 23,958,382	\$ 23,958,382
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 8,658,382	\$ 23,958,382	\$ 23,958,382
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ (8,658,382)	\$ (23,958,382)	\$ (23,958,382)
\$ -	\$ -	\$ -	\$ -	\$ 3,202,452	\$ 3,202,452
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,202,452	\$ 3,202,452
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 92	\$ 368,282	\$ 368,282

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	(2,834,170)	\$ (2,834,170)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 30,788,588	\$ 30,788,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 30,788,588	\$ 30,788,588
\$ -	\$ -	\$ -	\$ -	\$ 1,422,548	\$ 1,422,548
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,539,454)	\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (29,366,040)	\$ (29,366,040)
\$ 15,394,541	\$ 16,010,323	\$ 16,650,736	\$ 17,316,765	\$ 176,441,012	\$ 176,987,863
\$ -	\$ -	\$ -	\$ -	\$ (9,133,319)	\$ (9,680,170)
\$ 15,394,541	\$ 16,010,323	\$ 16,650,736	\$ 17,316,765	\$ 167,307,693	\$ 167,307,693
\$ -	\$ -	\$ -	\$ -	\$ 762,048	\$ 762,048
\$ -	\$ -	\$ -	\$ -	\$ 2,788,554	\$ 2,788,554
\$ (15,394,541)	\$ (16,010,323)	\$ (16,650,736)	\$ (17,316,765)	\$ (163,777,091)	\$ (163,777,091)
\$ 30,789,081	\$ 32,020,645	\$ 33,301,470	\$ -	\$ 138,376,049	\$ 207,594,338
\$ -	\$ -	\$ -	\$ -	\$ (1,200,000)	\$ (70,418,289)
\$ 30,789,081	\$ 32,020,645	\$ 33,301,470	\$ -	\$ 137,176,049	\$ 137,176,049
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (30,789,081)	\$ (32,020,645)	\$ (33,301,470)	\$ -	\$ (137,176,049)	\$ (137,176,049)
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (10,000,000)	\$ (10,000,000)
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (10,000,000)	\$ (10,000,000)
\$ 1,539,454	\$ 1,601,032	\$ 1,665,073	\$ 1,731,676	\$ 117,223,301	\$ 117,691,318
\$ -	\$ -	\$ -	\$ -	\$ (6,798,488)	\$ (7,266,505)
\$ 1,539,454	\$ 1,601,032	\$ 1,665,073	\$ 1,731,676	\$ 110,424,813	\$ 110,424,813
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,783,858
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,539,454)	\$ (1,601,032)	\$ (1,665,073)	\$ (1,731,676)	\$ (34,640,955)	\$ (34,640,955)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 4,002,581	\$ 4,162,684	\$ 4,329,191	\$ 4,502,359	\$ 64,561,328	\$ 64,561,328
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 4,002,581	\$ 4,162,684	\$ 4,329,191	\$ 4,502,359	\$ 64,561,328	\$ 64,561,328
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (4,002,581)	\$ (4,162,684)	\$ (4,329,191)	\$ (4,502,359)	\$ (64,561,328)	\$ (64,561,328)
\$ -	\$ -	\$ -	\$ -	\$ 297,367	\$ 635,030
\$ -	\$ -	\$ -	\$ -	\$ (297,367)	\$ (635,030)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,100,000	\$ 1,100,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,100,000)	\$ (1,100,000)
\$ 140,398,210	\$ 146,014,138	\$ 151,854,704	\$ 131,953,745	\$ 2,076,919,010	\$ 2,269,185,671
\$ -	\$ -	\$ -	\$ -	\$ (86,034,377)	\$ (278,301,038)
\$ 140,398,210	\$ 146,014,138	\$ 151,854,704	\$ 131,953,745	\$ 1,990,884,633	\$ 1,990,884,633
\$ 2,000,000	\$ -	\$ -	\$ -	\$ 231,779,738	\$ 231,779,738
\$ 20,500,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 453,047,528	\$ 453,047,528
\$ (117,898,210)	\$ (121,014,138)	\$ (126,854,704)	\$ (106,953,745)	\$ (1,306,057,367)	\$ (1,306,057,367)
\$ -	\$ -	\$ -	\$ -	\$ 1,065,776	\$ 1,065,776
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,065,776	\$ 1,065,776
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,065,776)	\$ (1,065,776)
\$ -	\$ -	\$ -	\$ -	\$ 584,929	\$ 584,929
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 584,929	\$ 584,929
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (584,929)	\$ (584,929)

City County of San Francisco
MUNICIPAL TRANSPORTATION AGENCY
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 3,374,592	\$ 3,374,592
