Ref No.	Fund Description	Share Apportionment/ Local Match Requirement	Allocations Thru FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
FEDE	RAL 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). This funding was previously Section 8 - FTA Planning.	Federal Share 80% Local Match 20%	\$314	\$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. This funding was previously Section 9 - FTA Formula Replacement.		\$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. This funding was previously Section 3 - FTA - Fixed Guideway/Rail Mod.		\$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 i which the funding amount is made available or appropriated plus two additional years.) This funding was previously Section 3 - FTA - Bus/ Alternative Fuel.		\$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

FY 14-15	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 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

		Ch	, ,	-	_						
1		Share Apportionment/		Allocations							
Ref		Local Match		Thru							
No.	Fund Description	Requirement		FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
7	SUBFACE TRANSPORTATION PROGRAM (STP) TRANSIT CAPITAL SHORTFALL: These funds are the most flixeible 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 populationThe largest portion of STP funds may be used anywhere within the State to which they are apportioned. Currently, MTA receives these funds through the State Transportation (Regional) Improvement Program (STIP) outlined below.			\$229,043		-	-	-	-	-	-
	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 encourge 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. These funds were authorized by the Transportation Equity Act for the 21st Century of 1998 (TEA-21)	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
STATI	E 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 (TIP). 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		-	-	-	-	-	-

FY 14-15	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 Allocations Thru FY 27 (Incl Prior Years)
-	-	-	-	-	•	•	-	-	-	-	·	-	·	\$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

		Share Apportionment/	Allocations							
Ref No.	Fund Description	Local Match Requirement	Thru FY 06-07	FY 07-08	FY 08-09	EV 00 10	EV 10 11	FY 11-12	EV 12 12	EV 12 14
	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 guide ways and rolling stock, grade separations, intermodal transfer stations, ferry vessels and terminals.	Requirement	\$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 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
LOCA	L/REGIONAL FUNDS									
23	AB 664 - BRIDGE TOLLS: In 1997 California voters adopted Asembly 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 soring 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 s 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	·	-	-	-	-	-	-

EV 14 15	EV 15 16	EV 16 17	EV 17 10	EV 10 10	EV 10 20	FY 20-21	EV 21 22	FY 22-23	EV 22 24	EV 24 25	EV 25 24	EV 26 27	20-Year CIP	Total Allocations Thru FY 27 (Incl Prior Years)
-	-	FY 16-17	-	-	FY 19-20 -	-	FY 21-22	-	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total -	\$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

Ref		Share Apportionment/ Local Match	Allocations Thru							
	Fund Description	Requirement	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
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.		\$4,1	84 \$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.		\$1,0	73 \$50	\$50	\$50	\$50	\$50	\$50	\$50
29	PROPOSITION B - CAPITAL SF TRANSPORTATION SALES TAX: This funding was superseded by Proposition K (See below).		\$333,8	-	-	-	-	-	-	-
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 "programmatie" areas as: Transit Preferential Streets and Pedestrian Circulation/Safety.		\$258.8	\$61,409	9 \$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.		\$15,7	54 -	-			-	-	-
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.		\$18,9	89 \$585	5 \$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.		\$14,9	40 -	-	-	-	-	-	-
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.		\$	-	-	-	-	-	-	-
36	MUNICIPAL TRANSPORTATION FUND: These funds are generated from the MTA's General Fund Operating account and are dedicated.		\$7,8	16 \$3	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.		\$34,5	-	\$19,040	\$16,970	\$16,830	\$16,830	\$186,910	\$398,470
	TOTAL LOCAL/REGIONAL FUNDS		\$817,8	18 \$68,074	\$190,478	\$172,491	\$227,915	\$180,597	\$332,740	\$546,071
	TOTAL TOTAL BROOK			10 6150	# #220 to	\$220 to	¢=21.00	0.422	0.551.005	\$940-9 7
	TOTAL CAPITAL PROGRAM FUNDS		\$2,420,6			\$329,437	\$721,002			
	Federal Funds State Funds			\$87,899 \$22,694		\$95,146 \$61,800	\$187,287 \$305,800	\$222,713 \$29,804	\$188,550 \$29,808	\$234,971 \$29,812
	State Funds Local Funds			\$22,692 \$68,074		\$172,491	\$227,915		\$332,740	\$29,812 \$546,071
	Less Project Costs/unspent		(\$2,069,00				(\$746,406)			(\$621,775)
	Unidentified/									
	SURPLUS (DEFICIT)			(\$50,621	(\$338,452)	(\$362,294)	(\$25,404)	(\$488,039)	(\$66,305)	\$189,079

													_	
FY 14-15	FY 15-16	FV 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 Allocations Thru FY 27 (Incl Prior Years)
\$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
720	72.0	72-	***	7	72-	722	72.	700	700	-	-	***	,,,,,,	4-,
-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$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 (\$753,395)	\$239,954 (\$521,188)	\$209,888 (\$285,412)	\$214,202 (\$236,537)		\$290,009 (\$369,303)	\$254,462 (\$1,016,513)	\$262,584 (\$760,816)	\$320,727 (\$1,647,045)	\$331,806 (\$1,638,046)	\$357,287 (\$2,273,261)	\$338,158 (\$3,159,113)	\$399,539 (\$386,143)	\$5,439,351 (\$18,075,597)	\$5,439,351 (\$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)

(Project Cost and Funding Type)

									All Aı	mounts in Es	calated \$000:	5
		Project	Project	Actuals								
Ref No	Project Description	Selection Criteria	Score/ Rank	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
		Criteria	Kank	1/23/07	1107-00	11 00-07	1107-10	1110-11	1111-12	1 1 12-13	1113-14	1114-13
	MENT - Replacement SHOP EQUIP PHASE 2: Ongoing	1A	75	\$1,291	_							
CP1 397	acquisition and replacement of the equipment needed to support all aspects of Muni operations, maintenance, and admin functions.	IA	75	\$1,291		-	-	-	-	-	-	-
	LESS FUNDED			(\$1,291)		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ 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			_		_	_	_	_	_	_	_
	Federal			-	\$300	-	-	-	-	-	-	
	State			-	\$124	\$208	\$200	\$200	\$204	\$208	\$212	\$216
	Local			-	\$186	\$200	\$200	\$200	\$200	\$4,000	\$7,000	\$7,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$3,397)	(\$3,608)	(\$3,635)	(\$3,692)	(\$3,747)	(\$109)	\$2,722	\$2,547
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			_		_	_	_	_	_	_	_
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-	(0175)	\$350	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$175)	\$175	-	-	-	-	-	-
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			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$127)	-	-	-	-	-	-	-
REF 5	DATA PROCESSING - FUTURE PHASE:	2A	74.8	-	\$5,286	\$5,354	\$5,426	\$5,500	\$5,577	\$5,800	\$6,032	\$6,273
	Procurement and replacement of data processing and office equipment to support management, administration, planning, operations, and engineering services of the MTA.				<i>\$5,200</i>	, 2,334	پيدونيو ا	<i>\$3,500</i>	45,511	45,000	40,032	409210
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	Local			-		-	\$200	\$200	\$200	\$5,000	\$8,115	\$10,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$5,286)	(\$5,354)	(\$5,226)	(\$5,300)	(\$5,377)	(\$800)	\$2,083	\$3,727
L		l										

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

Ch. 11 CIP

8000s	s in Escalated \$	All Amount	A										
Total Project Costs Thru FY 2 (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,29	•	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,291	:	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	•	-	-	-	-	-	-	-	-	-
\$106,74	\$106,740	\$7,475	\$7,188	\$6,912	\$6,646	\$6,390	\$6,144	\$5,908	\$5,681	\$5,462	\$5,252	\$5,050	\$4,856
- \$30 \$4,53 \$103,81 \$1,90	\$300 \$4,535 \$103,815 \$1,909	- \$275 \$7,000 (\$200)	- - \$269 \$7,000 \$81	- - \$264 \$7,000 \$352	- - \$259 \$7,000 \$613	- - \$254 \$7,000 \$864	- - \$249 \$7,000 \$1,105	- - \$244 \$7,000 \$1,336	- - \$239 \$7,000 \$1,558	- \$234 \$7,000 \$1,772	- - \$230 \$7,000 \$1,978	\$225 \$7,309 \$2,484	- \$220 \$7,520 \$2,884
\$35	\$350	-	-	-	-	-	-	-	-	-	-	-	-
_		-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
\$35	\$350	-	-	-	-	-	-	-	-	-	-	-	-
-	- 1	-	-	-	-	-	-	-	-	-	-	-	-
\$12	\$127	-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$127	(\$127)	-	-	-	-	-	-	-	-	-	-	-	- -
\$143,27	\$143,273	\$10,043	\$9,657	\$9,286	\$8,928	\$8,585	\$8,255	\$7,937	\$7,632	\$7,338	\$7,056	\$6,785	\$6,524
- - -	:	- - -	-	- - -	- - -	-			- - -	-	-	- - -	
\$143,71 \$44	\$143,715 \$442	\$10,000 (\$43)	\$10,000 \$343	\$10,000 \$714	\$10,000 \$1,072	\$10,000 \$1,415	\$10,000 \$1,745	\$10,000 \$2,063	\$10,000 \$2,368	\$10,000 \$2,662	\$10,000 \$2,944	\$10,000 \$3,215	\$10,000 \$3,476

(Project Cost and Funding Type)

									All Ai	mounts in Es	scalated \$000	S
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	<u> </u>	Criteria	Ruik	1/25/07	110,00	11 00 07	110710	111011	1 1 11 12	111213	1 1 10 14	111713
_	MENT - Replacement cont'd		100	** ***								
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)								
	Federal			(\$3,802)	1	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	'	-	-	-	-	-	-	-
	MIS: SCHEDULING SYS REPLACEMENT: Acquisition of an integrated, client-server based scheduling and dispatch system to replace the current RUCUS scheduling systems.		100	\$4,182	\$18	-	-	-	-	-	-	-
	LESS FUNDED			(\$4,182)	(\$18)							
	Federal			(\$4,162)	- (\$16)	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		-	-	-	-	-	-	-
	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			-		-	-	-	-	-	-	-
	Federal State					-	-	- -	<u>-</u>	-	-	<u>-</u>
	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$108)	-	-	-	-	-	-	-
REF 31	PBX TELEPHONE SYSTEM &	2A	56.1	-	\$300	\$300	\$300		_		_	
	EQUIPMENT: Purchase and install Private Business Exchange (PBX) telephone system and fiber-optic communications links at Muni Facilities to replace the obsolete Centrex equipment.				3303	\$300	<i>\$</i> 300					
	LESS FUNDED			_		-	-	_	-	_	_	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-	(\$300)	(\$300)	(\$300)	-	-	-	-	-
	SURPLUS (DEFICIT)				.,,,,,		.,					

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

Ch. 11 CIP

\$000s	s in Escalated §	All Amount											
Total Project Costs Thru FY	20-Year CIP												
(Incl PY Actual	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$3,80	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$3,802													
(\$3,802	:	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
0.4.20	#10												
\$4,20	\$18	-	-	-	-	-	-	-	-	-	-	-	-
(\$4,200	(\$18)	_	_	_	_	_	_	-	_	_	_	_	_
-	-	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
	:	- -	-	-	- -	- -	-	-	- -	-	-	-	-
\$10	\$108	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$108	(\$108)	-	-	-	-	- -	-	-	-	-	-	-	-
400	4000												
\$90	\$900	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-						=		=				-

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

									ли ли	nounts in Esc	ишией фооод	,
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	-							-				
	MENT - Replacement cont'd											
	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.		100		\$300	\$200	\$200	\$100	\$100			
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)				- - - - (\$300)	- - - - (\$200)	- \$900 - - - \$700	- - - - - (\$100)	- - - - (\$100)	- - - -	- - - -	- - - -
	SUBTOTAL EQUIPMENT			\$9,275	\$10,321	\$10,045	\$9,960	\$9,691	\$9,828	\$10,117	\$10,521	\$10,942
	REPLACEMENT LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$9,275) - - - -	(\$18) \$300 \$124 \$186 (\$9,693)	\$208 \$550 (\$9,287)	\$900 \$200 \$400 (\$8,460)	\$200 \$400 (\$9,091)	\$204 \$400 (\$9,224)	\$208 \$9,000 (\$909)	\$212 \$15,115 \$4,806	\$216 \$17,000 \$6,274
EQUIP	MENT - Enhancement											
	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 Unidentified/ SURPLUS (DEFICIT)			- - - -	- - - - (\$205)	- - - -	- - - - -	- - - - -	- - - - -	\$1,205 \$205	- - - -	- - - - -

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

Total Project Costs Thru FY	20-Year CIP	2											
(Incl PY Actual	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$90	\$900	-	-	-	-	-	-	-	-	-	-	-	-
- \$90 -	- \$900 -	· ·			:		- - -	- - -	- - -	- - -	:		- - -
-	:	-	-	-	-	-	-	-	-	-	-	-	-
\$261,69	\$252,417	\$17,519	\$16,845	\$16,197	\$15,574	\$14,975	\$14,399	\$13,845	\$13,313	\$12,801	\$12,308	\$11,835	\$11,380
(\$9,29 \$1,20 \$4,53 \$247,88 \$1,2	(\$18) \$1,200 \$4,535 \$247,880 \$1,217	\$275 \$17,000 (\$244)	- \$269 \$17,000 \$424	\$264 \$17,000 \$1,067	\$259 \$17,000 \$1,685	\$254 \$17,000 \$2,279	\$249 \$17,000 \$2,850	\$244 \$17,000 \$3,399	\$239 \$17,000 \$3,926	\$234 \$17,000 \$4,433	\$230 \$17,000 \$4,922	\$225 \$17,309 \$5,699	\$220 \$17,520 \$6,361
\$5,6:	\$5,634	\$1,732	-	-	-	\$1,480	-	-	-	-	\$1,217	-	-
_		-	-	-	-	-	-	-	_	-	-	-	-
-	:	-	- -	-	-	-	-	-	-	-	-	-	-
¢	\$5,634	\$1,732	-	-	-	\$1,480	-	-	-	-	\$1,217	-	-
\$5,63	_	_	-	-	_	-	_	_	-	_	_	_	-

(Project Cost and Funding Type)

									All Ai	nounts in Es	scalated \$000	S
		Project	Project	Actuals								
Dof No	Project Description	Selection Criteria	Score/ Rank	Thru 1/23/07	FY 07-08	FY 08-09	EV 00 10	EV 10 11	FY 11-12	FY 12-13	FY 13-14	EV 14 15
Kei No.	Project Description	Criteria	капк	1/23/07	F1 0/-08	F I 08-09	FY 09-10	FY 10-11	F 1 11-12	FY 12-13	F 1 13-14	FY 14-15
EQUIP	MENT - Enhancement Cont'd											
REF 17	GEOGRAPHICAL INFORMATION	4A	17.6	-	\$189	\$189	-	-	-	-	-	-
	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											
	Federal			_		-	_	_	-	_	_	_
	State			_		-	_	-	-	-	_	_
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	(\$189)	(\$189)	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 25	MIS: REVENUE RECONCILIATION DB:	4A	35.2	-	-	_	\$350	\$320	\$330		-	
	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	Į.		-		-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-	-	-	(\$350)	(\$320)	(\$330)	-	-	-
	SURPLUS (DEFICIT)											
REF 54	WORKER'S COMPENSATION	4A	35.2	-	_	\$162	\$162					
	SYSTEM: Purchase and install a wireless					7						
	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	l		_		_	_	_	_	_	_	_
	Federal			_		_	_	-	_	_	_	_
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/			-		(\$162)	(\$162)	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 21	KIOSKS, MEDIA SALES - Purchase and	3C	40.8	_	\$1,200							
	installation of Kiosks for media and				4-,							
	advertisement sales.											
	LESS FUNDED	4		-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	•	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,200)	-	-	-	-	-	-	-
	SORI LOS (DEFICIT)											
REF 45	SUPERVISORY CONTROL & DATA	1A	100	-	\$180	-	-	-	-	-	-	-
	ACQUISITION (SCADA SYSTEM) -											
	Purchase and Installation of hardware and											
	software to support the existing system.											
	·											
	LESS FUNDED	1		-	-	-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	State Local			-		\$200	-	-	-	-	-	-
	Unidentified/				(\$180)	\$200 \$200	-	-	-	-	-	-
	SURPLUS (DEFICIT)				(#200)	¥ 2 00						
<u> </u>		<u> </u>										

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

Ch. 11 CIP

	in Escalated \$	All Amounts											
Total Project Costs Thru FY 2 (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
		-				-		<u> </u>				<u> </u>	
\$37	\$378	-	-	-	-	-	-	-	-	-	-	-	-
_		-	-	-	-	_	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$378	(\$378)	-	-	-	-	-	-	-	-	-	-	-	-
\$1,00	\$1,000	-	-	-	-	-	-	-	-	-	-	-	-
		_	-	_	_	-	_	-	_	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$1,000	(\$1,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$32	\$324	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	_	_	-	-	_	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
:		-	-	-	-	-	-	-	-	-	-	-	-
(\$324	(\$324)	-	-	-	-	-	-	-	-	-	-	-	-
\$4,68	\$4,682	\$2,078	-	-	-	-	-	-	-	-	-	\$1,404	-
_		-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$4,682	(\$4,682)	(\$2,078)	-	-	-	-	-	-	-	-	-	(\$1,404)	-
\$18	\$180	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
\$20	\$200	-	-	-	-	-	-	-	-	-	-	-	-
\$2	\$20	_											

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY (Project Cost and Funding Time) Ch. 11 CIP

(Project Cost and Funding Type)

					_				2100 211	nounts in Es	current pood.	
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	MENT - Enhancement Cont'd											
	TRACTION POWER-HI-SPEED UNIT	1A	100	-	\$30							
	TRIP DEVICES - Purchase of equipment to improve the traction power system.	IA	100	-	\$30	-	-	-	-	-	-	-
	LESS FUNDED			_		_	_	_	_	_	_	_
	Federal			-	-	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-	(\$30)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)				(423)							
	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	\$195	\$3,000	\$1,575	-	\$1,000	\$1,040	\$1,082
	LESS FUNDED	l		_		_	-	_	_	_	_	-
	Federal			-		-	-	-	-	-	-	-
	State			-	- #200	-	-	-	-	-	-	-
	Local Unidentified/			-	\$300 \$70	- (\$195)	(\$3,000)	(\$1,575)	-	(\$1,000)	(\$1,040)	(\$1,082)
	SURPLUS (DEFICIT)					(, , , ,	(,,,,,,,	(1) /		(1) ,	(,), ,	(,), ,
	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.		74.8	-	\$400	\$600	-	-	-	-	-	-
	LESS FUNDED			-		_	-	_	_	_	_	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$400)	(\$600)	-	-	-	-	-	-
	FINANCIAL SYSTEM - Upgrade of financial system to support accounting activities. Include software and hardware.	4A	17.6	-		\$250	-	-	-	-	-	-
	LESS FUNDED	l		_		_	_	_	_	_	_	_
	Federal			-	-	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		(\$250)	-	-	-	-	-	-
	SURPLUS (DEFICIT)					(\$200)						
	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	\$420	\$2,248	\$1,500	\$758	-	-	-
	LESS FUNDED			_		-	_	-	-	-	-	_
	Federal			-	-	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$75)	(\$420)	(\$2,248)	(\$1,500)	(\$758)	-	-	-

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

Ch. 11 CIP

5000s	in Escalated \$	All Amounts	1										
Total Project Costs Thru FY 2 (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$3	\$30	-	-	-	-	-	-	-	-	-	-	-	-
-		-	- -	- -	- -	-	- -	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$30	(\$30)	-	-	-	-	-	-	-	-	-	-	-	-
\$25,02	\$25,024	\$1,732	\$1,665	\$1,601	\$1,539	\$1,480	\$1,423	\$1,369	\$1,316	\$1,265	\$1,217	\$1,170	\$1,125
-		-	-	_	_	_	_	_	-	_	_	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
\$24,30 (\$724	\$24,300 (\$724)	(\$1,732)	(\$1,665)	(\$1,601)	(\$1,539)	- (\$1,480)	\$24,000 \$22,577	- (\$1,369)	(\$1,316)	(\$1,265)	(\$1,217)	(\$1,170)	(\$1,125)
\$1,00	\$1,000	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	- -	- -	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,000	(\$1,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$25	\$250	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$250	(\$250)	-	- -	-	-	-	-	-	-	-	-	-	-
\$5,00	\$5,000	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
- - -		- -	- -	- -	- -	- -	- -	-	<u>.</u>	<u>.</u>	<u>.</u>	- -	-

(Project Cost and Funding Type)

									All An	nounts in Es	calated \$000	s
		Project	Project	Actuals								
D ex	B B	Selection	Score/	Thru	TW 07 00	EW 00 00	TT 00 10	TTV 10 11	EW 11 12	EW 10 10	EW 12-14	EW 14 15
Ref No.	Project Description	Criteria	Rank	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
EQUIP	MENT - Enhancement Cont'd											
REF 7	DRIVER TRAINING SIMULATORS:	1A	100	_	\$934	_		_	-	_	_	-
	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			_		_	_	_	_	_	_	_
	Federal			_		-	-	_	-	-	_	-
	State			-		-	-	-	-	-	-	-
	Local			-		-	-	-	-	-	-	-
	Unidentified/			-	(\$934)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
REF 15	RAIL TRAINING SIMULATOR: To	1A	100	_	\$950		-	_			-	-
	purchase and install full scale rail training				4,700							
	simulator and virtual learning environment.											
	Includes the purchase of Audio Visual and multimedia setup for 5 class rooms.											
	mutumedia setup foi 3 ciass fooms.											
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$585	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$365)	-	-	-	-	-	-	-
	genizes (BEF1eff)											
REF 33	PROOF OF PAYMENT WIRELESS:	4A	26.4	-	\$126	\$126	\$126	-	-	-	-	-
	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			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-				-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$126)	(\$126)	(\$126)	-	-	-	-	-
	SORI LOS (DEFICIT)											
REF 1	4 AUTO VIEW/AUTO FIND - Purchase of	1C	82.8	-	\$184	\$184	-	-	-	-	-	-
	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.											
	A DOG EVANDED											
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal State			-		-	-	-	<u>-</u>	-	-	-
	Local			_		\$184	-	-	-	-	-	-
	Unidentified/				(\$184)	φ104 -	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
DE= -:												
REF 51	TUNNEL INTRUSION SYSTEM - Purchase and installation of a laser based	1C	82.8	-	\$109	\$202	\$689	-	-	-	-	-
	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			-		-	-	_	-	_	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-	-	\$311	\$689	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$109)	\$109	-	-	-	-	-	-
	SURFLUS (DEFICII)											

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

Ch. 11 CIP

- \$4,013 \$4,013 	FY 25-26 FY 26-27		\$3,079 \$3,079 - - \$4,013 \$934	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19		FY 16-17	FY 15-16
- \$4,013 \$4,013		- · ·	- - - \$4,013 \$934	- - - -	- - - -	- - - -	- - - -	- - - -		-	-
		- · · · · · · · · · · · · · · · · · · ·	- - - \$4,013 \$934	- - - -	- - - -	- - - -	- - - -	- - - -	- - - - -	-	- - - - - -
		- · · · · · · · · · · · · · · · · · · ·	- - - \$4,013 \$934	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		- - - -
- \$4,013 \$4,013 - \$4,029 \$4,029 - \$4,029 \$4,029 		- · · · · · · · · · · · · · · · · · · ·	\$4,013 \$934	-	- - - - -	- - - - -	- - - - -	- - - -	- - - -	- - - -	- - -
- \$4,013 \$4,013 - \$4,029 \$4,029 - \$4,029 \$4,029 		- · · · · · · · · · · · · · · · · · · ·	\$4,013 \$934	-	- - - - -	- - - - -	- - - - -	- - - -	- - - -	- - -	- - -
- \$4,029 \$4,029 \$4,029 \$4,029 \$4,029 \$4,029		· ·	\$4,013 \$934	-	- - -	-	-		- - -	- - -	-
- \$4,029 \$4,029 		- · · · · · · · · · · · · · · · · · · ·	<i>\$934</i>	-	-	-	-	-	-	-	-
- \$4,029 \$4,029 		- - - -			-	-	-		-	-	
		- · ·	\$3,079	-	-	-	-				-
		 	-					_	-	-	-
\$4,029 \$4,029		- - -	-								
- \$4,029 \$4,029		- -		-	-	-	-	-	-	-	-
- \$4,029 \$4,029 			-	-	-	-	-	-	-	-	-
	-		\$3,444	-	-	-	-	-	-	-	-
\$2,541 \$2,54		-	\$365	-	-	-	-	-	-	-	-
	- \$866	-	-	-	\$712	-	-	-	-	\$585	-
				-	-	-	-	-	-	-	-
			-	-	-	-	-	-	-	-	-
			-	-	-	-	-	-	-	-	-
(\$2,541)	- (\$866)	-	-	-	(\$712)	-	-	-	-	(\$585)	-
- \$368 \$366		-	-	-	-	-	-	-	-	-	-
			-	_	-	-	-	_	-	_	-
		<u>.</u> .	-	-	-	-	-	-	-	-	-
\$184 \$184		-	-	-	-	-	-	-	-	-	-
		- -	-	-	-	-	-	-	-	-	-
- \$1,000 \$1,000		-	-	-	-	-	-	-	-	-	-
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			-	-	-	-	-	-	-	-	-
- \$1,000 \$1,000			_	-							
		-			-	-	-	-	-	-	-

(Project Cost and Funding Type)

									All Ai	nounts in Es	calated \$000	S
		Project Selection	Project Score/	Actuals Thru								
Ref No.	Project Description	Criteria	Rank	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
EQUIP	MENT - 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			-		-	-	_	_	_	-	_
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$42)	(\$224)	(\$867)	(\$867)	-	-	-	-
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			-		-	-	-	-	-	-	-
	Federal State			-		-	- -	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$42)	\$266 \$42	\$752 (\$115)	\$867 -	-	- - -	- - -	- - -
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.		82.8	-	\$150	\$840	\$5,000	\$2,000	\$2,010	-	-	-
	LESS FUNDED			-		_	-	_	-	-	_	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	\$10,000	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$150)	(\$840)	(\$5,000)	(\$2,000)	(\$2,010)	-	\$10,000	-
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			-		-	-	-	-	-	-	-
	Federal State			-	:	-	-	-	-	-	-	-
	Siate Local			-		\$266	\$100	\$100	-	-	\$1,534	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$42)	\$42	(\$767)	(\$767)	-	-	\$1,534	-
		!										

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

Ch. 11 CIP

\$000s	s in Escalated	All Amount											
Total Project	20-Year CIP	EV 24 27	FY 25-26	FY 24-25	FY 23-24	EV 22 22	EV 21 22	EV 20 21	EV 10 20	EV 10 10	EV 17 10	FY 16-17	EV 15 17
(Incl PY Actua	Total	FY 26-27	F1 25-20	F1 24-23	F 1 23-24	FY 22-23	F Y 21-22	FY 20-21	F 1 19-20	F1 18-19	FY 17-18	F I 10-1/	FY 15-16
\$2,0	\$2,000	-		_	_		_	_	-	_	_		-
	, , ,												
	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$2.0	(\$2,000)	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,0	(\$2,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,0	\$2,000	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$1,8	\$1,885	-	-	-	-	-	-	-	-	-	-	-	-
(\$1	(\$115)	-	-	-	-	-	-	-	-	-	-	-	-
\$10,0	\$10,000	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$10,0	\$10,000	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
\$2,0	\$2,000	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	- -	-	- -	-	- -	- -	-	-	-	-
\$2,0	\$2,000	-	-	-	-	-	-	<u>-</u>	-	-	-	- -	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Founding Time)

Ch. 11 CIP

(Project Cost and Funding Type)

									All All	nounts in Esc	caiaiea 5000:	3
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	MENT - 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 Federal			-	:	- -	-	-	-	-	- -	-
	State Local			-	1	\$3,699 -	\$3,699 -	\$3,699 -	\$3,699 -	\$3,607 -	\$3,511 \$5,000	\$3,412 \$5,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$34,800)	(\$31,101)	(\$31,101)	(\$31,101)	(\$31,201)	\$2,607	\$7,471	\$7,330
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			-		-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	-	-	-	-	-	-	-
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			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$42)	(\$224)	(\$867)	(\$867)	-	-	-	-
	SECURITY SIGNAGE PROGRAM - Design, layout, and install signage at MTA yards and facilities, and affix at entrances, exits, and fences where they will be visable to deter tresspassers. This signage will inlcude the MTA policy regarding tresspassing and safety and include information that violations will be prosecuted under California Penal Code.		82.8	-	\$42	\$224	\$867	\$867	-	-	-	-
	LESS FUNDED			_		_	_	_	-	_	_	_
	Federal			-		-	-	-	-	-	-	-
	State Local			-	- \$8	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$34)	(\$224)	(\$867)	(\$867)	-	-	-	-
	SECURITY SOFTWARE - Purchase and install software to support upgrades to video monitors at 875 Stevenson Street.	1C	82.8	-	\$100	-	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal State			- -		-	-	-	-	-	-	-
	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	-	-	-	-	-	-	-
<u> </u>	<u> </u>											

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

Ch. 11 CIP

5000s	s in Escalated \$	ll Amounts	Α										
Total Project Costs Thru FY (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$194,12	\$194,124	\$1,732	\$1,665	\$1,601	\$1,539	\$1,480	\$1,423	\$1,369	\$1,316	\$1,265	\$1,217	\$1,170	\$1,125
-		-	-	-	-	-	-	-	-	-	-	-	-
\$34,92 \$110,00 (\$49,20	\$34,922 \$110,000 (\$49,202)	\$5,000 \$3,268	\$5,000 \$3,335	\$5,000 \$3,399	\$5,000 \$3,461	\$5,000 \$3,520	- \$5,000 \$3,577	\$5,000 \$3,631	- \$45,000 \$43,684	\$5,000 \$3,735	\$3,088 \$5,000 \$6,871	\$3,200 \$5,000 \$7,030	\$3,308 \$5,000 \$7,183
\$10	\$100	-	-	-	-	-	-	-	-	-	-	-	-
<u>.</u>	:	- -	- -	- -	- -	- -	- -	- -	- -	- -	-	- -	-
- - (\$10	- - (\$100)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
\$2,00	\$2,000	-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	- - -	-	-	-	-	- -	-
-	:	-	-	- - -	-	-	- -	-	-	-	-	- -	-
(\$2,00	(\$2,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,00	\$2,000	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,99	\$8 (\$1,992)	-	-	-	-	-	-	-	-	-	-	- -	-
\$10	\$100	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	- -	-	-	-	-	-	-	-	-	-	-
(\$10	(\$100)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

Ch. 11 CIP

All Amounts in Escalated \$000s Project Project Actuals Selection Score/ Thru Ref No. Project Description Criteria Rank 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 EOUIPMENT - Enhancement Cont'd REF 41 SECURITY VIDEO DISPLAYS - Computer 1C 82.8 \$200 and television video monitors for the security office to conduct CCTV monitoring at each station and facility. LESS FUNDED Federal State Local \$40 Unidentified/ (\$160) SURPLUS (DEFICIT) CPT 472 VIDEO SURVEILLANCE CAMERAS -82.8 \$1,879 \$53 \$280 \$2,167 Purchase and installation of video surveillance cameras LESS FUNDED (\$1,879) (\$36) Federal State Local Unidentified/ (\$17) (\$280)(\$2,167) SURPLUS (DEFICIT) REF 310 VARIOUS PROJECTS - MTA- Wide for all 2C 100 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,800 \$21,632 \$22,497 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. LESS FUNDED Federal State \$4,079 \$4,072 \$4.092 \$1.717 \$136,860 \$58,572 \$61.824 Local Unidentified/ (\$20,000) (\$15,921) (\$15,928) (\$15,908) (\$18,283) \$116,060 \$36,940 \$39,327 SURPLUS (DEFICIT) SUBTOTAL EQUIPMENT \$1,879 \$60,426 \$59,368 \$72,877 \$64,530 \$57,998 \$23,800 \$23,712 \$24,660 ENHANCEMENT LESS FUNDED (\$1,879) (\$36) Federa State \$3,699 \$3,699 \$3,699 \$3,699 \$3,607 \$3,511 \$3,412 \$933 \$5,306 \$5,613 \$5,059 \$1,717 \$138,065 \$75,106 \$66,824 Local Unidentified/ (\$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 (\$11,154) (\$54) LESS FUNDED Federal \$300 \$900 State \$124 \$3,907 \$3,899 \$3,899 \$3,903 \$3,815 \$3,723 \$3,628 \$1,119 \$5,856 \$5,459 \$2,117 \$147,065 \$90,221 \$83,824 \$6,013 Local Unidentified/ (\$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

Ch. 11 CIP

Total Project Costs Thru FY	20-Year CIP												
(Incl PY Actua	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$2	\$200		-	-								_	
,-													
	:	- -	- -	- -	- -	- -	- -	- -	-	- -	- -	-	- -
- s	\$40 (\$160)	-	-	-	-	-	-	-	-	-	-	-	-
(\$10	(\$160)	-	-	-	-	-	-	-	-	-	-	-	-
\$4,3	\$2,500	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,9:	(\$36)	- -	- -	- -	- -	-	- -						
(\$2,40	- - (\$2,464)	-	-	-	-	-	-	-	-	-	-	-	-
\$516,4	\$516,491	\$36,019	\$34,634	\$33,301	\$32,021	\$30,789	\$29,605	\$28,466	\$27,371	\$26,319	\$25,306	\$24,333	\$23,397
	:	-	-	-	-	-	-	-	-	-	-	-	-
- \$826,3 \$309,8	\$826,322 \$309,831	\$42,748 \$6,729	- \$48,693 \$14,059	\$38,221 \$4,920	\$41,120 \$9,099	\$33,762 \$2,973	\$36,315 \$6,710	\$37,161 \$8,695	\$30,683 \$3,312	\$30,325 \$4,006	\$35,690 \$10,384	\$60,027 \$35,694	- \$120,361 \$96,964
\$790,8	\$788,967	\$44,158	\$37,964	\$36,504	\$41,257	\$35,230	\$33,163	\$31,203	\$30,003	\$28,849	\$28,956	\$28,662	\$25,647
(\$1,93 - \$34,9	(\$36) - \$34,922	- - - #40,490	- - - -	- - -	- - - -	-	- - -		- - -	- - - -	\$3,088	\$3,200	\$3,308
\$989,6 \$235,6	\$989,615 \$235,605	\$49,480 \$5,322	\$53,693 \$15,729	\$43,221 \$6,717	\$53,576 \$12,319	\$40,242 \$5,012	\$65,315 \$32,152	\$42,161 \$10,958	\$75,683 \$45,680	\$35,325 \$6,476	\$41,907 \$16,038	\$65,027 \$39,565	\$125,361 \$103,022
\$1,052,5 (\$11.20	\$1,041,384	\$61,676	\$54,809	\$52,701	\$56,831	\$50,205	\$47,562	\$45,049	\$43,316	\$41,650	\$41,265	\$40,497	\$37,027
(\$11,20 \$1,2 \$39,4	(\$54) \$1,200 \$39,457	- \$275	- \$269	- \$264	- \$259	- \$254	- - \$249	- \$244	- \$239	- \$234	- \$3,318	- \$3,425	- \$3,528
\$1,237,4 \$236,8	\$1,237,495 \$236,822	\$66,480 \$5,078	\$70,693 \$16,153	\$60,221 \$7,784	\$70,576 \$14,004	\$57,242 \$7,291	\$82,315 \$35,002	\$59,161 \$14,356	\$92,683 \$49,606	\$52,325 \$10,909	\$58,907 \$20,960	\$82,336 \$45,265	\$142,881 \$109,383

(Project Cost and Funding Type)

									All Ai	nounts in Es	calated \$000)s
Dof 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
	<u>-</u>	Criteria	Kank	1/23/07	F1 0/-08	F I U8-09	F I 09-10	F 1 10-11	F Y 11-12	F 1 12-13	F 1 13-14	F I 14-15
FACIL	ITY - 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			- 1	-	-	-	-	-	-	-	-
	State Local			- I	- \$611	\$1,753	-	-	-	-	-	-
	Unidentified/			-	\$611	φ1,733 -	(\$1,753)	-	-	-	-	-
	SURPLUS (DEFICIT)			l I								
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			- I		-	-	-	-	-	-	-
	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			-	- 017.022	\$10,100	\$10,100	\$10,100	\$2,538	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	\$17,922 \$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			¢ (016.550)	(\$11)							
	LESS FUNDED Federal			\$ (916,550) -	(\$11)	-	-	-	-	-	-	-
	State			l - I		-	-	-	-	-	-	-
	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	l		(\$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)

Ch. 11 CIP

\$000s	ts in Escalated \$	All Amoun											
Total Project Costs Thru FY (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$14,23	\$3,936												
Ψ1-1,2.	ψ3,230												
(\$10,72	(\$430)	-	-	-	-	-	<u>-</u>	-	-	_	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
- -	- #2.264	-	-	-	-	-	-	-	-	-	-	-	-
\$2,36 (\$1,14	\$2,364 (\$1,142)	-	-	-	-	-	-	-	-	-	-	-	-
\$7,05	\$7,050	-	-	-	-	-	-	-	-	-	-	-	-
		-	_	-	-	-	-	-	-	-	-	-	_
	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$7,05	(\$7,050)	-	-	-	-	-	-	-	-	-	-	-	-
\$89,90	\$77,074	_			_	_	_	_	_	_	_	_	_
(\$46,52 \$3,65 \$32,85 \$17,92 \$11,05	(\$33,695) \$3,658 \$32,838 \$17,922 \$11,039	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - - -	- - - -	- - - -	- - - -	- - - -	- - - -
\$92	\$11	-	-	-	-	-	-	-	-	-	-	-	-
(\$92	(\$11)	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
\$8,77	\$5,190	-	-	-	-	-	-	-	-	-	-	-	-
(\$3,69	(\$108)	-	-	-	-	-	-	-	-	-	-	-	-
\$1,47	\$1,470	-	-	-	-	-	-	-	-	-	-	-	-
	-							_	_	_	_	_	

BREDA vehicles.