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,374,592	\$ 3,374,592
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (3,374,592)	\$ (3,374,592)
\$ 769,727	\$ 800,516	\$ 832,537	\$ 865,838	\$ 50,066,335	\$ 50,121,794
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (55,459)
\$ 769,727	\$ 800,516	\$ 832,537	\$ 865,838	\$ 50,066,335	\$ 50,066,335
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,000,000
\$ (769,727)	\$ (800,516)	\$ (832,537)	\$ (865,838)	\$ (34,066,335)	\$ (34,066,335)
\$ 384,864	\$ 400,258	\$ 416,268	\$ 432,919	\$ 9,566,532	\$ 9,566,532
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 384,864	\$ 400,258	\$ 416,268	\$ 432,919	\$ 9,566,532	\$ 9,566,532
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (384,864)	\$ (400,258)	\$ (416,268)	\$ (432,919)	\$ (9,566,532)	\$ (9,566,532)
\$ 1,154,591	\$ 1,200,774	\$ 1,248,805	\$ 1,298,757	\$ 64,658,164	\$ 64,713,623
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (55,459)
\$ 1,154,591	\$ 1,200,774	\$ 1,248,805	\$ 1,298,757	\$ 64,658,164	\$ 64,658,164
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,000,000
\$ (1,154,591)	\$ (1,200,774)	\$ (1,248,805)	\$ (1,298,757)	\$ (48,658,164)	\$ (48,658,164)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,291,600
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (20,291,600)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 1,363,530	\$ -	\$ 1,418,072	\$ -	\$ 12,698,542	\$ 12,698,542
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,363,530	\$ -	\$ 1,418,072	\$ -	\$ 12,698,542	\$ 12,698,542
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,363,530)	\$ -	\$ (1,418,072)	\$ -	\$ (12,698,542)	\$ (12,698,542)
\$ -	\$ -	\$ -	\$ -	\$ 5,732,481	\$ 5,732,481
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,732,481	\$ 5,732,481
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (5,732,481)	\$ (5,732,481)
\$ -	\$ -	\$ -	\$ -	\$ 606,341	\$ 606,341
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 606,341	\$ 606,341
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (606,341)	\$ (606,341)
\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 77,000	\$ 77,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (77,000)	\$ (77,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,526,927
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,526,927)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 671,757	\$ 2,684,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (22,756)	\$ (2,034,999)
\$ -	\$ -	\$ -	\$ -	\$ 649,001	\$ 649,001
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 52,000	\$ 52,000
\$ -	\$ -	\$ -	\$ -	\$ (597,001)	\$ (597,001)
\$ -	\$ -	\$ -	\$ -	\$ 189,332,447	\$ 189,332,447
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 189,332,447	\$ 189,332,447
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 379,596	\$ 379,596
\$ -	\$ -	\$ -	\$ -	\$ (188,952,851)	\$ (188,952,851)
\$ -	\$ -	\$ -	\$ -	\$ 4,393,016	\$ 15,795,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (4,393,016)	\$ (15,795,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 27,936,738	\$ 27,936,738
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 27,936,738	\$ 27,936,738
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,931,160
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
\$ (1,539,454)	\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (22,005,578)	\$ (22,005,578)

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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 2,947,144	\$ -	\$ -	\$ -	\$ 11,125,736	\$ 11,125,736
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 2,947,144	\$ -	\$ -	\$ -	\$ 11,125,736	\$ 11,125,736
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 2,620,000	\$ -	\$ -	\$ -	\$ 10,480,000	\$ 10,480,000