LESS FUNDED
Federal
State
Local
Unidentified/

SURPLUS (DEFICIT)

Ch. 11 CIP

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

All Amounts in Escalated \$000s Project Project Actuals Selection Score/ Thru Ref No. Project Description Criteria Rank 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: 14 100 \$463 \$950 \$18,550 \$18,500 \$18,500 \$18,500 Design and construction of a new central control facility to replace the existing facility which is undersized for its existing use, contributing to inefficiencies. LESS FUNDED (\$463) (\$950)Federal State Local \$74,050 Unidentified/ (\$18.550)(\$18.500) (\$18.500) (\$18.500)\$74,050 SURPLUS (DEFICIT) CPT 542 POTRERO/PRESIDIO-TC LIFTS: 100 \$35 \$345 \$3,125 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. LESS FUNDED (\$35) (\$345) Federal \$2,500 State Local \$625 Unidentified/ \$3,125 (\$3,125) SURPLUS (DEFICIT) REF 94 PRESIDIO FIRE DETECTION SYSTEM: 1B 91.2 \$1,427 \$1,427 Purchase and install an adequate and modern fire alarm and detection system at the Presidio facility to replace the existing antiquated fire alarm system. LESS FUNDED Federal State Local Unidentified/ (\$1,427)(\$1,427) SURPLUS (DEFICIT) CPT 372 WOODS-FUEL, WASH & LIFTS: Replace 1A 75 \$20,279 \$2,986 \$2.584 \$584 \$584 \$584 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. LESS FUNDED (\$20,279) (\$2,986) Federal \$1,000 State \$1,592 Local \$576 \$584 \$584 Unidentified/ \$2,592 (\$2,584) (\$8) SURPLUS (DEFICIT) REF 80 GREEN - LRV WASHER 2A 56.1 \$912 \$912 REPLACEMENT: Replace the existing Light Rail Vehicle (LRV) washer at the Green Maintenance Facility to accommodate the

(\$912)

(\$912)

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

Ch. 11 CIP

\$000s	ts in Escalated	All Amount											
Total Project Costs Thru FY 2	20-Year CIP												
(Incl PY Actuals	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$75,463	\$75,000	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,413	(\$950)	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$74,050	\$74,050	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$3,50	\$3,470	-	-	-	-	-	-	-	-	-	-	-	-
(\$380	(\$345)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,500	\$2,500	-	-	-	-	-	-	-	-	-	-	-	-
\$625	\$625	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$2,85	\$2,854	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,854	(\$2,854)	-	-	-	-	-	-	-	-	-	-	-	-
\$27,60	\$7,322	-	-	-	-	-	-	-	-	-	-	-	-
(\$23,265 \$1,000	(\$2,986) \$1,000	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
\$3,33	\$3,336	-	-	-	-	-	-	-	-	-	-	-	-
\$1,82	\$1,825	-	-	-	-	-	-	-	-	-	-	-	-
	:	- -	- -	- -	- -	-	- -						
	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,825	(\$1,825)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

									Au An	nounts in Es	calated \$000:	3
		Project	Project	Actuals								
Dof No	Project Description	Selection Criteria	Score/ Rank	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
	<u>-</u>	Cinteria	Kalik	1/23/07	F I 0/-08	F I 00-09	F I 09-10	F I 10-11	F I 11-12	F I 12-13	I I 13-14	F I 14-13
FACIL	ITY - Replacement cont'd											
	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 Unidentified/ SURPLUS (DEFICIT)			-	\$375 \$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	Į.		_		_	-	_	_	-	_	_
	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 Unidentified/ SURPLUS (DEFICIT)			-	(\$115)	-	\$115 \$115	-	-	-	-	-
	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 Local			-		\$4,950 \$200	\$13,500 \$200	\$13,500 \$200	\$18,050 \$200	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$750)	\$200 \$950	(\$8,775)	(\$1,300)	\$200 \$10,675	-	-	-
	SUBTOTAL FACILITY REPLACEMENT			\$48,404	\$43,265	\$53,403	\$64,164	\$71,221	\$50,370	-	-	-
	LESS FUNDED			(\$48,404)	(\$38,526)							
	LESS FUNDED Federal			(\$48,404)	(\$38,526) \$8,774	\$1,354	-	-	-	-	-	-
	State			-	-	\$15,050	\$23,600	\$23,600	\$20,588	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	\$25,482 \$29,518	\$1,953 (\$35,046)	\$891 (\$39,673)	\$784 (\$46,837)	\$784 (\$28,998)	-	\$74,050 \$74,050	-

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

Ch. 11 CIP

ooos	in Escalated \$	All Amounts											
Total Project Costs Thru FY : (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,82	\$1,825	_	_		_	_	_	_		_			_
φ1,02	φ1,023												
_			_	_	_	_	_	_	_	_			_
\$1,50	\$1,500	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$37 \$5	\$375 \$50	-	-	-	-	-	-	-	-	-	-	-	-
\$7,27	\$7,272	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	_
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$7,27	(\$7,272)	-	-	-	-	-	-	-	-	-	-	-	-
\$39,47	\$39,478	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	_	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$39,47	(\$39,478)	-	-	-	-	-	-	-	-	-	-	-	-
\$11	\$115	-	-	-	-	-	-	-	-	-	-	-	-
_			_				_	_	_	_			
-		-	-	-	-	-	-	-	-	-	-	-	-
- \$11	<i>-</i> \$115	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$50,00	\$50,000	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
- \$50,00	\$50,000	-	-	-	-	-	-	-	-	-	-	-	-
\$80	\$800	-	-	-	-	-	-	-	-	-	-	-	-
\$80	\$800	-	-	-	-	-	-	-	-	-	-	-	-
\$330,82	\$282,423	-	-	-	-	-	-	-	-	-	-	-	-
(\$86,936 \$10,12	(\$38,526) \$10,128						-						
\$82,83	\$82,838	-	-	-				-	-	-	-	-	-
\$103,56 (\$47,36)	\$103,569 (\$47,361)	-	-	-	-	-	-	-	-	-	•	-	-
(\$47,30.	(947,301)	-	-	-			_			-	_	-	

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

Project Project Actuals Selection Score/ Thru Ref No. Project Description Criteria Rank 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: 2B 33.6 \$5,836 Rehab and improvements projects in the Metro Subway stations. Includes painting and platform edge detection tile replacement. LESS FUNDED Federal State Local Unidentified/ (\$5,836) SURPLUS (DEFICIT) REF 65 CABLE CAR MUSEUM RENOVATION: 2B 33.6 \$5,624 \$5,624 Renovation and improvements to the Cable Car Museum, located at the Cable Car Barn at 1201 Mason Street. LESS FUNDED Federal State Local Unidentified/ (\$5,624)(\$5,624)SURPLUS (DEFICIT) CPT 500 FACILITY PRES./IMP. PROGRAM: 2B 33.6 (\$0) \$1,638 \$2,574 \$1,000 \$1,000 \$1,000 \$1,040 \$1,082 \$1,125 Includes the minor rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards. LESS FUNDED (\$638) \$0 Federal State Local Unidentified/ (\$1,000) (\$2,574) (\$1,000) (\$1,000)(\$1,000)(\$1,040) (\$1,082) (\$1,125) SURPLUS (DEFICIT) FIXED FACILITY REHABILITATION: 2B 50.4 \$14,209 \$694 \$5,037 \$5,037 \$5,037 \$5,037 \$5,239 \$5,448 \$5,666 371/400 Includes the *major* rehabilitation, 402/534 preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards. LESS FUNDED (\$14,209) (\$10) Federal State Local Unidentified/ (\$684) (\$5,037) (\$5,037) (\$5,037) (\$5,037) (\$5,239) (\$5,448) (\$5,666) SURPLUS (DEFICIT) REF 81 GREEN ANNEX ROOF/HVAC REHAB: 2B 33.6 \$1,575 \$2,075 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. LESS FUNDED Federal State Local Unidentified/ (\$1.575) (\$2.075)SURPLUS (DEFICIT)

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

Ch. 11 CIP

000s	in Escalated \$	ll Amounts	A										
Total Projec Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$13,4	\$13,443	\$2,737	-	-	-	-	\$2,531	-	-	-	-	\$2,340	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$13,44	(\$13,443)	- (\$2,737)	-	-	-	-	- (\$2,531)	-	-	-	-	(\$2,340)	-
\$19,9	\$19,907	\$8,658	-	-	-	-	-	-	-	-	-	-	-
-		- -	- -	-	- -	-	-	- -	- -	- -	- -	-	- -
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$27,5 \$7,6	\$27,566 \$7,659	(\$8,658)	- -	- -	-	- -	-	-	-	\$27,566 \$27,566	-	-	-
\$28,0	\$28,036	\$1,801	\$1,732	\$1,665	\$1,601	\$1,539	\$1,480	\$1,423	\$1,369	\$1,316	\$1,265	\$1,217	\$1,170
(\$6.	(\$638)	_	_	_	_	_	_	_	_	_	_	_	_
-	- 1	-	-	-	-	-	-	-	-	-	-	-	-
\$27,5 \$1	\$27,566 \$168	- - (\$1,801)	- (\$1,732)	- (\$1,665)	- (\$1,601)	- (\$1,539)	- (\$1,480)	- (\$1,423)	(\$1,369)	\$27,566 \$26,250	- (\$1,265)	- (\$1,217)	- (\$1,170)
\$139,9	\$125,746	\$9,072	\$8,723	\$8,388	\$8,065	\$7,755	\$7,457	\$7,170	\$6,894	\$6,629	\$6,374	\$6,129	\$5,893
(\$14,2	(\$10)	-	-	-	-	<u>-</u>	-	-	-	-	-	-	- -
- \$78,2 (\$47,41	\$78,260 (\$47,476)	- - (\$9,072)	- (\$8,723)	- (\$8,388)	- (\$8,065)	- - (\$7,755)	- - (\$7,457)	- - (\$7,170)	- (\$6,894)	- - (\$6,629)	\$78,260 \$71,886	- (\$6,129)	- (\$5,893)
\$3,6	\$3,650	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

Ref No. Project Description Ref No. Project Description 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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) 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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT SO5/504 Rehabilitation includes yard repaving and reroofing of the facility. LESS FUNDED Federal LESS FUNDED Federal LESS FUNDED (\$2,796) (\$2	FY 07-08							
Ref No. Project Description Criteria Rank 1/23/07 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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) 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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: SURPLUS (DEFICIT) LESS FUNDED FRESIDIO REHABILITATION: SURPLUS (DEFICIT) CPT Rehabilitation includes yard repaving and reroofing of the facility. LESS FUNDED (\$2,796) (\$3,60 (\$2,796) (\$4,796 (\$4,796 (\$6,72 (\$6,72 (\$7,20 (\$7,20 (\$7,20	FY 07-08							
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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) 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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: 505/504 Rehabilitation includes yard repaving and reroofing of the facility. LESS FUNDED (\$2,796) \$2,796 \$2	110,00	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) 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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: SO5/504 PRESIDIO REHABILITATION: LESS FUNDED CPT SO5/504 Rehabilitation includes yard repaving and reroofing of the facility. LESS FUNDED (\$2,796 \$2,796 \$2,796 \$2,796 \$2,796 \$2,796 \$2,796 \$3.3.6 \$2,796 \$2,796 \$2,796 \$3.3.6 \$2,796 \$3.3.6 \$2,796 \$3.3.6 \$3.6 \$2,796 \$3.3.6 \$3.6 \$2,796 \$3.3.6 \$3.6 \$3.6 \$3.6 \$3.6 \$3.7 \$4.7 \$5		110007	110710	111011	7 7 7 7 7 2	1 1 12 13	1 1 13 14	111413
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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) 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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: 2B 67.2 \$2,380 C\$2,380								
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. LESS FUNDED Federal State Local Unidentified SURPLUS (DEFICIT)	\$2,043	\$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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: Tobic 100	(\$2,043)	-	-	-	-	-	-	-
Local Unidentified/SURPLUS (DEFICIT) -	-	-	-	-	-	-	-	-
CPT PRESIDIO REHABILITATION: CS2,380 C52,2 C52,380 C52	-	-	-	-	-	-	-	-
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. LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: 2B 67.2 \$2,380 Rehabilitation includes yard repaving and reroofing of the facility. LESS FUNDED (\$2,380)	-	(\$2,197)	(\$2,197)	-	-	-	-	-
Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: S05/504 Rehabilitation includes yard repaving and re- roofing of the facility. LESS FUNDED CPT (\$2,380)	\$585	\$585	-	-	-	-	-	-
Federal State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: S05/504 Rehabilitation includes yard repaving and re- roofing of the facility. LESS FUNDED CPT (\$2,380)								
State Local Unidentified/ SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: Sob/504 Rehabilitation includes yard repaving and re- roofing of the facility. LESS FUNDED State 2 82,380 (\$2,380)	_	-	-	-	-	-	-	-
CPT PRESIDIO REHABILITATION: 2B 67.2 \$2,380 Rehabilitation includes yard repaving and reroofing of the facility. LESS FUNDED (\$2,380)	-	-	-	-	-	-	-	-
SURPLUS (DEFICIT) CPT PRESIDIO REHABILITATION: 2B 67.2 \$2,380 Solution of the facility. LESS FUNDED (\$2,380)	-	-	-	-	-	-	-	-
505/504 Rehabilitation includes yard repaving and reroofing of the facility. LESS FUNDED (\$2,380)	(\$585)	(\$585)	-	-	-	-	-	-
	\$243	-	-	-	-	-	-	-
Federal -	(\$243)	-	-	-	-	-	-	-
State -	-	-	-	-	-	-	-	-
Local -	-	-	-	-	-	-	-	-
Unidentified/ SURPLUS (DEFICIT)	-	-	-	-	-	-	-	-
CPT FACILITIES - MISC SMALL 2B 50.4 \$2,465 PROJECTS: Includes a collection of small project rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	-	\$2,500	-	-	-	\$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.	\$227	\$2,202	\$2,202	-	-	-	-	-
LESS FUNDED (\$344)	(\$227)	-	-	-	-	-	-	-
Federal -	-	-	-	-	-	-	-	-
State - Local -	-	-	-	-	-	-	- \$4.402	-
Unidentified/ - SURPLUS (DEFICIT)	-	(\$2,202)	(\$2,202)	-	-	-	\$4,403 \$4,403	-

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

Ch. 11 CIP

000s	in Escalated \$	ll Amounts	A										
Total Projec Costs Thru FY	20-Year CIP												
(Incl PY Actua	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$9,2	\$6,437	-	-	-	-	-	-	-	-	-	-	-	-
(\$4,83	(\$2,043)	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$4,39	(\$4,394)	-	-	-	-	-	-	-	-	-	-	-	-
\$1,1	\$1,170	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,17	(\$1,170)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,6	\$243	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,62	(\$243)	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	- 1	-	-	-	-	-	-	-	-	-	-	-	-
\$13,7	\$11,305	\$684	\$658	\$633	\$608	\$585	\$633	\$608	\$585	\$562	\$541	\$585	\$562
(\$2,46		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$11,30	- (\$11,305)	- (\$684)	- (\$658)	- (\$633)	- (\$608)	- (\$585)	- (\$633)	- (\$608)	- (\$585)	- (\$562)	- (\$541)	- (\$585)	- (\$562)
\$4,9	\$4,630	-	-	-	-	-	-	_	_	_		_	_
(\$57	(\$227)	-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
\$4,4	\$4,403	-	_	_	_	_							
φ,						_	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY (Project Cost and Funding Time) Ch. 11 CIP

(Project Cost and Funding Type)

									All An	nounts in Es	calated \$000	S
		Project	Project	Actuals								
Ref No	Project Description	Selection Criteria	Score/ Rank	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
		Criteria	Kalik	1/23/07	11 07-00	11 00-09	11 05-10	1110-11	F I 11-12	F I 12-13	1113-14	F1 14-13
FACIL	TTY - Rehabilitation Cont'd											
	BURKE AVENUE FACILITY IMPROVEMENTS: Rehabilitation of the warehouse purchased at 1570 Burke Ave for use as the new Central Warehouse and overhead line facility.	2B	50.4	-	\$210	\$3,176	\$5,000	\$4,000	\$1,614	-	-	-
	LESS FUNDED	,		-	-	-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$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.	1A	100		\$231	\$1,147	\$1,787	\$4,000	\$3,490	-		-
	LESS FUNDED	,		-		-	-	_	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-	:	\$1,000	\$1,000	\$1,000	\$1,000	- \$6,655	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$231)	(\$147)	(\$787)	(\$3,000)	(\$2,490)	\$6,655	-	-
	KIRKLAND MOTOR COACH FACILITY REHAB: Major renovation of deteriorated office building, shop building, operator breakroom, and addresses environmental remediation.	2B	50.4	-	\$150	\$860	\$1,500	\$4,000	\$3,490	-	-	-
	LESS FUNDED	ļ		-		_	-	_	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$150)	(\$860)	(\$1,500)	(\$4,000)	(\$3,490)	-	-	-
	WOODS FACILITY REHAB: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	2B	33.6	-	·	-	\$1,000	\$2,000	\$2,000	-	-	-
	LESS FUNDED	l .		_		-	-	-	_	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	- :	-	(\$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.	2B	50.4	-	·	\$4,500	\$4,500	\$4,500	\$4,500	-	-	-
	LESS FUNDED	Į.		-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	1	(\$4,500)	(\$4,500)	(\$4,500)	(\$4,500)	-	-	-

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

Ch. 11 CIP

soos	in Escalated \$	All Amounts											
Total Project Costs Thru FY 2 (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
(Inc. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.00	11202/	112020	112120	112021	112220		112021	111720	111017	111/10	111017	111010
\$14,00	\$14,000	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$14,000	(\$14,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$10,65	\$10,655	-	-	-	-	-	-	-	-	-	-	-	-
		_	-	-	-	_	-	-	-	-	-	-	
-	- 1	-	-	-	-	-	-	-	-	-	-	-	-
\$10,65	\$10,655	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$10,00	\$10,000	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$10,000	(\$10,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$5,00	\$5,000	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$5,000	(\$5,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$18,00	\$18,000	_			_	_		_		_			-
420,000													
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
]		-	-	-	-	-	-	-	-	-	-	-	-
(\$18,000	(\$18,000)												

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

									All Al	mounts in Es	scalated \$000.	S
		Project	Project	Actuals								
D 437		Selection	Score/	Thru		TT 00 00	TT 00 10	*******		FIV. 10. 10.		******
Kei No.	Project Description	Criteria	Rank	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
	ITY - 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.	1B	91.2	-	\$500	\$3,500	-	-	-	-	-	-
	LESS FUNDED	l .		-	-	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-		- #1.000	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$500)	\$1,000 (\$2,500)	-	-	-	-	-	-
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.	2B	50.4	-	\$300	\$1,680	\$8,990	\$4,000	\$5,030	-	-	-
	LESS FUNDED	4		-	-	-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$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.	1C	82.8		\$411	\$409	\$1,052	\$1,052	\$185			
	LESS FUNDED											
	Federal	1		-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$411)	\$820 \$411	(\$1,052)	(\$1,052)	(\$185)	-	-	-
	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.		45	-		\$3,000	-	-	-	-	-	-
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal State			-	-	-	-	•	-	•	-	_
	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		(\$3,000)	-	-	-	-	-	-
	SUBTOTAL FACILITY REHABILITATION			\$22,194	\$8,807	\$35,442	\$40,101	\$35,214	\$31,971	\$6,779	\$7,050	\$7,332
	LESS FUNDED			(\$22,194)	(\$3,161)	-	-	-	-	-	-	-
	Federal			-	-		-		-	-	-	-
	State Local			-		\$2,820	\$1,000	\$1,000	\$1,000	\$ 6,655,000	\$ 4,403,000	•
	Unidentified/ SURPLUS (DEFICIT)			-	(\$5,646)	(\$32,622)	(\$39,101)	(\$34,214)	(\$30,971)	(\$124)	(\$2,647)	(\$7,332)

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

Ch. 11 CIP

in Escalated \$	All Amounts											
20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$5,902	\$684	-	-	-	-	\$633	-	-	-	-	\$585	-
						_						
	-	-	-	-	-	-	-	-	-	-	-	-
- #5.002	-	-	-	-	-	-	-	-	-	-	- #2.505	-
\$5,902	\$084 -	-	-	-	-	\$633 -	-	-	-	-		-
											. ,	
\$20,000	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
(\$20,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$3,109	-	-	-	-	-	-	-	-	-	-	-	
.	-	-	-	_	_	_	-	-	-	-	_	-
-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,289)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,000												
\$3,000	-	-	-	-	-	-	-	-	-	-	-	-
:	-	-	-	-	-	- -	-	-	-	-	- -	-
	-	-	-	-	-	-	-	-	-	-	-	-
(\$3,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$304,234	\$23,637	\$11,113	\$10,685	\$10,274	\$9,879	\$12,733	\$9,201	\$8,848	\$8,507	\$8,180	\$10,855	\$7,625
(\$3,161)	-	-	-	-	-	-	-		-	-	-	-
-	-	-	-	•		-	-		-	-	-	-
\$155,172 (\$145,901)	\$684 (\$22,953)	(\$11,113)	(\$10,685)	(\$10,274)	(\$9,879)	\$633 (\$12,100)	(\$9,201)	(\$8,848)	\$55,132 \$46,625	\$78,260 \$70,080	\$3,585 (\$7,270)	(\$7,625)
	20-Year CIP Total \$5,902 - \$5,902 \$20,000 \$20,000 \$3,109 \$3,109 \$3,000 \$3,000 \$3,000 \$3,000 \$3,000	\$684 \$5,902 \$20,000 - \$20,000 - \$3,109 \$23,637 \$304,234 - (\$3,000) \$23,637 \$304,234 - (\$3,000)	FY 25-26 FY 26-27 Total - \$684 \$5,902	FY 24-25 FY 25-26 FY 26-27 20-Year CIP Total - - \$684 \$5,902 - - - - - - - - - - - - - - \$684 \$5,902 - - \$20,000 - - \$20,000 - - \$3,109 - - \$820 - - \$820 - - \$3,000 \$10,685 \$11,113 \$23,637 \$304,234 - - (\$3,161) - - (\$3,161) - - \$684 \$155,172	FY 23-24 FY 24-25 FY 25-26 FY 26-27 Total -	FY 22-23 FY 23-24 FY 24-25 FY 25-26 FY 26-27 Total -	FY 21-22 FY 22-23 FY 23-24 FY 24-25 FY 25-26 FY 26-27 Total \$633	FY20-21 FY21-22 FY22-23 FY23-24 FY24-25 FY25-26 FY26-27 Total S633	FY 19-20 FY 20-21 FY 21-22 FY 22-23 FY 23-24 FY 24-25 FY 25-26 FY 26-27 Troud Solution Solutio	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 TOTAL S633 S. S633 S. S634 S5,902 S564 S5,902 S564 S5,902 S633 S. S64 S5,902 S645 S5,902 S656 S564 S5,902 S657 S658 S658 S9,201 S12,733 S9,879 S10,274 S10,685 S11,113 S23,637 S30,009 S85,507 S8,848 S9,201 S12,733 S9,879 S10,274 S10,685 S11,113 S23,637 S30,009 S85,507 S8,848 S9,201 S12,733 S9,879 S10,274 S10,685 S11,113 S23,637 S30,009	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 Total S 5633	PY16-17

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FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

				(170Jeec	Cost ana F	8 -JP			All An	nounts in Es	scalated \$000	s
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
FACILI	TY - Enhancement											
	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	\$1,932	\$3,265	-	-	-	\$383	-	-	-
	LESS FUNDED			(\$1,932)	(\$803)	-	-	-	-	-	-	-
	Federal State				_ :	-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$2,462)	-	-	-	\$2,845 \$2,462	-	-	-
	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	-	\$463	\$463	-	-	-	-	-	-
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal State					-	-	-	-	-	-	-
	Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$463)	(\$463)	-	-	-	-	-	-
	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	\$113	-	-	-	-	-	-	-
	LESS FUNDED			(\$4,137)	(\$113)	-	-	-	-	-	-	-
	Federal State					-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			- -	:	-	-	-	- -	-	-	-
	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	-	\$450	-	-	-	-	-	-	-
	LESS FUNDED	,				-	-	_	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State Local			:		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)	,		·	(\$450)	-	-	-	-	-	-	-
	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		\$5,000	-	-	-	-	-	-
	LESS FUNDED	>		(\$881)		(\$3,269)	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State Local			:		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)	,		-	-	(\$1,731)	-	-	-	-	-	-

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

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000s	s in Escalated \$	All Amounts											
Total Project Costs Thru FY : (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	EV 21 22	FY 20-21	FY 19-20	EV 10 10	FY 17-18	FY 16-17	FY 15-16
(IIICI F I Actual	1 otat	F 1 20-27	F 1 23-20	F1 24-23	F1 23-24	F1 22-23	F I 21-22	I I 20-21	F I 19-20	F1 10-19	F I 1/-10	F1 10-17	T 1 13-10
\$5,58	\$3,648	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,73:	(\$803)	-	_	-	<u>-</u>	-	_	_	<u>-</u>	-	_	-	_
-		-	-	-	-	-	-	-	-	-	-	-	-
\$2,84	\$2,845	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$92	\$925	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$92	- (\$925)	- -	-	-	-	-	-	-	-	-	-	-	-
\$4,2	\$113	-	-	-	-	-	-	-	-	-	-	-	-
(\$4,25	(\$113)				_	_	_	_	_		_		_
- (ψ4,23	-	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	-	<u>-</u>	-	-	-	-	-	-	-	-	-	-	-
\$4	\$450	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$45	(\$450)	-	-	-	-	-	-	-	-	-	-	-	-
\$5,8	\$5,000	-	-	-	-	-	-	-	-	-	-	-	-
(\$4,150	(\$3,269)												
(\$4,15	(\$3,209)	-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,73	(\$1,731)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

									All Ai	mounts in Es	calated \$000	S
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
FACIL	TTY - Enhancement Cont'd											
	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		26.4	-	·	\$152	\$152	-	-	-	-	-
l.	EESS FUNDED Federal			_		-		-	-	-	-	-
Į.	State			-		-	-	-	-	-	-	-
Į.	Local			-		-	-	\$304	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		(\$152)	(\$152)	\$304	-	-	-	-
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.	1C	82.8	-	\$162	\$162	-	-	-	-	-	-
	LESS FUNDED			_		_		_	_	_		_
	Federal			-		-	-	-	-	-	_	-
l.	State			-		-	-	-	-	-	-	-
Į.	Local			-	\$32	\$292	-	-	-	-	-	-
ļ	Unidentified/ SURPLUS (DEFICIT)			-	(\$130)	\$130	-	-	-	-	-	-
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.		12.6	-	-	-	\$1,000	-	-	-	-	-
	LESS FUNDED	,		_								
l.	Federal			_		-	-	-	-	-	-	-
Į.	State			-		-	-	-	-	-	-	-
Į.	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	(\$1,000)	-	-	-	-	-
	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	-	\$414	\$414	\$414	\$414	\$414	\$430	\$448	\$466
	LESS FUNDED			_		_	_	_	_	_	_	_
l.	Federal			-		-	-	-	-	-	-	-
Į.	State			-	-	-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)	,		-	\$1,049 \$635	(\$414)	\$193 (\$221)	\$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.	2C	60	-	-	\$109	-	-	-	-	-	-
ļ	LESS FUNDED	J		_		_	_	_	_	_	_	_
	LESS FUNDED Federal					-	-	-	-	-	-	-
,	State			-		-	-	-	-	-	-	-
	Local			-			-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		(\$109)	-	-	-	-	-	-

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

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ooos	in Escalated \$	u Amounts	A										
Total Project Costs Thru FY 2 (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$30	\$304	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
\$30	\$304	-	-	-	-	-	-	-	-	-	-	-	-
-	- 1	-	-	-	-	-	-	-	-	-	-	-	-
\$32	\$324	-	-	-	-	-	-	-	-	-	-	=	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
\$32	\$324	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	=	-	-	=	-	-	-
\$1,00	\$1,000	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$1,000	(\$1,000)	-	-	- -	-	-	-	-	-	-	- -	-	-
\$10,68	\$10,688	\$745	\$717	\$689	\$663	\$637	\$613	\$589	\$566	\$545	\$524	\$504	\$484
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
\$10,68 -	\$10,688	\$745 -	\$717 -	\$689 -	\$663 -	\$637 -	\$613 -	\$589 -	\$566 -	\$545 -	\$524 -	\$504 -	\$484
\$10	\$109	-	-	-	-	-	_	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$109	(\$109)	-	-	-	-	-	-	-	-	-	-	-	-

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FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

411	Amounts	in	Fecal	lated	\$000
Au	Amounis	uu	rscui	шеи	DUILLE

									Au An	nounts in Es	scalated \$000	S
		Project	Project	Actuals								
Ref No	Project Description	Selection Criteria	Score/ Rank	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
Kei No.	Project Description	Cinteria	Kalik	1/23/07	F I 0/-08	T 1 00-09	F I 09-10	F I 10-11	F I 11-12	F 1 12-13	F I 13-14	F I 14-13
FACILI	TTY - Enhancement Cont'd											
	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			_		-	_	_	_	_	_	_
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$102)	-	-	-	-	-	- -	-
	FALL PROTECTION SYSTEMS: To purchase safety equipment to prevent the falling of employees while working ontop of the LRV's	1B	91.2	-	\$120	\$120	\$120	\$120	\$120	-	-	-
	LESS FUNDED			-	(\$20)	-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-	1	\$220	\$120	\$120	\$120	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	\$100	-	-	-	-	-	-
	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			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$110)	-	-	-	-	-	-	-
	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											
	LESS FUNDED Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	(\$1,680)	- (\$8,990)	- (\$4,000)	- (\$5,030)	-	-	-
	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	l		_		_	_	_	_	_	_	_
	Federal			_		-	-	-	-	-	-	-
	State			-		- #2.020	- #2 000	- \$2,000	- \$2,000	-	- #11.000	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$440)	\$2,020 \$440	\$2,000 (\$6,000)	\$2,000 (\$2,990)	\$2,000 (\$2,990)	-	\$11,980 \$11,980	-

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

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8000s	ts in Escalated \$	All Amouni											
Total Project Costs Thru FY (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$10	\$102	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	- -	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$10	(\$102)	-	-	-	-	-	-	-	-	-	-	-	-
\$60	\$600	-	-	-	-	-	-	-	-	-	-	-	-
(\$2	(\$20)	- -	-	-	-	-	-	-	-	- -	-	-	- -
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$58 -	\$580 -	-	-	-	-	-	-	-	-	-	-	-	-
\$11	\$110	-	-	-	-	-	-	-	-	-	-	-	-
- - - (\$11	(\$110)	- - - -		- - - -	- - - -	- - - -							
\$20,00	\$20,000	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$20,00	(\$20,000)	-	-	-	-	-	-	-	-	-	-	-	-
\$20,00	\$20,000	-	-	-	-	-	-	-	-	-	-	-	-
		_	_	_	_	<u>-</u>	_	<u>-</u>	-	_	<u>-</u>	-	_
-	-												
-		-	-	-	-	-	-	-	-	-	-	-	-
	- - - -	-	-	-	-	-	-	-	-	-	-	- -	-
	\$20,000	- - -	- - -	- - -	- - -	- - -	- - -						

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

Project Project Actuals Selection Score/ Thru Ref No. Project Description Criteria Rank 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: 4A 35.2 \$480 Remodel and improvements to this facility to accommodate the installation of the Rail Simulator Project (Ref No. 15) LESS FUNDED Federal State Local Unidentified/ (\$480)SURPLUS (DEFICIT) CPT515 MISSION-STEUART ST. HOTEL 35.2 \$2,834 **4A DEVELOPMENT:** Development of the /547 Mission Stuart Street Hotel LESS FUNDED (\$2,834)Federal State Local Unidentified/ SURPLUS (DEFICIT) 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) Federal State Local \$1.081 \$2.532 \$2.313 \$2.838 \$5,378 \$430 \$12,428 \$466 Unidentified/ (\$4,401) (\$3,878) (\$16,363) (\$6,686) (\$5,558) \$11,980 SURPLUS (DEFICIT) TOTAL FACILITIES \$77,548 \$61,325 \$98,524 \$122,940 \$115,958 \$93,277 \$7,798 \$7,209 \$7,498 LESS FUNDED (\$77,548) (\$45,457) (\$3,269) Federal \$1,354 \$8,774 State \$15,050 \$23,600 \$23,600 \$20,588 \$4,204 \$4,622 \$7,163 Local \$26,563 \$7,305 \$7,085 \$466 \$90.881 Unidentified/ \$19,470 (\$71,546) (\$95,137) (\$87,736) (\$65,527)(\$124) \$83,383 (\$7,332)SURPLUS (DEFICIT) FLEET - Replacement CPT 581 MC REPLACE-30 HYBRIDS (30'): 1A 100 \$17,588 \$5,304 \$7,883 Replacement of 30 motor coaches 30- foot 1990 Orions with 30-foot Hybrid-Electric vehicles. LESS FUNDED (\$17,588) (\$5,304) Federal State \$3,295 Local Unidentified/ (\$4,588) SURPLUS (DEFICIT) CPT 554 MC REPLACE-56 HYBRIDS (40'): \$33,376 \$13,479 \$4,731 1A 100 Replacement of 56 motor coaches with 51 Hybrid-electric 40-foot 1988/1989 New Flyers and 5 30-foot 1990 Orions vehicle. LESS FUNDED (\$33,376) (\$13,479) Federal State Local Unidentified/ (\$4,731) SURPLUS (DEFICIT)

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

		ii Amounis	•										
Total Project Costs Thru FY (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$48	\$480	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$48	(\$480)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,83	\$2,834	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,83	(\$2,834)	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
\$73,63	\$66,687	\$745	\$717	\$689	\$663	\$637	\$613	\$589	\$566	\$545	\$524	\$504	\$484
(\$13,98	(\$7,039)	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-		-	-	-	-	-	- -	-	•
\$34,74	\$34,741	\$7 4 5	<i>\$717</i>	\$689	\$663	\$637	\$613	\$589	\$566	\$545	\$524	\$504	\$484
(\$24,907	(\$24,907)	-	-	-	-	-	-	-	-	-	-	-	-
\$730,89	\$653,344	\$24,383	\$11,830	\$11,375	\$10,937	\$10,516	\$13,345	\$9,791	\$9,414	\$9,052	\$8,704	\$11,359	\$8,110
(\$126,27	(\$48,726)												
\$10,12 \$82,83	\$10,128 \$82,838												
\$293,85	\$293,857	\$1,430	\$717	\$689	\$663	\$637	\$1,245	\$589	\$566	\$55,677	\$78,784	\$4,088	\$484
(\$217,79	(\$217,794)	(\$22,953)	(\$11,113)	(\$10,685)	(\$10,274)	(\$9,879)	(\$12,100)	(\$9,201)	(\$8,848)	\$46,625	\$70,080	(\$7,270)	(\$7,625)
\$30,77	\$13,187	-	-	-	-	-	-	-	-	-	-	-	-
(\$22,89	(\$5,304)	-	-	-	-	-	-	-	-	-	-	-	-
	- \$2.205	-	-	-	-	-	-	-	-	-	-	-	-
\$3,29	\$3,295	-	-	-	-	-	-	-	-	-	-	-	-
(\$4,58	(\$4,588)	-	-	-	-	-	-	-	-	-	-	-	-
\$51,58	\$18,210	-	-	-	-	-	-	-	-	-	-	-	-
(\$46,85	(\$13,479)	-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	•	-	-	-	-	-	-
-		•	-	-	-	-	-	-	-	-	-	-	-
(\$4,73	(\$4,731)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

									All Al	nounts in Es	scalated \$000s	,
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	- Replacement Cont'd											
/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	- \$1.160	-	-	-	-	-	-
	Local Unidentified/			-	\$516 \$516	\$1,169 (\$516)	-	-	-	-	-	-
	SURPLUS (DEFICIT)					(////						
	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	24										
	LESS FUNDED Federal			-		-	\$27,055	\$29,998	\$15,254	-	\$50,000	- \$108,968
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		-	- (\$11,904)	\$5,426 (\$16,853)	\$8,097 \$23,351	-	- \$50,000	\$36,321 (\$59,770)
	SURPLUS (DEFICIT)			-	1	-	(φ11,90 4)	(\$10,033)	φ23,331	-	\$30,000	(\$35,770)
	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			- (ψ1,142)	-	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											
	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	1		-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-		-	- (#1.254)	(01.25.4)	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	(\$1,354)	(\$1,354)	-	-	-	-
REF 156	PARATRANSIT VANS FUTURE: Continue the phased replacement of the	1B	68.4	-	-	\$1,766	-	\$3,216	-	-	-	\$1,766
	Paratransit Van Fleet.											
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal			-		\$1,383	-	\$2,519	-	-	\$1,643	-
	State Local			-		- \$400	-	-	- \$459	-	- \$491	-
	Unidentified/			-		\$17	-	(\$697)	\$459	-	\$2,134	(\$1,766)
	SURPLUS (DEFICIT)											
	SURPLUS (DEFICIT)			-		\$17	-	(\$697)	\$459	-	\$2,134	(-