\$ (327,144)	\$ -	\$ -	\$ -	\$ (645,736)	\$ (645,736)
\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (108,160)	\$ (108,160)
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 33,023,588	\$ 33,023,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 33,023,588	\$ 33,023,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,539,454)	\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (33,023,588)	\$ (33,023,588)
\$ -	\$ -	\$ -	\$ -	\$ 1,201,140	\$ 1,398,826
\$ -	\$ -	\$ -	\$ -	\$ (1,201,140)	\$ (1,398,826)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 8,408,358	\$ 14,595,110	\$ 8,408,358	\$ 8,408,358	\$ 233,130,874	\$ 233,130,874
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 8,408,358	\$ 14,595,110	\$ 8,408,358	\$ 8,408,358	\$ 233,130,874	\$ 233,130,874
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (8,408,358)	\$ (14,595,110)	\$ (8,408,358)	\$ (8,408,358)	\$ (233,130,874)	\$ (233,130,874)
\$ -	\$ -	\$ -	\$ -	\$ 1,130,000	\$ 1,130,000
\$ -	\$ -	\$ -	\$ -	\$ (1,130,000)	\$ (1,130,000)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 26,479,299	\$ 17,030,441	\$ 10,281,257	\$ 10,281,257	\$ 280,691,270	\$ 280,691,270
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 26,479,299	\$ 17,030,441	\$ 10,281,257	\$ 10,281,257	\$ 280,691,270	\$ 280,691,270
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (26,479,299)	\$ (17,030,441)	\$ (10,281,257)	\$ (10,281,257)	\$ (280,691,270)	\$ (280,691,270)
\$ -	\$ -	\$ -	\$ -	\$ 8,275,641	\$ 20,404,574
\$ -	\$ -	\$ -	\$ -	\$ (8,275,641)	\$ (20,404,574)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 1,504,970	\$ 1,565,169	\$ 1,627,776	\$ 1,692,887	\$ 24,275,059	\$ 24,275,059
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,504,970	\$ 1,565,169	\$ 1,627,776	\$ 1,692,887	\$ 24,275,059	\$ 24,275,059
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 940,000	\$ 940,000	\$ 940,000	\$ 940,000	\$ 18,800,000	\$ 18,800,000
\$ (564,970)	\$ (625,169)	\$ (687,776)	\$ (752,887)	\$ (5,475,059)	\$ (5,475,059)
\$ -	\$ -	\$ -	\$ -	\$ 546,414	\$ 1,143,055
\$ -	\$ -	\$ -	\$ -	\$ (546,414)	\$ (1,143,055)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 2,365,163	\$ 2,866,261
\$ -	\$ -	\$ -	\$ -	\$ (2,365,163)	\$ (2,866,261)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,280,826	\$ 1,332,059	\$ 1,385,341	\$ 1,440,755	\$ 20,659,625	\$ 20,659,625
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,280,826	\$ 1,332,059	\$ 1,385,341	\$ 1,440,755	\$ 20,659,625	\$ 20,659,625
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,280,826)	\$ (1,332,059)	\$ (1,385,341)	\$ (1,440,755)	\$ (20,659,625)	\$ (20,659,625)
\$ 4,803,097	\$ 4,995,221	\$ 5,195,029	\$ 5,402,831	\$ 77,473,593	\$ 77,473,593
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 4,803,097	\$ 4,995,221	\$ 5,195,029	\$ 5,402,831	\$ 77,473,593	\$ 77,473,593
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (4,803,097)	\$ (4,995,221)	\$ (5,195,029)	\$ (5,402,831)	\$ (77,473,593)	\$ (77,473,593)
\$ 2,721,755	\$ 2,830,625	\$ 2,943,850	\$ 3,061,604	\$ 43,901,703	\$ 43,901,703
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 2,721,755	\$ 2,830,625	\$ 2,943,850	\$ 3,061,604	\$ 43,901,703	\$ 43,901,703
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (2,721,755)	\$ (2,830,625)	\$ (2,943,850)	\$ (3,061,604)	\$ (43,901,703)	\$ (43,901,703)

City County of San Francisco
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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 682,994	\$ 1,951,816
\$ -	\$ -	\$ -	\$ -	\$ (682,994)	\$ (1,951,816)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 3,202,064	\$ 3,330,147	\$ 3,463,353	\$ 3,601,887	\$ 51,649,062	\$ 51,649,062
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 3,202,064	\$ 3,330,147	\$ 3,463,353	\$ 3,601,887	\$ 51,649,062	\$ 51,649,062