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

Ch. 11 CIP

000s	in Escalated \$	ll Amounts	A										
Total Proje Costs Thru FY (Incl PY Actu	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
(Inci i i inci	10111	112027	112320	112423	112324	112223	112122	112021	111720	111017	111710	111017	111010
\$167,	\$4,870	-	-	-	-	-	-	-	-	-	-	-	-
(\$165,9	(\$3,185)	<u>-</u>	- -	<u>-</u>	-	- -	- -	- -	- -	- -	- -	- -	- -
	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1, -	\$1,685	-	-	-	-	-	-	-	-	-	-	-	-
\$694,	\$694,089	-	-	-	-	-	-	-	-	\$148,192	-	-	\$249,602
\$536,	\$536,505	-	-	-	-	-	-	-	\$7,837	\$50,000	\$101,192	\$63,402	\$82,799
\$151, (\$6,0	\$151,513 (\$6,071)	- \$18,106 \$18,106	-	- - -	\$13,493 \$13,493	- - -	-	-	- - \$7,837	\$24,849 (\$73,343)	- - \$101,192	- - \$63,402	- \$45,221 (\$121,582)
\$1,	\$58	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,2	(\$58)	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
•		-	-	-	-	-	-	-	-	-	-	-	-
\$2,	\$2,708	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	_	_	_	<u>-</u>	-	_	-	-	-	-
•		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$2,7	(\$2,708)	-	-	-	-	-	-	-	-	-	-	-	-
\$19,	\$19,929	\$3,216	-	\$1,766	-	-	\$3,216	-	\$1,766	-	-	\$3,216	-
\$20,	- \$20,577	-	\$4,220	-	- \$2,317	-	-	- \$3,553	-	- \$1,951	-	-	- \$2,991
\$5,	\$5,126	-	- \$742	-	- \$693	-	- \$647	- -	- \$604	- -	- \$564	- -	\$526
35.	ф3,120	(\$3,216)	\$/42 \$4,962	-	\$693 \$3,010	-	\$647 (\$2,569)	\$3,553	<i>⊅004</i>	-	φ 304	-	\$3,517

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

Ch. 11 CIP

									Au An	nounts in Es	calated \$000s	<u> </u>
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
		011101111		1/20/07	110,00	11000	110710	111011		111210	111011	111110
	- 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			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	-	-	-	-
	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)							
	Federal	1		(\$313,261)	(\$10,282)	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-	\$600 \$600	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)			_	φουσ	_	-	_	_	-	_	_
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)							
	Federal			(ψ224,441)	-	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ 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			-		-	-	_	-	-	-	-
	Federal			-		-	-	-	\$25,000	\$25,000	\$7,787	-
	State Local			-		-	-	-	- \$12,479	¢2 155	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	(\$37,569)	\$2,155 \$27,155	\$7,787	-
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			_		_	-	_	_	_	-	_
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$7,429)	(\$7,429)	(\$7,429)	(\$7,429)	(\$7,429)	\$7,000 (\$726)	\$7,000 (\$1,035)	\$57,000 \$48,644

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

Ch. 11 CIP

5000s	in Escalated \$	All Amounts	A										
Total Projec Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
(
\$641,3	\$641,312	-	\$50,454	\$493,455	\$32,468	\$64,935	-	-	-	-	-	-	-
- \$161,9	- \$161,917	\$35,000 -	\$42,485 -	- \$56,874 -	- - -	\$27,558 -	-	-	-	-	-	-	-
\$170,7 (\$308,61	\$170,783 (\$308,611)	\$47,225 \$82,226	\$10,091 \$2,122	\$38,811 (\$397,770)	\$39,631 \$7,163	\$35,025 (\$2,352)	- - -	- - -	- -	- - -	- - -	- -	- -
\$525,5	\$10,282	-	-	-	-	-	-	-	-	-	-	-	-
(\$525,56	(\$10,282)	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$6	\$600	-	-	-	-	-	-	-	-	-	-	-	-
\$6	\$600	-	-	-	-	-	-	-	-	-	-	-	-
\$234,5	\$10,143	-	-	-	-	-	-	-	-	-	-	-	-
(\$234,58	(\$10,143)			_		_	_	_	_	_	_	_	
- (ψ25-1,50	-	-	-	-	-	-	-	-	-	-	-	-	-
<u> </u>	-	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
\$425,7	\$425,759	-	-	\$98,566	-	-	\$156,152	\$95,993	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	_
\$327,8	\$327,835	\$896 -	\$25,000	\$25,000 -	\$25,000 -	\$25,000	\$69,152 -	\$75,000 -	\$25,000 -	-	-	-	-
\$98,3 \$3	\$98,317 \$393	\$2,475 \$3,371	\$2,471 \$27,471	\$2,466 (\$71,100)	\$2,461 \$27,461	\$2,079 \$27,079	\$2,089 (\$84,911)	\$2,098 (\$18,895)	\$50,698 \$75,698	\$16,846 \$16,846	-	- -	-
\$191,8	\$191,847	\$13,379	\$12,864	\$12,370	\$11,894	\$11,436	\$10,997	\$10,574	\$10,167	\$9,776	\$9,400	\$9,038	\$8,691
-	:	-	- -	-	-	-	-	-	- -	-	-	-	-
- \$188,0	- \$188,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$7,000	- \$10,000
(\$3,84	(\$3,847)	\$10,000 (\$3,379)	\$10,000 (\$2,864)	\$10,000 (\$2,370)	\$10,000 (\$1,894)	\$10,000 (\$1,436)	\$10,000 (\$997)	\$10,000 (\$574)	\$10,000 (\$167)	\$10,000 \$224	\$10,000 \$600	(\$2,038)	\$10,000 \$1,309

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

									All Ai	nounts in Es	caiatea \$000s	y
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
DI DET	- Replacement Cont'd											
		4.	100			#22.270						
	FAREBOXES-REPLACEMENT PROGRAM: Procure new fareboxes and	1A	100	-	-	\$32,270	-	-		-	-	-
	replace existing fareboxes which has reached											
	their useful life.											
	LESS FUNDED	1		-		-	-	-	-	-	-	-
	Federal			-	\$1,104	-	-	-	-	-	-	-
	State			-		-	-	-	e7 422	-	e 25 140	-
	Local Unidentified/			-	\$1,104	(\$32,270)	-	-	\$7,422 \$7,422	-	\$25,148 \$25,148	-
	SURPLUS (DEFICIT)			_	φ1,104	(ψ32,270)	-	_	φ1,422	_	φ23,140	-
	BUS DOOR SYSTEM REPLACEMENT: Replace existing door system with Vapor glass	2A	74.8	-	\$528	\$528	\$528	\$528	\$528	-	-	-
	door system.											
	,											
	LESS FUNDED	1		-	-	-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/			_	(\$528)	(\$528)	(\$528)	(\$528)	(\$528)	-	-	-
	SURPLUS (DEFICIT)				(7223)	(1-2-0)	(7-2-0)	(+===)	(+===)			
DEE 167	DUC VIDEO CYCTEM DEDI A CEMENT.	1.4	100		\$947	¢047	¢0.47	¢0.47	¢047	¢100	\$104	¢100
REF 167	BUS VIDEO SYSTEM REPLACEMENT: Replace on board video system. This project	1A	100	-	\$847	\$847	\$847	\$847	\$847	\$100	\$104	\$108
	will be coordinated with Security.											
	•											
	LESS FUNDED	l		_		_	_	_	_	_	_	_
	Federal			_		-	\$27	\$244	\$462	\$100	\$104	\$108
	State			-		-	-	-	-		-	-
	Local			-		\$1,694	-	-	-	\$1,810	-	-
	Unidentified/			-	(\$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)	•	-		•		•	
	Federal			-	\$1,104	\$1,383	\$27,082	\$32,761	\$40,716	\$25,100	\$59,534	\$109,076
	State			-	-	\$3,295	-	-	-	-	-	-
	Local			-	\$1,116	\$3,264	-	\$5,426	\$28,457	\$10,965	\$32,639	\$93,321
	Unidentified/			-	(\$6,584)	(\$49,197)	(\$22,034)	(\$27,464)	(\$14,679)	\$28,238	\$84,034	(\$12,892)
	SURPLUS (DEFICIT)											
FLEET	- Rehabilitation											
			400		h10.25:	# *0 *0°	φ1 c 22 c	den 050	φ44.0 <i>c</i> =	#10.00 =	d10.10=	h1:05=
KEF 137	LRV-OVERHAUL PROGRAM: Systematic rehab and overhaul of all light rail vehicles	1A	100	-	\$18,274	\$18,688	\$16,322	\$20,858	\$11,965	\$19,005	\$19,435	\$16,975
	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.											
	The state of the s											
1	LESS FUNDED	l		_		_	-	-	-	-	-	-
	Federal				\$16,000	\$9,440	\$8,000	\$13,637	\$18,466	_	\$3,110	\$13,580
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	-	-	\$4,000	\$4,000	\$4,000	\$5,351	\$4,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$2,274)	(\$9,248)	(\$8,322)	(\$3,221)	\$10,501	(\$15,005)	(\$10,974)	\$605
	SUKPLUS (DEFICIT)	ĺ										

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

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

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

									All Al	nounts in Es	calated \$000s	<u> </u>
		Project	Project Score/	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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											
		1.	7.5	#4.coo	05.10							
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 Federal			(\$4,699)	(\$542)	-	-	-	-	-	-	-
	r eaerai 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	\$78 4	\$8,000	(\$1,998)	\$8,000
	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.	2В	33.6	\$3,755	\$867	-	-	-	-	-	-	-
	LESS FUNDED			(\$3,755)	(\$867)	-	_	_	_	-	-	_
	Federal			-	-	-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	-	-	-	-	-	-	-	- -
	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)

Ch. 11 CIP

\$000s	s in Escalated \$	ll Amount:	A										
Total Proje Costs Thru F (Incl PY Actu	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$5,	\$542	-	-	-	-	-	-	-	-	-	-	-	-
(\$5,2	(\$542)	-	-	-	-	-	-		-	-		-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$336,	\$336,793	-	-	\$76,252	\$101,323	-	-	\$17,777	-	\$8,766	-	-	-
\$170,	- \$170,378	- \$9,000	- \$9,000	- \$9,000	- \$9,000	- \$9,000	- \$9,000	- \$16,882	- \$9,000	- \$8,000	- \$8,000	- \$8,000	- \$8,000
		-	-	-	-	-	-	-	-	-	-	-	-
(\$166,4	(\$166,415)	\$9,000	\$9,000	(\$67,252)	(\$92,323)	\$9,000	\$9,000	(\$895)	\$9,000	(\$766)	\$8,000	\$8,000	\$8,000
\$4,	\$867	-	-	-	-	-	-	-	-	-	-	-	-
(\$4,6	(\$867) - -	- - -		- - -		:	- - -	- - -	:	- - -		- - - -	- - -
		-	-	-	-	-	-	-	-	-	-	-	-
	- 1	-	-	-	-	-	-	-	-	-	-	-	-
\$108,	\$108,162	\$7,543	\$7,253	\$6,974	\$6,706	\$6,448	\$6,200	\$5,961	\$5,732	\$5,512	\$5,300	\$5,096	\$4,900
	:	-	-	-	-	- -	-	-	-	-	-	-	- -
\$76, (\$31,4	\$76,676 (\$31,486)	\$5,700 (\$1,843)	\$5,700 (\$1,553)	\$5,700 (\$1,274)	\$5,700 (\$1,006)	\$5,700 (\$748)	\$5,700 (\$500)	\$5,700 (\$261)	\$5,700 (\$32)	\$5,700 \$188	- \$5,700 \$400	- \$5,700 \$604	- \$5,700 \$800

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

									All Aı	nounts in Es	calated \$000s	S
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
				2,20,01								
	- 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 Federal			(\$9,554) -	(\$1,227) \$838	- \$872	- \$907	- \$943	- \$981	- \$1,020	- \$1,061	- \$1,104
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	\$210 \$0	\$218 (\$315)	\$227 (\$315)	\$236 (\$315)	\$245 (\$315)	\$255 (\$328)	\$2,265 \$1,659	\$1,276 \$646
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.	2В	50.4	-	\$17,198	\$35,969	-	-	-	-	-	\$16,210
	LESS FUNDED			_		_	-	_	_	-	-	_
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$17,198)	(\$35,969)	-	-	-	-	-	(\$16,210)
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.		67.2	\$172	\$3,472	\$3,144	-	-	-	-	-	-
	LESS FUNDED Federal			(\$172)	\$2,798	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$674)	(\$3,144)	-	-	-	-	-	-
CPT 521	HISTORIC VEHICLE REHAB: Phased	2B	67.2	\$3,514	\$13,186	_	-	-		_	_	
	rehabilitation of the Historic Light Rail Vehicle (F-Line) fleet to maintain a high State of system reliability and productivity.			,								
	LESS FUNDED			(02.51.4)	(\$12.100)							
	LESS FUNDED Federal			(\$3,514)	(\$13,186)	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		-	-	-	-	-	-	-
	SURPLUS (DEFICIT)											

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

Ch. 11 CIP

000s	in Escalated \$	All Amounts	A										
Total Project Costs Thru FY 2	20-Year CIP												
(Incl PY Actual	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
ı													
\$49,8	\$40,257	\$2,775	\$2,669	\$2,566	\$2,467	\$2,373	\$2,281	\$2,194	\$2,109	\$2,028	\$1,950	\$1,875	\$1,803
İ													
(\$10,78	(\$1,227)	-	-	-	-	-	-	-	-	-	-	-	-
\$18,3	\$18,302	-	-	- -	- -	\$1,510 -	\$1,452 -	\$1,396 -	\$1,343 -	\$1,291 -	\$1,241 -	\$1,194 -	\$1,148 -
\$21,5 \$8	\$21,577 \$849	- (\$2,775)	- (\$2,669)	- (\$2,566)	- (\$2,467)	\$2,378 \$1,516	\$2,363 \$1,534	\$2,349 \$1,552	\$2,336 \$1,570	\$2,323 \$1,586	\$2,310 \$1,602	\$1,298 \$617	\$1,287 \$632
\$123,3	\$123,387	-	-	-	-	-	-	-	-	\$14,047	-	-	\$39,962
1													
-		-	-	-	-	-	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$123,38	(\$123,387)	-	-	-	-	-	- -	-	-	- (\$14,047)	-	-	- (\$39,962)
\$6,7	\$6,616	-	-	-	-	-	-	-	-	-	-	-	-
(\$1	- \$2,798	-	-	-	-	-	-	-	-	-	-	-	-
\$2,7		-	-	-	-	-	-	-	-	-	-	-	-
(\$3,8	(\$3,818)	-	-	-	-	-	-	-	-	-	-	-	-
\$16,	\$13,186	-	-	-	-	-	-	-	-	-	-	-	-
(\$16,70	(\$13,186)	-	-	-	-	-	- -	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

									Au Ai	nounts in Esc	сишей фооо	<u> </u>
		Project Selection	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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											
	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.		91.2	·	\$6,627	\$8,520	\$15,942	-	-	-	-	-
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)				(\$5,408) - - \$195 (\$1,025)	\$5,840 - \$1,076 (\$1,604)	\$7,262 - \$5,311 (\$3,369)	\$3,196 - \$3,196	- - - -	- - - -	- - - -	\$3,695 - \$924 \$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 Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$21,695) - - - - -	(\$21,229) \$19,636 - \$405 (\$35,626)	\$16,152 - \$1,294 (\$96,808)	\$16,844 - \$5,538 (\$59,552)	\$24,776 - \$4,236 \$2,472	\$27,447 - \$4,245 \$6,781	\$9,020 - \$4,255 (\$11,689)	\$30,992 - \$7,616 (\$15,843)	\$26,379 - \$14,476 \$1,226
FLEET	- Enhancement											
	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 Unidentified/ SURPLUS (DEFICIT)			- - -		\$1,000 (\$1,997)	\$1,000 (\$1,997)	\$1,000 (\$1,997)	\$1,000 (\$1,997)	\$8,000 \$8,000	- - -	- - -
	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 Unidentified/ SURPLUS (DEFICIT)			- - - -	- - \$710 (\$2,664)	\$2,000 (\$1,374)	\$2,000 (\$1,374)	\$2,000 (\$1,374)	\$2,000 (\$1,374)	- - - - (\$3,509)	- - \$3,649 -	- - - - (\$3,795)
	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)	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -

(Project Cost and Funding Type)

งบบบร	in Escalatea 3	All Amounts	F										
Total Project Costs Thru FY (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$122,89	\$122,896	-	\$6,836	-	-	-	-	\$26,222	\$12,607	\$17,317	\$4,995	\$19,212	\$4,618
(\$5,40) \$118,41 - \$56,07	(\$5,408) \$118,411 - \$56,079	\$5,915 - \$5,538	\$22,751 - \$7,451	- \$5,469 - \$6,975	- - - \$2,000	- - - \$2,000	- - - \$2,000	- - - \$2,000	- \$20,977 - \$5,877	\$10,085 - \$2,000	\$13,853 - \$8,232	\$3,996 - \$2,000	\$15,370 - \$2,500
\$57,00	\$57,001	\$11,453	\$23,366	\$12,444	\$2,000	\$2,000	\$2,000	(\$24,222)	\$14,247	(\$5,232)	\$17,090	(\$13,216)	\$13,252
\$1,140,05	\$1,118,355	\$23,778	\$40,220	\$104,152	\$131,517	\$29,376	\$21,422	\$74,714	\$38,102	\$67,882	\$32,010	\$38,627	\$72,975
(\$42,924 \$480,38	(\$21,229) \$480,382	- \$14,915	\$31,751	- \$14,469	- \$9,000	\$10,510	\$20,805	- \$36,326	- \$38,460	- \$35,546	- \$38,974	\$26,860	\$31,518
\$223,68 (\$393,061	\$223,683 (\$393,061)	\$15,238 \$6,375	\$17,151 \$8,682	\$16,675 (\$73,008)	\$11,700 (\$110,817)	\$14,078 (\$4,788)	\$14,063 \$13,446	\$14,049 (\$24,339)	\$17,913 \$18,272	\$14,023 (\$18,313)	\$20,242 \$27,207	\$12,998 \$1,232	\$13,487 (\$27,970)
\$13,02	\$13,007	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,03:	(\$1,018)	- -	-	- -	- -	- -	- -	- -	-	- -	- -	-	- -
\$12,00 \$1	\$12,000 \$11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- - -
\$87,12	\$87,125	\$6,076	\$5,842	\$5,617	\$5,401	\$5,194	\$4,994	\$4,802	\$4,617	\$4,440	\$4,269	\$4,105	\$3,947
-	-	-	-	-	-	-	-	-	-	-	-	- -	-
\$7,77 \$16,35 (\$62,994	\$7,772 \$16,359 (\$62,994)	- (\$6,076)	(\$5,842)	- (\$5,617)	\$2,000 (\$3,401)	\$2,000 (\$3,194)	- - (\$4,994)	- (\$4,802)	- (\$4,617)	- (\$4,440)	\$3,977 - (\$292)	\$3,795 - (\$310)	- (\$3,947)
\$28	\$284	-	-	-	-	-	-	-	-	-	-	-	-
:	:	- -	- -	-	-	-	- -	- -	-	- -	- -	- -	- -
:	:	-	-	-	-	-	-	-	-	-	-	-	- -
(\$284	(\$284)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

									All An	nounts in Es	calated \$000	S
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
DI DET	- Enhancement Cont'd											
	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)			-		-	-	-	-	-	-	-
	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											
	LESS FUNDED Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		- (\$512)	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-		(\$513)	-	-	-	-	-	-
	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)			-		-	-	- -	- -	-	-	-
	REAR WHEEL SAFETY GUARD: Purchase approximately 800 safety rear wheel guard devices for the motor and trolley coach fleet.		100	-	\$1,200	-	-	-	-	-	-	-
	LESS FUNDED	Į.		_		_	_	_	-	_	_	_
	Federal			-	-	-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$1,200)	-	-	-	-	-	-	-
	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.		74.8	-		\$2,163	-	-	-	-	-	-
	LESS FUNDED	Į.		_ [_	_	_	_	_	_	_
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	:	(\$2,163)	-	-	-	-	-	-

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

Ch. 11 CIP

soos	in Escalated \$	All Amounts											
Total Project Costs Thru FY	20-Year CIP		EW 27.24	FW 2 4 2 5	EW 22. 2.4	EW 22, 22	EW 27 22	DV 40.21	DV 10.00	DV 10 10	FIV 25 10	DV 14 15	FW 15 34
(Incl PY Actual	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$6,89	\$2,064	_	_	-	_	_					_		
	7-3,000												
(\$6,800	(\$1,965)		_	_	_		_			_		_	_
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$9	- \$98	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$51	\$513	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
	:	<u>-</u>	-	-	-	-	-	-	-	-	- -	<u>-</u>	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$51.	(\$513)	-	-	-	-	-	-	-	-	-	-	-	-
\$8,70	\$585	-	-	-	-	-	-	-	-	-	-	-	-
(\$8,70	(\$585)	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
\$1,20	\$1,200	-	-	-	-	-	-	-	-	-	-	-	-
_		-	-	_	_	_	-	_	_	_	_	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
:		-	-	-	-	-	-	-	-	-	-	-	-
(\$1,200	(\$1,200)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,16	\$2,163	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
(\$2.16)	(\$2.162)	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,163	(\$2,163)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

Ch. 11 CIP

All Amounts in Escalated \$000s Project Project Actuals Selection Score/ Thru Ref No. Project Description Criteria Rank 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 75 \$1,014 \$3,370 \$3,370 \$3,370 1A 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. LESS FUNDED (\$1,014) Federal \$3,370 State Local Unidentified/ (\$3,370) (\$3,370) SURPLUS (DEFICIT) 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) \$3,370 Federal State \$710 \$3.098 \$3,000 \$3,000 \$3,000 \$8,000 \$0 Local \$3,649 Unidentified/ (\$7,376) (\$9,559) (\$3,371) (\$3,371) (\$3,371) \$4,491 (\$3,795) SURPLUS (DEFICIT) REF 136 LRV-JKLMN EXPANSION: Purchase 4B 22.5 additional light rail vehicles to increase the level of service on the existing J-, K-, L-, M-, and N-lines. Delivery of the first 10 vehicles is planned for 2015. LESS FUNDED Federal State \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 Local Unidentified/ \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 SURPLUS (DEFICIT) CPT 555 HISTORIC VEHICLE PURCHASE: 44 35.2 \$7,790 \$1,120 \$375 Purchase and rehabilitate 11 PCCs from New Jersey Transit for use on the F-line. LESS FUNDED (\$7,790) (\$1,120) Federal State Local Unidentified/ (\$375) SURPLUS (DEFICIT) SUBTOTAL FLEET EXPANSION \$7,790 \$1,120 \$375 LESS FUNDED (\$7,790)(\$1,120) Federa 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) \$998,083 \$115,134 \$140,925 \$184,425 \$140,792 \$98,563 \$36,298 \$66,239 \$258,714 TOTAL FLEET 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 \$2,231 \$7,656 \$8,538 \$13,662 \$36,702 \$24,220 \$44,904 \$108,797 Local \$69,191 Unidentified/ (\$49,585) (\$155,939) (\$84,958) (\$27,364) (\$10,269) \$22,041 (\$14,462) SURPLUS (DEFICIT)

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

Total Project 20-Year CIP Costs Thru FY 27 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 Total(Incl PY Actuals) \$10,110 \$11,124 (\$1,014) \$3,370 \$3,370 \$3,370 \$6,370 \$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 (\$17,552) (\$3,569) \$3,370 \$3,370 \$3,795 \$3,977 \$7,772 \$7,772 \$34,828 \$34,828 \$6,370 \$2,000 \$2,000 (\$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) (\$1,082)(\$1,082) \$1,000 \$1,495 \$9,285 (\$1,120) (\$8,910) (\$375) (\$375) \$48,082 \$49,577 \$57,367 (\$8,910) (\$1,120) \$41,000 \$1,000 \$47,000 \$47,000 (\$1,457) (\$7,082) \$1,000 (\$1,457) \$55,103 \$54,769 \$383,409 \$45,787 \$230,402 \$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 (\$45,056) \$15,309 \$34,530 (\$788,590) (\$155,754) \$66,440 \$129,271 (\$77,074) \$95,861 (\$80,025)(\$64,986) (\$553,169) \$97,407 (\$788,590)

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

•									Au Ai	nounts in Es	сишей фоооз	1
		Project Selection	Project Score/	Actuals Thru								
Ref No.	Project Description	Criteria	Score/ Rank	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
INFRA	STRUCTURE - 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 Federal State Local			(\$51,690) - - -	(\$23,331) \$13,500 - \$1,801	\$7,500 - \$2,250	- - - \$2,250	- - -	- - - -	- - - -	- - - -	- - -
	Unidentified/ SURPLUS (DEFICIT)			-	\$7,345	(\$3,767)	(\$11,267)	(\$13,517)	-	-	-	-
	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	ļ		-		-	-	-	-	_	-	_
	Federal State			-		-	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000
	Sune Local Unidentified/ SURPLUS (DEFICIT)			- - -	:	- - -	\$2,000 -	\$2,000	\$2,000	\$2,000 (\$5,000)	\$13,000 \$5,400	\$6,000 (\$2,224)
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	ļ		-		-	-	-	-	_	-	_
	Federal State			-		-	-	-	-	-	-	-
	Local			-		-	-	-	-	- -	-	-
	Unidentified/ 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)	-	-	_	_	_	-	_
	Federal			-	\$8,000	\$7,500	-	-	-	-	-	-
	State Local			-	\$5,309	\$3,924	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	\$3,957	(\$15,829)	-	-	-	-	-	-

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

Ch. 11 CIP

000s	in Escalated \$	All Amounts	P.										
Total Project Costs Thru FY : (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
(21102.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	1000	11202	112020	112120	112021	112220		112021	111720	111017	111/10	111017	111010
\$123,52	\$71,838								_				_
(\$75,02) \$21,00	(\$23,331) \$21,000	-	- -	- -	- -	-	- -	- -	- -	-	-	- -	-
- \$6,3(\$6,301	-	-	-	-	-	-	-	-	-	-	-	-
(\$21,20	(\$21,206)	-	-	-	-	-	-	-	-	-	-	-	-
\$168,21	\$168,213	-	-	-	-	-	-	-	\$19,739	\$18,980	\$18,250	\$17,548	\$16,873
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$80,00 -	\$80,000	-	-	-	-	-	-	-	-	\$8,000 -	\$8,000 -	\$8,000 -	\$8,000 -
\$61,00 (\$27,21)	\$61,000 (\$27,213)	-	-	-	-	-	-	-	\$10,000 (\$9,739)	\$6,000 (\$4,980)	\$6,000 (\$4,250)	\$6,000 (\$3,548)	\$6,000 (\$2,873)
\$162,14	\$162,140	\$25,975	\$24,976	\$24,015	\$23,092	\$22,204	\$21,350	\$20,529	-	-	-	-	-
\$85,37	\$85,375	\$10,000	\$10,000	\$10,000	- \$10,000	\$15,375	\$10,000	- \$10,000	- \$10,000	-	-	-	-
\$41,00	\$41,000	- \$4,500 (\$11,475)	\$4,500 (\$10,476)	\$4,500 (\$0,515)	\$7,000 (\$6,000)	\$7,000	\$4,500	\$4,500	\$4,500 \$14,500	- - -	-	- - -	- - -
(\$35,76	(\$35,765)	(\$11,473)	(\$10,476)	(\$9,515)	(\$6,092)	\$171	(\$6,850)	(\$6,029)	\$14,500				
(\$35,76: \$64,65	\$58,623	-	-	-	- (\$6,092)	-	(\$6,830)	-	-	-	-	-	-
											-	-	-
\$64,65 (\$28,08:	\$58,623 (\$22,018)										-	-	-
\$64,65	\$58,623										-		-

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

									Au An	nounts in Es	vaiatea 5000s	S'
		Project Selection	Project Score/	Actuals Thru								
Ref No.	Project Description	Criteria	Rank	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
INFRA	STRUCTURE - Replacement Cont'd											
	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.		67.2	-		-	\$10,000	\$10,000	\$10,000	\$10,400	\$10,816	\$11,249
	LESS FUNDED Federal State			-		-	- \$8,000	\$8,000 -	- \$8,000	\$8,000 -	- \$8,000	\$8,000
	Local Unidentified/ SURPLUS (DEFICIT)					-	\$2,300 \$300	\$2,000	\$2,000	\$2,000 (\$400)	\$8,000 \$5,184	\$6,000 \$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.		67.2	-		-	-	-	-	-	-	-
	LESS FUNDED	,		-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-	-	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	-	-	-	-
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.		74.8	\$63,940	\$36,505	\$43,239	\$35,612	-	-	-	-	-
	LESS FUNDED Federal			(\$63,940)		- \$7.500	-	-	-	-	-	-
	State			-	\$13,800	\$7,500 -	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	\$3,428 \$3,979	\$3,250 (\$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.		74.8	-		-	-	\$30,000	\$30,000	\$31,200	\$32,448	\$33,746
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal State			-	-	-	\$8,000 -	\$8,000 -	\$8,000 -	\$8,000 -	\$8,000 -	\$8,000 -
	Local Unidentified/ SURPLUS (DEFICIT)			-	:	-	\$4,250 \$12,250	\$2,000 (\$20,000)	\$2,000 (\$20,000)	\$14,000 (\$9,200)	\$14,000 (\$10,448)	\$14,000 (\$11,746)
REF 262	RAIL REPLACEMENT 2020-2029: Phased	2A	74.8	-	-	-	-	-	-	-	-	-
	design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.											
	LESS FUNDED			-	-	-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	-	-	-	-

(Project Cost and Funding Type)

20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$125,828	-	-	-	-	-	-	-	\$13,686	\$13,159	\$12,653	\$12,167	\$11,699
\$80,000	-	-	-	-	-	-	-	-	- \$8,000	- \$8,000	- \$8,000	- \$8,000
\$46,300 \$472	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- (\$13,686)	\$6,000 \$841	\$6,000 \$1,347	\$6,000 \$1,833	\$6,000 \$2,301
\$112,417	\$18,009	\$17,317	\$16,651	\$16,010	\$15,395	\$14,802	\$14,233	-	-	-	-	-
- \$80,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- \$10,000	- -	-	-	-
\$36,000 \$3,583	\$4,500 (\$3,509)	\$4,500 (\$2,817)	\$4,500 (\$2,151)	\$4,500 (\$1,510)	\$4,500 (\$895)	\$4,500 (\$302)	\$4,500 \$267	\$4,500 \$14,500	- - -	-	- - -	-
\$115,355	-	-	-	-	-	-	-	-	-	-	-	-
(\$23,256) \$21,300	-	-	-	-	-	-	-	-	-	-	-	-
- \$4,479	-	-	-	-	-	-	-	-	-	-	-	-
(\$64,121)	-	-	-	-	-	-	-	-	-	-	-	-
\$347,484	-	-	-	-	-	-	-	\$41,057	\$39,478	\$37,960	\$36,500	\$35,096
\$80,000	-	-	-	-	-	-	-	-	\$8,000	\$8,000	\$8,000	\$8,000
- \$201.770	-	-	-	-	-	- \$05 520	-	-	- \$14,000	- \$14,000	- \$14,000	- \$14,000
(\$65,714)	-	-	-	-	-	\$95,520	-	(\$41,057)	(\$17,478)	(\$15,960)	(\$14,500)	(\$13,096)
\$337,252	\$54,028	\$51,950	\$49,952	\$48,031	\$46,184	\$44,407	\$42,699	-	-	-	-	-
\$80,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-	-	-	-
\$196,000	\$24,500 (\$19,528)	\$24,500 (\$17,450)	\$24,500 (\$15,452)	\$24,500 (\$13,531)	\$24,500 (\$11,684)	- \$24,500 (\$9,907)	\$24,500 (\$8,199)	\$24,500 \$34,500	-	-	-	-
	\$125,828 \$125,828 \$80,000 \$46,300 \$472 \$112,417 \$80,000 \$36,000 \$3,583 \$115,355 (\$23,256) \$21,300 - \$6,678 (\$64,121) \$347,484	- \$125,828 - \$80,000 - \$46,300 - \$46,300 - \$472 \$18,009 \$112,417 \$10,000 \$80,000 (\$3,509) \$3,583 - \$115,355 - (\$23,256) - \$21,300 - \$66,678 - \$64,121) - \$347,484 \$54,028 \$337,252	FY 25-26 FY 26-27 Total - - \$125,828 - - \$80,000 - - \$46,300 - - \$472 \$17,317 \$18,009 \$112,417 \$10,000 \$10,000 \$80,000 \$4,500 \$36,000 \$36,000 \$2,817) (\$3,509) \$3,583 - - \$6,678 - - \$6,678 - - \$6,678 - - \$347,484 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,000 \$10,000 \$10,000 \$80,000 - - - \$10,000 \$201,000	FY 24-25 FY 25-26 FY 26-27 Total - - - \$125,828 - - - \$80,000 - - - \$46,300 - - - \$472 \$10,000 \$10,000 \$10,000 \$80,000 \$4,500 \$4,500 \$36,000 \$3,583 - - - \$115,355 - - - \$115,355 - - - \$23,256 - - \$21,300 - - \$6,678 - - \$347,484 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770 - - \$201,770	FY 23-24 FY 24-25 FY 25-26 FY 26-27 Total - - - \$125,828 - - - \$80,000 - - - \$46,300 - - - \$46,300 \$4,500 \$4,500 \$4,500 \$36,000 \$4,500 \$4,500 \$4,500 \$3,509 \$3,583 - - - (\$2,817) (\$3,509) \$3,583 - - - (\$2,817) (\$3,509) \$3,583 - - - (\$2,817) (\$3,509) \$3,583 - - - (\$2,817) (\$3,509) \$3,583 - - - (\$6,678 \$6,678 \$6,678 \$6,678 - - - - \$80,000 \$347,484 \$347,484 - - - - \$201,770 \$65,714) \$48,031 \$49,952 \$51,950 \$54,028 \$337,252	FY 22-23 FY 23-24 FY 24-25 FY 25-26 FY 26-27 Total	FY 21-22 FY 22-23 FY 23-24 FY 24-25 FY 25-26 FY 26-27 Total \$80,000 \$80,000 \$46,300 \$472 \$14,802 \$15,395 \$16,010 \$10,000 \$10,000 \$10,000 \$10,000 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$4500 \$36,000 \$35,000 \$35,83 \$36,000 \$35,000 \$35,000 \$35,000 \$35,535 \$35,535 \$35,530 \$35,530 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533 \$35,533	FY 20-21 FY 21-22 FY 22-23 FY 23-24 FY 24-25 FY 25-26 FY 26-27 Todal \$125,828 \$80,000 \$46,300 \$46,300 \$46,300 \$46,300 \$46,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$80,000 \$80,000 \$45,000 </td <td> </td> <td> State</td> <td> FY 17-18</td> <td> </td>		State	FY 17-18	

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

				_					ли л	mounts in Es	scalated \$000	3
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
		Criteria	Tulik	1/25/07	110700	110007	110710	111011	1 1 11 12	1 1 12 13	111317	111710
	STRUCTURE - Replacement Cont'd											
REF 270	SUBWAY BLUE-LIGHT PHONE	1C	82.8	-		\$1,819	-	-	-	-	-	-
	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	1		-		-	-	-	-	-	-	-
	Federal State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$1,819	-	-	-	-	-	-
	Unidentified/			_		\$1,019	-	-	-	-	-	-
	SURPLUS (DEFICIT)					_	-	_	-	_	_	_
DEE 271	CALINAL AND CALCULATION DAINY A CENTENT	40	01.0			#15.200						
REF 2/1	SUBWAY PA SYSTEM REPLACEMENT: Replacement of the existing 25 year old	1B	91.2	-		\$15,300	-	-	-	-	-	-
	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	1		-	-	-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-	-	(\$15.200)	-	-	-	-	\$10,000	\$13,000
	Unidentified/ SURPLUS (DEFICIT)			-	-	(\$15,300)	-	-	-	-	\$10,000	\$13,000
REF 222	ACCESSIBLE LIFT REPLACEMENT: Replacement of the four (4) Wayside lifts on	1B	68.4	-		-	\$3,202	-	-	-	-	-
	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			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	(\$3,202)	-	-	-	-	-
REF 290	WAYSIDE/CENTRAL TRAIN CONTROL SYSTEM: Replacement or improvements of	1A	100	-	\$4,000	\$2,255	\$2,255	\$2,255	-	\$1,000	\$1,040	\$1,082
	the subway data transmission systems, subway											
	signal cutover, Van Ness power supply for the											
	wayside/central train control system, a	I										
	secondary yard departure test device,	I										
	signalizing and electrifying Green yard switches, and replacing train control switching											
	at St. Francis Circle.											
	LESS FUNDED	l		_		-	-	-	-	-	-	-
	Federal				\$3,200	\$2,255	\$3,000	\$3,500	\$3,000	\$2,500	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	\$1,507	-	\$1,250	\$1,375	\$1,250	\$1,175	\$500	\$1,300
	Unidentified/ SURPLUS (DEFICIT)			-	\$707	-	\$1,995	\$2,620	\$4,250	\$2,675	(\$540)	\$218
	SURPLUS (DEFICIT)	I										
	1											

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

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5000s	in Escalated \$	All Amounts	A										
Total Project Costs Thru FY (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,8	\$1,819	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	:	- -	-	-	-	-	-	-	-	-	-	-	-
\$1,8: -	\$1,819 -	-	-	-	-	-	-	-	-	-	-	-	-
\$23,9	\$23,958	\$8,658	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
\$23,00 (\$95	\$23,000 (\$958)	(\$8,658)	-	-	-	-	-	-	-	-	-	-	-
\$3,20	\$3,202	-	-	-	-	-	-	-	-	-	-	-	-
_		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	- -
(\$3,20	(\$3,202)	-	-	-	-	-	-	-	-	-	-	-	-
\$30,78	\$30,789	\$1,732	\$1,665	\$1,601	\$1,539	\$1,480	\$1,423	\$1,369	\$1,316	\$1,265	\$1,217	\$1,170	\$1,125
- \$18,8′	\$18,878	- -	- - -	- -	- - -	- - -	\$1,423	- - -	- - -	- -	- - -	- -	- -
\$23,95	\$23,957	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