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (3,202,064)	\$ (3,330,147)	\$ (3,463,353)	\$ (3,601,887)	\$ (51,649,062)	\$ (51,649,062)
\$ 4,322,787	\$ 4,495,698	\$ 4,675,526	\$ 4,862,547	\$ 69,726,234	\$ 69,726,234
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 4,322,787	\$ 4,495,698	\$ 4,675,526	\$ 4,862,547	\$ 69,726,234	\$ 69,726,234
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (4,322,787)	\$ (4,495,698)	\$ (4,675,526)	\$ (4,862,547)	\$ (69,726,234)	\$ (69,726,234)
\$ 2,561,652	\$ 2,664,118	\$ 2,770,682	\$ 2,881,510	\$ 41,319,250	\$ 41,319,250
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 2,561,652	\$ 2,664,118	\$ 2,770,682	\$ 2,881,510	\$ 41,319,250	\$ 41,319,250
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (2,561,652)	\$ (2,664,118)	\$ (2,770,682)	\$ (2,881,510)	\$ (41,319,250)	\$ (41,319,250)
\$ -	\$ -	\$ -	\$ -	\$ 1,207,948	\$ 1,405,267
\$ -	\$ -	\$ -	\$ -	\$ (1,207,948)	\$ (1,405,267)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 1,117,262	\$ 1,140,000
\$ -	\$ -	\$ -	\$ -	\$ (21,012)	\$ (43,750)
\$ -	\$ -	\$ -	\$ -	\$ 1,096,250	\$ 1,096,250
\$ -	\$ -	\$ -	\$ -	\$ 1,296,250	\$ 1,296,250
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,440,568	\$ 3,440,568
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,440,568	\$ 3,440,568
\$ -	\$ -	\$ -	\$ -	\$ 2,655,345	\$ 2,655,345
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (785,223)	\$ (785,223)
\$ -	\$ -	\$ -	\$ -	\$ 860,000	\$ 860,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 860,000	\$ 860,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 861,000	\$ 861,000
\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)
\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (60,000)	\$ (60,000)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 922,726	\$ 1,050,173	\$ 849,160	\$ -	\$ 11,334,662	\$ 11,334,662
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 922,726	\$ 1,050,173	\$ 849,160	\$ -	\$ 11,334,662	\$ 11,334,662
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (922,726)	\$ (1,050,173)	\$ (849,160)	\$ -	\$ (11,334,662)	\$ (11,334,662)
\$ -	\$ -	\$ -	\$ -	\$ 1,931,185	\$ 4,234,372
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,767,560)	\$ (4,070,747)
\$ -	\$ -	\$ -	\$ -	\$ 163,625	\$ 163,625
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 426,000	\$ 426,000
\$ -	\$ -	\$ -	\$ -	\$ 262,375	\$ 262,375
\$ -	\$ -	\$ -	\$ -	\$ 2,921	\$ 6,287
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (2,921)	\$ (6,287)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 192,295	\$ 199,987	\$ 207,986	\$ 216,306	\$ 3,101,708	\$ 3,101,708
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 192,295	\$ 199,987	\$ 207,986	\$ 216,306	\$ 3,101,708	\$ 3,101,708
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 930,760	\$ 930,760
\$ (145,757)	\$ (153,449)	\$ (161,448)	\$ (169,768)	\$ (2,170,948)	\$ (2,170,948)
\$ 3,684,150	\$ 3,831,516	\$ 3,984,776	\$ 4,144,167	\$ 57,141,884	\$ 57,603,791
\$ -	\$ -	\$ -	\$ -	\$ (17,932)	\$ (479,839)
\$ 3,684,150	\$ 3,831,516	\$ 3,984,776	\$ 4,144,167	\$ 57,123,952	\$ 57,123,952
\$ -	\$ -	\$ -	\$ -	\$ 5,754,533	\$ 5,754,533
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (3,684,150)	\$ (3,831,516)	\$ (3,984,776)	\$ (4,144,167)	\$ (51,369,419)	\$ (51,369,419)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	\$ 3,200,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	\$ 3,200,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (3,200,000)	\$ (3,200,000)
\$ -	\$ -	\$ -	\$ -	\$ 3,300,000	\$ 3,300,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,300,000	\$ 3,300,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (3,300,000)	\$ (3,300,000)
\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,700,000)	\$ (1,700,000)
\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (400,000)	\$ (400,000)