									1100 110	nounts in Esc	pood.	
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	STRUCTURE - Replacement Cont'd											
	=			0.5.4.5	#0.122	Φ 7 440	007.000	425.000	# 25 000	#1.000	#1.010	#1.00 2
	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			(\$347)	\$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/	ADVANCED TRAIN CONTROL	2A	74.8	\$69,218	\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$500	\$520	\$541
318/386	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.											
	LESS FUNDED			(\$69,218)	(\$1,200)	-	-	-	-	-	-	-
	Federal			-	-	-	-	-	-	-	-	-
	State			- 1		-	-	-	-	-	-	-
	Local			-	- (#000)	- (#1.000)	(#1.000)	(#1.000)	(#1.000)	(#500)	\$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)	-	-
	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	1A	100	\$468	\$6,848	\$18,933	\$18,933	\$18,933	\$18,933	\$5,000	\$1,000	\$1,040
	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.											
	LESS FUNDED			(\$468)	(\$6,798)	-	-	-	-	-	-	-
	Federal			-	\$4,017	-	-	-	-	-	-	-
	State Local			-	\$17,942	¢17.042	- \$17,942	- ¢17 042	-	-	¢1 000	¢1 000
	Local Unidentified/ SURPLUS (DEFICIT)			-	\$17,942 \$21,909	\$17,942 (\$992)	(\$992)	\$17,942 (\$992)	(\$18,933)	(\$5,000)	\$1,000	\$1,000 (\$40)

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

5000s	in Escalated \$	all Amounts	A										
Total Project Costs Thru FY 2' (Incl PY Actuals	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$176,988	\$176,441	\$17,317	\$16,651	\$16,010	\$15,395	\$1,480	\$1,423	\$1,369	\$1,316	\$1,265	\$1,217	\$1,170	\$1,125
(\$9,680) \$61,724	(\$9,133) \$61,724	- \$7,500	\$7,500	\$7,500	\$1,02 4	-	-	-	-	-	-	-	-
\$105,208 (\$376)	\$105,208 (\$376)	\$15,000 \$5,183	\$7,208 (\$1,943)	\$15,000 \$6,490	\$15,000 \$629	\$7,000 \$5,520	\$6,000 \$4,577	\$5,000 \$3,631	\$5,000 \$3,684	\$5,000 \$3,735	\$5,000 \$3,783	\$5,000 \$3,830	\$5,000 \$3,875
\$207,594	\$138,376	-	\$33,301	\$32,021	\$30,789	\$29,605	\$1,369	\$684	\$658	\$633	\$608	\$585	\$562
(\$70,418)	(\$1,200)	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$136,800 (\$376)	\$136,800 (\$376)	-	\$30,000 (\$3,301)	\$30,000 (\$2,021)	\$30,000 (\$789)	\$30,000 \$395	\$2,700 \$1,331	\$2,700 \$2,016	\$2,700 \$2,042	\$1,700 \$1,067	\$1,700 \$1,092	\$1,700 \$1,115	\$1,700 \$1,138
\$10,000	\$10,000	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$10,000)	(\$10,000)	-	-	-	-	-	-	-	- -	-	-	-	-
\$10,000	\$10,000	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$4,745 \$5,255	\$4,745 \$5,255	-	- -	-	-	- -	- -	-	-	-	-	- -	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
\$117,691	\$117,223	\$1,732	\$1,665	\$1,601	\$1,539	\$7,401	\$1,423	\$1,369	\$1,316	\$1,265	\$6,083	\$1,125	\$1,082
(\$7,267 <u>)</u> \$4,017	(\$6,798) \$4,017	- -	- -	<u>-</u>	- -	- -	- -	- -	- -	- -	- -	-	- -
\$97,767 (\$8,641)	- \$97,767 (\$8,641)	\$1,500 (\$232)	\$1,500 (\$165)	\$1,500 (\$101)	\$1,500 (\$39)	- \$6,000 (\$1,401)	\$1,000 (\$423)	\$1,000 (\$369)	\$1,000 (\$316)	\$1,000 (\$265)	\$6,000 (\$83)	\$1,000 (\$125)	\$1,000 (\$82)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY (Project Cost and Funding Time) Ch. 11 CIP

(Project Cost and Funding Type)

									Au An	nounts in Es	calated \$000s	
		Project	Project	Actuals								
Dof No	Project Description	Selection Criteria	Score/ Rank	Thru 1/23/07	FY 07-08	FY 08-09	FY 09-10	EV 10 11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
Kei No.	Project Description	Criteria	капк	1/23/07	F 1 0/-08	F I 08-09	F Y 09-10	FY 10-11	FY 11-12	FY 12-13	F Y 13-14	F Y 14-15
	STRUCTURE - Replacement Cont'd											
	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.	2A	56.1	-	\$100	\$300	\$300	\$200	\$200	-	-	-
	LESS FUNDED	ł		-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$100)	(\$300)	(\$300)	(\$200)	(\$200)	-	-	-
	SUBTOTAL INFRASTRUCTURE			\$191,929	\$121,243	\$141,066	\$121,819	\$112,905	\$97,133	\$74,100	\$62,464	\$64,963
	REPLACEMENT			.4404.040.								
	LESS FUNDED Federal			(\$191,929)	(\$85,737) \$43,217	\$37,000	\$34,500	\$35,000	\$34,500	\$34,000	\$24,000	\$24,000
	State			-	φ+3,217	\$5,255	φ3 4, 300	φ33,000	φ34,500	φ34,000	φ24,000	φ24,000 -
	Local			-	\$29,986	\$29,185	\$29,992	\$25,317	\$7,250	\$19,175	\$51,700	\$48,000
	Unidentified/ SURPLUS (DEFICIT)			-	\$37,697	(\$69,626)	(\$57,328)	(\$52,589)	(\$55,383)	(\$20,925)	\$13,236	\$7,037
INFRA	STRUCTURE - Rehabilitation											
REF 272	SUBWAY RESTROOM	1C	62.1	-		_	_	\$1,066	-	-	-	_
	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	1		-		-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	Local			- 1		-	-	-	-	-	-	-
	Unidentified/			-		-	-	(\$1,066)	-	-	-	-
	SURPLUS (DEFICIT)											
	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	-	\$585	-	-	-	-	-	-	-
	LESS FUNDED	ł		-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			[-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$585)	-	-	-	-	-	-	-
	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	-		\$3,375	-	-	-	-	-	-
	LESS FUNDED	1				-	-	-	-	-	-	-
	Federal			·		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	\$3,375	-
	Lical Unidentified/ SURPLUS (DEFICIT)			-		(\$3,375)	-	-	-	-	\$3,375 \$3,375	-

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

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	in Escaiaiea φ	All Amounts											
Total Project Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,1	\$1,100	-	-	-	-	-	-	-	-	-	-	-	-
- - -	:	- - -	- - -	- - - -	- - - -	- - - -	- - -	- - -	- -	- - -	- - -	- - -	- -
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$1,10	(\$1,100)	-	-	-	-	-	-	-	-	-	-	-	-
\$2,203,98	\$2,012,060	\$127,451	\$147,526	\$141,851	\$136,396	\$123,748	\$86,198	\$82,251	\$79,087	\$76,046	\$77,987	\$70,264	\$67,561
(\$277,666 \$632,53 \$5,25	(\$85,737) \$632,539 \$5,255	\$37,500 -	\$37,500 -	\$37,500 -	\$31,024 -	\$35,375 -	\$31,423 -	\$30,000 - \$42,500	\$30,000 - #53,500	\$24,000 -	\$24,000 -	\$24,000 -	\$24,000
\$992,83 (\$295,69)	\$992,833 (\$295,697)	\$51,300 (\$38,651)	\$73,508 (\$36,518)	\$81,300 (\$23,051)	\$83,800 (\$21,572)	\$80,300 (\$8,073)	\$140,020 \$85,245	\$43,500 (\$8,751)	\$53,500 \$4,413	\$35,000 (\$17,046)	\$40,000 (\$13,987)	\$35,000 (\$11,264)	\$35,000 (\$8,561)
\$1,00	\$1,066	-	-	-	-	-	-	-	-	-	-	-	-
- -	:	- -	- -	-	- -	- -	- -	- -	- -	- -	- -	- -	- -
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$1,06	(\$1,066)	-	-	-	-	-	-	-	-	-	-	-	-
\$5	\$585	-	-	-	-	-	-	-	-	-	-	-	-
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(\$58	(\$585)	-	-	- -	- -	- -	-	-	-	-	-	-	-
\$3,3	\$3,375	-	-	-	-	-	-	-	-	-	-	-	-
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\$3,3'	\$3,375 -	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

									All Ai	nounts in Esc	calated \$000s	<i>!</i>
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
INFRA:	STRUCTURE - 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 Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$55) - - - -	\$2,000 - \$1,435 (\$6,620)	\$2,000 - \$500 (\$7,500)	\$2,000 - \$500 (\$7,500)	\$2,000 - \$500 (\$7,500)	- - - -	- - - - (\$500)	- - \$3,000 \$2,480	- - \$3,000 \$2,459
	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			\$55	\$11,804	\$14,246	\$10,842	\$11,907	\$842	\$750	\$780	\$811
	REHABILITATION LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$55) - - - -	\$2,000 - \$1,435 (\$8,369)	\$2,000 - \$500 (\$11,746)	\$2,000 - \$500 (\$8,342)	\$2,000 - \$500 (\$9,407)	- - - - (\$842)	- - - - (\$750)	- - - \$6,375 \$5,595	- - \$3,000 \$2,189
INFRAS	STRUCTURE - Enhancement											
CPT 313/	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 Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$20,292) - - - - -		- - - -	- - - -	- - - -	- - - -	- - - - -	- - - -	- - - -
	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)	- - - -	- - - \$500 (\$496)	- - - -	- - - \$500 (\$578)	- - - -	- - - \$1,000 (\$121)	- - - -

(Project Cost and Funding Type)

\$000s	in Escalated \$	All Amounts	F										
Total Project Costs Thru FY 2' (Incl PY Actuals	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$50,122	\$50,066	\$866	\$833	\$801	\$770	\$740	\$712	\$684	\$658	\$633	\$608	\$585	\$562
(\$55 \$8,00	- \$8,000	-	-	- -	-	-	-	-	-	-	-	- -	-
\$44,935 \$2,865	\$44,935 \$2,869	\$3,000 \$2,134	\$3,000 \$2,167	\$3,000 \$2,199	\$3,000 \$2,230	\$3,000 \$2,260	\$3,000 \$2,288	\$3,000 \$2,316	\$3,000 \$2,342	\$3,000 \$2,367	\$3,000 \$2,392	\$3,000 \$2,415	\$3,000 \$2,438
\$9,567	\$9,567	\$433	\$416	\$400	\$385	\$370	\$356	\$342	\$329	\$316	\$304	\$292	\$281
		-	-	-	-	-	-	-	-	-	-	-	-
:	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$9,567	(\$9,567)	(\$433)	(\$416)	(\$400)	(\$385)	(\$370)	(\$356)	(\$342)	(\$329)	(\$316)	(\$304)	(\$292)	(\$281)
\$64,71	\$64,658	\$1,299	\$1,249	\$1,201	\$1,155	\$1,110	\$1,067	\$1,026	\$987	\$949	\$912	\$877	\$844
(\$55	-	-	-	-	-	-	-	-	-	-	-	-	
\$8,00 \$	\$8,000 -	-	-	-	-	-	-	-	-	-	-	-	
\$48,31 (\$8,349	\$48,310 (\$8,349)	\$3,000 \$1,701	\$3,000 \$1,751	\$3,000 \$1,799	\$3,000 \$1,845	\$3,000 \$1,890	\$3,000 \$1,933	\$3,000 \$1,974	\$3,000 \$2,013	\$3,000 \$2,051	\$3,000 \$2,088	\$3,000 \$2,123	\$3,000 \$2,156
\$20,29	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$20,292		<u>-</u>	-	-	<u>-</u>	<u>-</u>	-	<u>-</u>	-	-	-	-	_
-		-	-	-	-	-	-	-	-	-	-	-	-
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-		-	-	-	-	-	-	-	-	-	-	-	-
\$12,69	\$12,699	-	\$1,418	-	\$1,364	-	\$1,311	-	\$1,261	-	\$1,212	-	\$1,166
-		-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	- -	-	-	- -	-	-	-
\$12,00 (\$699	\$12,000 (\$699)	-	\$2,000 \$582	- -	\$2,000 \$636	- -	\$2,000 \$689	-	\$2,000 \$739	-	\$1,000 (\$212)	- -	\$1,000 (\$166)
(4077)	(4077)		Ψ502		φουσ		φυσ		Ψίσ		(4212)		

(Project Cost and Funding Type)

									All An	nounts in Es	scalated \$000	S
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	-	011101111		1/20/07	110,00	11 00 03	110710	111011		111210	111011	111710
	STRUCTURE - Enhancement Cont'd											
	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			-		-	_	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	(\$1,911)	(\$1,911)	(\$1,911)	-	-	-
	CABLE CAR RADIO: Procurement and installation of fixed on-board radios for 40	2A	37.4	-	\$196	-	-	-	-	-	-	-
	Cable Cars (including hardware and software for central control), 4 spare sets to replace the existing handheld radios currently used by Cable Car Operators.											
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$196)	-	-	-	-	-	-	-
	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			-		_	-	_	_	_	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-	(#150)	\$300	-	-	-	-	-	-
	SURPLUS (DEFICIT)			-	(\$150)	\$150	-	-	-	-	-	-
	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 Federal			-	(\$77)	-	-	-	-	-	-	-
	Federal State			· .		-	-	-	-	-	-	-
	Local					-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		- -	-	- -	-	- -	-	-

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

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	in Becalateli (All Amounts											
Total Project Costs Thru FY 2 (Incl PY Actuals	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
(Inc. 1 1 Tectual)	10.00	11202/	112020	112120	112021	112220	112122	112021	111720	111017	111/10	111017	111010
\$5,732	\$5,732	_	_	-	-	_	-	-	-	-	-	-	-
_		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$5,732	(\$5,732)	-	-	-	-	-	-	-	-	-	-	-	-
\$600	\$606	-	-	-	-	-	\$411	-	-	-	-	-	-
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-		-	-	-	-	-	-	-	-	-	-	-	-
(\$606	(\$606)	-	-	-	-	-	(\$411)	-	-	-	-	-	-
\$300	\$300	-	-	-	-	-	-	-	-	-	-	-	-
:	:	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$300	\$300	-	-	-	-	-	-	-	-	-	-	-	-
\$7	\$77	-	_	_	-	-	-	-	_	-	-	-	-
(\$77	(\$77)	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
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I	-	-	-	-	-	-	-	=	-	-	-	-	-

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

										nounts in Es		
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
INFRAS	STRUCTURE - 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)		_	_	_	_	_	_	_
	Federal			-		-	-	-	-	-	-	-
	State					-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	-	-	-	-
	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.		35.2	\$2,012	\$23	\$649	-	-	-	-	-	-
i	LESS FUNDED			(\$2,012)	(\$23)	_	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			:		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		(\$649)	-	-	-	-	-	-
	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.		35.2	-	\$9,523	\$40,316	\$13,897	\$16,623	\$12,450	\$9,904	\$41,929	\$14,453
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	Siate Local			-		-	-	-	-	-	-	\$100,000
	Unidentified/ SURPLUS (DEFICIT)			-	(\$9,523)	(\$40,316)	(\$13,897)	(\$16,623)	(\$12,450)	(\$9,904)	(\$41,929)	\$85,547
	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.		30	\$11,402	\$4,393	-	-	-	-	-	-	-
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$11,402) - - - -	(\$4,393) - - - -		- - - -		- - - -			- - - -

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

Ch. 11 CIP

Total Project Costs Thru FY 2 (Incl PY Actuals													
	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,52	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,527	_	_	_	_	_	_	_	_	_	_	_	_	_
-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-	-	-	-	-
2 \$2,68	\$672	-	-	-	-	-	-	-	-	-	-	-	-
	(\$23)	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$649	(\$649)	-	-	-	-	-	-	-	-	-	-	-	-
\$189,33	\$189,332	-	-	-	-	-	-	-	-	-	-	\$12,948	\$17,288
		-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
9) \$100,00 (\$89,332	\$100,000 (\$89,332)	-	-	-	-	-	-	-	-	-	-	- (\$12,948)	(\$17,288)
3 \$15,79	\$4,393	-	-	-	-	-	-	-	-	-	-	-	-
			_	_	-	-	-	-	-	-	-	-	-
	(\$4,393)	-											
(\$15,795 - -	(\$4,393) - -	-	-	-	-	-	-	-	-	-	-	-	-
	-	- - -	- - -	- - -	- - -	- - -	-	- - -	-	-	-	-	- - -

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

	1								Au Ai	nounts in Es	сишеи фооо	,
		Project Selection	Project Score/	Actuals Thru								
Ref No.	Project Description	Criteria	Rank	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
INFRA	STRUCTURE - Enhancement Cont'd											
	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			-		-	-	-	-	-	-	-
	Federal			-	\$652	\$677	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ 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			_		_	_	_	_	_	_	_
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ 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	-	-	-	-	-	-	-
	i egg elinider]										
	LESS FUNDED Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-	(\$108)	-	-	-	-	-	-	-
	SURPLUS (DEFICIT)				(φ100)	_	_	_	-	_	_	_
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.		35.2	\$23	\$21		\$1,096	-	-	-	·	-
	LESS FUNDED			(\$23)	(\$21)							
	Federal			(\$23) -	(\$21)	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		-	- (\$1,006)	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	(\$1,096)	-	-	-	-	-

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FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

\$000s	s in Escalated	All Amounts	A										
Total Project Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$27,9	\$27,937	\$1,732	\$1,665	\$1,601	\$1,539	\$1,480	\$1,423	\$1,369	\$1,316	\$1,265	\$1,217	\$1,170	\$1,125
\$1,3	\$1,329	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-		-	-	-	-
\$51,8 \$25,2	\$51,840 \$25,232	(\$1,732)	(\$1,665)	(\$1,601)	(\$1,539)	(\$1,480)	(\$1,423)	(\$1,369)	\$51,840 \$50,524	(\$1,265)	(\$1,217)	(\$1,170)	(\$1,125)
\$11,1	\$11,126	-	-	-	\$2,947	-	-	-	-	\$2,834	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
\$2,4 (\$8,6	\$2,434 (\$8,692)	-	-	-	- (\$2,947)	-	-	-	-	\$2,434 (\$400)	-	-	-
\$1	\$108	-	-	-	-	-	-	-	-	-	-	-	-
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		-	-	-	-	-	-	-	-	-	-	-	-
(\$1	(\$108)	-	-	-	-	-	-	-	-	-	-	-	-
\$1,1	\$1,117	-	-	-	-	-	-	-	-	-	-	-	-
(\$	(\$21)	-	-	-	-	-	-	-	-	-	-	-	-
(4)													_
(\$-	-	-	-	-	-	-	-	-	-	-	-	-	-
	- - (\$1,096)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	-

(Project Cost and Funding Type)