\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,800,000)	\$ (1,800,000)
\$ 67,473,560	\$ 61,122,328	\$ 50,541,314	\$ 49,457,462	\$ 1,237,331,965	\$ 1,290,246,416
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,800,000)	\$ (1,800,000)
\$ 67,473,560	\$ 61,122,328	\$ 50,541,314	\$ 49,457,462	\$ 1,215,620,468	\$ 1,215,620,468
\$ -	\$ -	\$ -	\$ -	\$ 11,637,288	\$ 11,637,288
\$ 3,606,538	\$ 986,538	\$ 986,538	\$ 986,538	\$ 37,929,356	\$ 37,929,356

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ (63,867,022)	\$ (60,135,790)	\$ (49,554,776)	\$ (48,470,924)	\$ (1,166,053,824)	\$ (1,166,053,824)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 159,470,213	\$ 159,893,987
\$ -	\$ -	\$ -	\$ -	\$ (39,416)	\$ (463,190)
\$ -	\$ -	\$ -	\$ -	\$ 159,430,797	\$ 159,430,797
\$ -	\$ -	\$ -	\$ -	\$ 38,000,000	\$ 38,000,000
\$ -	\$ -	\$ -	\$ -	\$ 17,300,000	\$ 17,300,000
\$ -	\$ -	\$ -	\$ -	\$ (104,130,797)	\$ (104,130,797)
\$ -	\$ -	\$ -	\$ -	\$ 67,304,648	\$ 67,400,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ (95,352)
\$ -	\$ -	\$ -	\$ -	\$ 67,304,648	\$ 67,304,648
\$ -	\$ -	\$ -	\$ -	\$ 20,750,000	\$ 20,750,000
\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
\$ -	\$ -	\$ -	\$ -	\$ (31,554,648)	\$ (31,554,648)
\$ -	\$ -	\$ -	\$ -	\$ 343,962,000	\$ 343,962,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 343,962,000	\$ 343,962,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (343,962,000)	\$ (343,962,000)
\$ -	\$ -	\$ -	\$ -	\$ 44,550,000	\$ 44,550,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 44,550,000	\$ 44,550,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (44,550,000)	\$ (44,550,000)
\$ -	\$ -	\$ -	\$ -	\$ 14,038,000	\$ 14,038,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 14,038,000	\$ 14,038,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (14,038,000)	\$ (14,038,000)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ 115,844,000	\$ 963,095,172	\$ 963,095,172
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ 115,844,000	\$ 963,095,172	\$ 963,095,172
\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000
\$ -	\$ -	\$ -	\$ -	\$ 7,800,000	\$ 7,800,000
\$ -	\$ -	\$ -	\$ (115,844,000)	\$ (950,795,172)	\$ (950,795,172)
\$ -	\$ -	\$ -	\$ -	\$ 120,263,966	\$ 600,043,984
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (17,474,926)	\$ (497,254,944)
\$ -	\$ -	\$ -	\$ -	\$ 102,789,040	\$ 102,789,040
\$ -	\$ -	\$ -	\$ -	\$ 27,744,308	\$ 27,744,308
\$ -	\$ -	\$ -	\$ -	\$ 67,645,107	\$ 67,645,107
\$ -	\$ -	\$ -	\$ -	\$ (7,399,625)	\$ (7,399,625)
\$ -	\$ -	\$ -	\$ -	\$ 3,893,338	\$ 3,900,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (231,338)	\$ (238,000)
\$ -	\$ -	\$ -	\$ -	\$ 3,662,000	\$ 3,662,000
\$ -	\$ -	\$ -	\$ -	\$ 1,815,605	\$ 1,815,605
\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
\$ -	\$ -	\$ -	\$ -	\$ 1,153,605	\$ 1,153,605
\$ -	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590
\$ -	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,405,740,167	\$ 1,424,532,569
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (22,183,801)	\$ (40,976,203)
\$ -	\$ -	\$ -	\$ -	\$ 1,383,556,366	\$ 1,383,556,366
\$ -	\$ -	\$ -	\$ -	\$ 123,139,000	\$ 123,139,000
\$ -	\$ -	\$ -	\$ -	\$ 1,102,200,000	\$ 1,102,200,000
\$ -	\$ -	\$ -	\$ -	\$ (158,217,366)	\$ (158,217,366)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
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2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 8,005,161	\$ 8,325,368	\$ 8,658,382	\$ 9,004,718	\$ 119,122,656	\$ 119,122,656
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 8,005,161	\$ 8,325,368	\$ 8,658,382	\$ 9,004,718	\$ 119,122,656	\$ 119,122,656
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (8,005,161)	\$ (8,325,368)	\$ (8,658,382)	\$ (9,004,718)	\$ (119,122,656)	\$ (119,122,656)
\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (600,000)	\$ (600,000)
\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,500,000)	\$ (1,500,000)
\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 1,600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 1,600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (1,600,000)	\$ (1,600,000)

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CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR
FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ 800,516	\$ 832,537	\$ 865,838	\$ 900,472	\$ 14,412,266	\$ 14,412,266
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 800,516	\$ 832,537	\$ 865,838	\$ 900,472	\$ 14,412,266	\$ 14,412,266
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (800,516)	\$ (832,537)	\$ (865,838)	\$ (900,472)	\$ (14,412,266)	\$ (14,412,266)
\$ 160,103	\$ 166,507	\$ 173,168	\$ 180,094	\$ 3,082,453	\$ 3,082,453
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 160,103	\$ 166,507	\$ 173,168	\$ 180,094	\$ 3,082,453	\$ 3,082,453
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (160,103)	\$ (166,507)	\$ (173,168)	\$ (180,094)	\$ (3,082,453)	\$ (3,082,453)
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 21,723,588	\$ 21,723,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,539,454	\$ 1,601,032	\$ 1,665,074	\$ 1,731,676	\$ 21,723,588	\$ 21,723,588
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,539,454)	\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (21,723,588)	\$ (21,723,588)
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (600,000)	\$ (600,000)
\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (900,000)	\$ (900,000)
\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 700,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 700,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (700,000)	\$ (700,000)

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

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ 650,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ 650,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (650,000)	\$ (650,000)
\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ (600,000)	\$ (600,000)
\$ 1,249,603,321	\$ 1,351,236,753	\$ 2,835,570,485	\$ 127,660,960	\$ 11,135,285,927	\$ 11,634,384,135
\$ -	\$ -	\$ -	\$ -	\$ (39,929,481)	\$ (539,027,689)
\$ 1,249,603,321	\$ 1,351,236,753	\$ 2,835,570,485	\$ 127,660,960	\$ 11,095,356,446	\$ 11,095,356,446
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,358,503
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,212,945,107
\$ (1,249,603,321)	\$ (1,351,236,753)	\$ (2,835,570,485)	\$ (127,660,960)	\$ (9,661,052,836)	\$ (9,661,052,836)
\$ 1,458,629,682	\$ 1,559,573,994	\$ 3,039,215,308	\$ 310,370,924	\$ 14,514,195,066	\$ 15,258,529,845
\$ -	\$ -	\$ -	\$ -	\$ (147,675,355)	\$ (892,010,134)
\$ 1,458,629,682	\$ 1,559,573,994	\$ 3,039,215,308	\$ 310,370,924	\$ 14,366,519,711	\$ 14,366,519,711
\$ 2,000,000	\$ -	\$ -	\$ -	\$ 468,775,529	\$ 468,775,529
\$ 24,106,538	\$ 25,986,538	\$ 25,986,538	\$ 25,986,538	\$ 1,715,921,991	\$ 1,715,921,991
\$ (1,432,523,144)	\$ (1,533,587,456)	\$ (3,013,228,770)	\$ (284,384,386)	\$ (12,181,822,191)	\$ (12,181,822,191)
\$ 1,707,800,477	\$ 2,341,239,339	\$ 3,215,365,692	\$ 443,015,233	\$ 19,568,830,269	\$ 21,399,949,520
\$ -	\$ -	\$ -	\$ -	\$ (264,823,258)	\$ (2,095,942,509)
\$ 1,707,800,477	\$ 2,341,239,339	\$ 3,215,365,692	\$ 443,015,233	\$ 19,304,007,011	\$ 19,304,007,011
\$ 2,000,000	\$ 399,575	\$ -	\$ 886,555	\$ 591,926,045	\$ 591,926,045
\$ 137,483,538	\$ 181,493,553	\$ 201,036,538	\$ 29,758,053	\$ 3,630,122,962	\$ 3,630,122,962
\$ (1,568,316,939)	\$ (2,159,346,211)	\$ (3,014,329,154)	\$ (412,370,625)	\$ (15,081,958,004)	\$ (15,081,958,004)