									All An	nounts in Es	calated \$000	s
		Project Selection	Project Score/	Actuals Thru								
Ref No.	Project Description	Criteria	Rank	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
	STRUCTURE - 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			-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$850)	(\$850)	-	-	-	-	-	-
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	l		_		_	_	_	_	_	_	_
	Federal			-	\$897	\$931	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$806)	(\$807)	-	-	-	-	-	-
REF 240	GLEN PARK: Same as REF #298. These projects will eventually be combined into one project.	4A	35.2	-	\$860	-	-	-	-	-	-	-
	A DOG TAN INTER											
	LESS FUNDED Federal	1		-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-	(\$970)	-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$860)	-	-	-	-	-	-	-
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											
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-	(\$1,000)	-	-	-	-	-	\$1,000 \$1,000	-
	SURPLUS (DEFICIT)				(+=)****)						7-,	
	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.		30	\$2,303	-	\$1,931	-	-	-	-	-	-
	LESS FUNDED			(\$2,303)		(\$1,768)	_	_	-	_	_	-
	Federal			-	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	:	(\$164)	-	-	-	-	-	-

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

Ch. 11 CIP

suuus	s in Escalated \$	All Amounts											
Total Project Costs Thru FY 2 (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	EV 20 21	FY 19-20	EV 19 10	FY 17-18	FY 16-17	FY 15-16
(IIICI I Actual	10iui	T 1 20-27	11 23-20	11 24-23	11 23-24	11 22-23	1121-22	11 20-21	11119-20	11 10-19	1117-10	11 10-17	1113-10
\$1,70	\$1,700	_	_	_	-	_				_	_	_	
, , ,	, ,												
_		-	-	-	-	_	-	-	-	-	-	-	-
-	:	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$1,700	(\$1,700)	-	-	-	-	-	-	-	-	-	-	-	-
\$3,44	\$3,441	-	-	-	-	-	-	-	-	-	-	-	-
\$1,82	- \$1,828	-	- -	- -	-	-	-	-	-	-	- -	-	- -
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$1,613	(\$1,613)	-	-	-	-	-	-	-	-	-	-	-	-
\$86	\$860	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$860	(\$860)	-	-	- -	-	-	-	-	-	-	-	-	-
\$1,00	\$1,000	-	_	_	-	-	-	_	_	-	-		-
		_	_	_	_	_	_	_	_	_	_	_	_
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1,00	\$1,000	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	•	-	-	-	-	-	-	-
\$4,23	\$1,931	-	-	-	-	-	-	-	-	-	-	-	-
(\$4,07	(\$1,768)	-	-	-	_	_	-	_	-	-	_	-	_
-		<u>-</u>	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
- (\$16	- (\$164)	-	-	-	-	-	-	-	-	-	-	-	-

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

Ch. 11 CIP

									All Al	mounts in Es	caiatea \$000.	8
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
INFRA	STRUCTURE - 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 Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$3) - - - -	(\$3) - - - -	- - - -	- - - - -	- - - -	- - - - -	- - - -	- - - -	- - - -
	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.		100	-	\$120	\$120	\$120	\$120	\$120	\$125	\$130	\$135
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)				\$50 - \$5 (\$65)	\$50 - \$5 (\$65)	\$50 - \$5 (\$65)	\$50 - \$5 (\$65)	\$50 - \$5 (\$65)	\$50 - \$5 (\$70)	\$50 - \$5 (\$75)	\$50 - \$5 (\$80)
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 Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$462) - - - -	(\$18) \$404 - \$4 \$408	- \$2,301 - -	\$2,301 - -	- \$2,301 - -	\$2,301 - -	- \$2,393 -	- \$2,489 - -	- \$2,588 -
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.		26.4	-	\$100	\$100	\$100	\$100	-	-	-	-
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			- - - -	- - - - (\$100)	- - - - (\$100)	- - - - (\$100)	- - - - (\$100)	- - - -	- - - -	- - - -	- - - -

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

Ch. 11 CIP

8000s	in Escalated \$	All Amounts	1										
Total Project Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
	\$3	-	-	-	-	-	-	-	-	-	-	-	-
()	(\$3) -	-	- -	- -	- -	- -	- -	- -	- -	- -	-	- -	- -
:	:	-	-	-	-	-	-	-	-	-	-	-	-
] :	:	-	-	-	-	-	-	-	-	-	-	-	-
\$3,1	\$3,102	\$216	\$208	\$200	\$192	\$185	\$178	\$171	\$164	\$158	\$152	\$146	\$141
- \$1,(- \$1,9; (\$1,9;	\$1,003 - \$104 (\$1,995) \$57,142	\$50 - \$5 (\$161)	\$50 - \$5 (\$153) \$3,985	\$50 - \$5 (\$145)	\$50 - \$5 (\$137) \$3,684	\$50 - \$5 (\$129)	\$50 - \$5 (\$122)	\$50 - \$5 (\$116) \$3,275	\$50 - \$5 (\$109) \$3,149	\$50 - \$5 (\$103) \$3,028	\$50 - \$5 (\$97) \$2,912	\$50 - \$5 (\$91) \$2,800	\$50 - \$5 (\$85) \$2,692
(\$4; \$4 \$25,(\$22,5 (\$9,1;	(\$18) \$404 \$25,078 \$22,504 (\$9,137)	- - - \$2,500 (\$1,644)	- - - \$2,500 (\$1,485)	- - - \$2,500 (\$1,332)	\$2,500 (\$1,184)	- - - \$2,500 (\$1,042)	\$2,500 (\$906)	- - - \$2,500 (\$775)	- - - \$2,500 (\$649)	\$2,500 (\$528)	\$2,912	- - \$2,800 - -	- - \$2,692 - -
\$4	\$400	-	-	-	-	-	-	-	-	-	-	-	-
- - - - (\$4	- - - - (\$400)	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY (Project Cost and Founding Time) Ch. 11 CIP

(Project Cost and Funding Type)

									ли лі	nounts in Es	сишей фооод	,
		Project	Project	Actuals								
Dof No	Project Description	Selection Criteria	Score/ Rank	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
	<u> </u>	Criteria	Kalik	1/23/07	F I U/-U8	F I 00-09	F I 09-10	F I 10-11	F I 11-12	F I 12-13	F I 13-14	F1 14-13
INFRA	STRUCTURE - 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	٠	-	-	-	-	-
	LESS FUNDED Federal			-	-	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-	(\$800)	(\$1,000)	-	-	-	-	-	-
	SUBTOTAL INFRASTRUCTURE ENHANCEMENT			\$38,024	\$23,300	\$53,357	\$22,005	\$22,638	\$19,443	\$13,422	\$49,433	\$18,258
	LESS FUNDED	1		(\$38,024)	(\$4,535)	(\$1,768)	- #50	- #50	- #50	<i>ф50</i>	- #50	- #50
	Federal State				\$2,003	\$1,658 \$2,301	\$50 \$2,301	\$50 \$2,301	\$50 \$2,301	\$50 \$2,393	\$50 \$2,489	\$50 \$2,588
	Local				\$10	\$305	\$505		\$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)											
INFRA	STRUCTURE - Expansion											
	HISTORIC LRV EXTGOLDEN GATE	4A	17.6	-		-		-	_		-	
	PARK: Extension of track from the vicinity of existing tracks at Irving Street and 9th Avenue northward into Golden Gate Park to a terminal in the vicinity of the Golden Gate Park Concourse. Specifically, this project would allow for the F-Line Historic street car service along Market Street, on Duboce Avenue, N-Line tracks through the Sunset Tunnel to Irving Street, and proposed tracks to the museums and music concourse area in Golden Gate Park.											
	LESS FUNDED			-		-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	State Local			-		-	-	-	-	-	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	-	-	-	-
DEE 241			17.4						¢£ 000			
REF 241	HISTORIC LRV EXTFT. 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	Į.		-		-	-	-	-	-	-	-
	Federal			-		-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local Unidentified/			-		-	-	-	(\$5,000)	-	-	-
	SURPLUS (DEFICIT)								(40,000)			
		I	I									

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

All Amounts in Escalated \$000s

Ch. 11 CIP

5000s	in Escalated \$	All Amounts	A										
Total Project Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,8	\$1,800	-	-	-	-	-	-	-	·	-	-	·	-
	:	-	-	-	-	-	-	-	-	-	-	-	-
] :	- :	-	-	-	-	-	-	-	-	-	-	-	-
(\$1,80	(\$1,800)	-	-	-	-	-	-	-	-	-	-	-	-
\$363,5	\$325,478	\$6,092	\$7,276	\$5,633	\$9,727	\$5,208	\$6,729	\$4,815	\$5,890	\$7,285	\$5,492	\$17,064	\$22,411
(\$44,32 \$4,5	(\$6,302) \$4,564	- \$50	- \$50	- \$50	- \$50	- \$50	- \$50	- \$50	- \$50	- \$50	- \$50	- \$50	- \$50
\$25,0 \$190,1 (\$99,35	\$25,078 \$190,182 (\$99,352)	\$2,505 (\$3,537)	\$4,505 (\$2,721)	\$2,505 (\$3,077)	\$4,505 (\$5,171)	\$2,505 (\$2,652)	\$4,505 (\$2,174)	\$2,505 (\$2,259)	\$56,345 \$50,505	\$4,939 (\$2,296)	\$2,912 \$1,005 (\$1,526)	\$2,800 \$5 (\$14,209)	\$2,692 \$1,005 (\$18,664)
-		-	-	-	-	-	-	-	-	-	-	-	-
- - - - -		- - - - -	- - - -	- - - -	- - - -	- - - - -	- - - -		:		- - - -		- - - -
\$156,9	\$156,911		-					\$151,911	-				-
- - - - - (\$156,93		- - -	- - -	- - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -		
(\$	(\$156,911)	-	-	-	-	-	-	(\$151,911)	-	-	-	-	-

(Project Cost and Funding Type)

								Au A	mounts in Es	calated \$000	3
	Project	Project Score/	Actuals								
Ref No. Project Description	Selection Criteria	Score/ Rank	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	44	25.2		_							
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	J		_		_	_	_	_	_	_	_
Federal			-		-	-	-	-	-	-	-
State			-	-	-	-	-	-	-	-	-
Local			-		-	-	-	-	-	-	-
Unidentified/ 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 (Note: This project is contingent upon Geary BRT Study)		17.6	-	-	-	-	-	-	-	-	-
LESS FUNDED			-		-	-	-	-	-	-	-
Federal			-		-	-	-	-	-	-	-
State			-		-	-	-	-	-	-	-
Local Unidentified/			-		-	-	-	-	-	-	-
SURPLUS (DEFICIT)			-	1	-	-	-	-	-	-	-
DEE 244 LIGHT DAN TDANGET (LDT) LINE	44	15.6		_							
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			-		-	-	-	-	-	-	-
Federal			-		-	-	-	-	-	-	-
State			-		-	-	-	-	-	-	-
Local Unidentified/			-	1	-	-	-	-	-	-	-
SURPLUS (DEFICIT)			-								
REF 247 LIGHT RAIL TRANSIT (LRT) LINE-	4A	17.6	_	-							
VAN NESS CORRIDOR: Possible extension of surface LRT in semi-exclusive ROW on Vanness, one of the four Corridors. (Note: This project is contingent upon Vanness BRT Study)	4A	17.0	-		-	-	-	-	-	-	-
LESS FUNDED]										
LESS FUNDEL Federal			_		-	-	-	-	-	-	-
State			_		-	-	-	-	-	-	-
Local			-		-	-	-	-	-	-	-
Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	-	-	-	-
SURI LUS (DEFICII)											
•	-										

Ch. 11 CIP

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

5000s	s in Escalated \$	All Amount	A										
Total Project	20 V CID												
Costs Thru FY 2 (Incl PY Actuals	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,214,00	\$1,214,001	-	-	\$257,673	\$247,762	\$238,233	\$229,070	\$220,260	\$19,739	\$1,265	-	-	-
_		_	-	-	-	_	_	_	-	_	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
- \$227,78	- \$227,784	-	-	- \$140,060	- \$87,724	-	-	-	-	-	-	-	-
(\$986,217	(\$986,217)	-	-	(\$117,613)	(\$160,038)	(\$238,233)	(\$229,070)	(\$220,260)		(\$1,265)	-	-	-
\$4,228,66	\$4,228,662	-	\$591,176	\$1,082,639	\$991,336	\$907,733	\$177,625	\$169,151	\$153,964	\$100,624	\$54,414	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
\$143,72	\$143,720	-	\$143,720	-	- (0001 225)	- (0005 500)	-	-	-	-	-	-	-
(\$4,084,942	(\$4,084,942)	-	(\$447,456)	(\$1,082,639)	(\$991,336)	(\$907,733)	(\$177,625)	(\$169,151)	(\$153,964)	(\$100,624)	(\$54,414)	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
_		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$2,233,03	\$2,233,032	-	\$2,233,032	-	-	-	-	-	-	-	-	-	-
	:	- -	-	-	-	- -	- -	- -	- -	- -	- -	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$2,233,032	(\$2,233,032)	-	(\$2,233,032)	-	-	-	-	-	-	-	-	-	-
I ' '													

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY (Project Cost and Funding Time) Ch. 11 CIP

(Project Cost and Funding Type)

	_	_							All Al	nounts in Es	calated \$000:	S
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
		CITTOTAL		1/20/07	110,00	11000	110,10	111011		111210	111011	111110
	STRUCTURE - 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			- 1	-	-	-	-	-	-	-	-
	State			-	-	-	-	-	-	-	-	-
	Local			-	-	\$1,750	-	\$35,000	-	-	\$18,800	\$42,000
	Unidentified/			-	-	\$750	(\$53,143)	(\$18,143)	(\$52,144)	-	\$18,800	\$42,000
	SURPLUS (DEFICIT)											
	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			(\$93)	1	-	-	-	-	-	-	-
	State			_		-	_	-	-	_	-	_
	Local			-	-	\$19,000	-	-	-	-	\$25,000	\$23,000
	Unidentified/			-	(\$2,205)	(\$2,700)	(\$21,700)	(\$21,700)	-	-	\$25,000	\$23,000
	SURPLUS (DEFICIT)											
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.		100	-	-	-	-	\$7,259	\$3,553	-	\$200,129	-
	A EGG ETIMEED											
	LESS FUNDED Federal	1		-	1 1	-	-	-	-	-	-	-
	State			_		-	_	-	\$3,012	\$23,600	\$23,600	\$23,600
	Local			-	\$200	\$200	\$200	\$200	\$200	\$700	\$20,480	\$40,700
	Unidentified/			-	\$200	\$200	\$200	(\$7,059)	(\$341)	\$24,300	(\$156,049)	\$64,300
RFF 231	SURPLUS (DEFICIT) CABLE CAR EXT FISHERMAN'S	4A	17.6	_					_	\$44,550		
KEF 231	CABLE CAR EAT 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			-	-	-	-	\$44,55U	-	-
	LESS FUNDED	J		_		_	_	_	_	_	_	_
	Federal					-	-	-	-	-	-	-
	State			_ [-	-	-	-	-	-	-
	Local			- [-	-	-	-	-	-	-
	Unidentified/ SUPPLUS (DEFICIT)			-		-	-	-	-	(\$44,550)	-	-
	SURPLUS (DEFICIT)											

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

Ch. 11 CIP

\$000s	in Escalated \$	All Amounts											
Total Proje Costs Thru FY	20-Year CIP												
(Incl PY Actu	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$159,	\$159,470	-	-	-	-	-	-	-	-	-	-	-	-
(\$4	(\$39)	-	-	-	-	-	-	-	-	-	-	-	-
-		-	-	-	-	-	-	-	-	-	-	-	-
\$157 <u>,</u>	\$157,550	-	-	-	-	-	-	-	-	-	-	\$20,000	\$40,000
(\$1,8	(\$1,881)	-	-	-	-	-	-	-	-	-	-	\$20,000	\$40,000
\$67,	\$67,305	-	-	-	-	-	-	-	-	-	-	-	-
(\$		-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$67,	\$67,000	-	-	-	-	-	-	-	-	-	-	-	-
(\$3	(\$305)	-	-	-	-	-	-	-	-	-	-	-	-
\$354,	\$354,773	-	-	-	-	-	-	\$143,833	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
\$146, \$183, (\$25,0	\$146,641 \$183,061 (\$25,072)	- \$60 \$60	\$60 \$60	- \$60 \$60	- \$60 \$60	\$200 \$200	\$200 \$200	\$27,774 \$118,060 \$2,001	\$200 \$200	\$200 \$200	\$13,800 \$200 \$14,000	\$13,805 \$200 \$14,005	\$17,450 \$680 \$18,130
\$44,	\$44,550	-	-	-	-	-	-	-	-	-	-	-	-
	:	- -	- -	-	- -	- -	- -	- -	-	-	-	-	-
		•	=	=	=	=	-	=	-	-	-	=	_
	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$44,5	- - (\$44,550)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

									All Ai	nounts in Esc	calated \$000.	S
		Project	Project	Actuals								
Ref No	Project Description	Selection Criteria	Score/ Rank	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
		Criteria	Kuiik	1/25/07	110,00	11000	110010	111011	111112	111213	111017	111413
	STRUCTURE - 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.		17.6	-		-	-	-	-	\$14,038	-	-
	LESS FUNDED	,		_		_	_	_	_	_	_	_
	Federal			_		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local			-		-	-	-	-	(014.020)	-	-
	Unidentified/ SURPLUS (DEFICIT)			-		-	-	-	-	(\$14,038)	-	-
REF 264	ROUTE ELECTRIFICATION	4B	22.5	<u> </u>	-				\$149,292	\$115,844		\$233,142
204	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.		22.3			-	-	-	φ1+7,272	ψ11J,0 44	-	ψ <i>2.</i> J,142
	LESS FUNDED	ļ		_		-	_	_	-	-	_	_
	Federal			-		-	-	-	-	-	-	-
	State			-		-	-	-	-	-	=	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	:	-	-	-	(\$149,292)	(\$115,844)	-	\$262,210 \$29,068
CPT	THIRD STREET PHASE 1 - IOS/MME:	1A	100	\$479,780	\$17,475	\$56,066	\$46,723		_		_	_
	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.		200			•						
	LESS FUNDED	J		(\$479,780)	(\$17,475)							
	Federal			(\$\pi 17,700)	\$2,400	-	-	-	-	-	-	-
	State			-	\$22,570	-	-	-	-	-	<u>-</u>	-
	Local Unidentified/			-	\$24.070	(\$56.066)	\$4,520	-	-	-	\$56,066 \$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)	_	_	_	_	_	_	_
	EESS FUNDED Federal			(\$/) -	(\$231)	-	-	-	-	-	-	-
	State			-		-	-	-	-	-	-	-
	Local Unidentified/			-		(\$3,662)	-	-	-	-	-	-
	SURPLUS (DEFICIT)					(φ3,002)	-	-	-	-	-	-

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

Ch. 11 CIP

\$000s	ts in Escalated \$	All Amount											
Total Projec Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$14,0	\$14,038	-	-	-	-	-	-	-	-	-	-	-	-
:		-	- -	- -	- -	- -	-	-	-	- -	-	-	- -
-	:	-	-	-	-	-	-	-	-	-	-	-	-
(\$14,03	(\$14,038)	-	-	-	-	-	-	-	-	-	-	-	-
\$963,0	\$963,095	\$115,844	-	-	-	\$196,829	-	-	-	\$63,794	-	\$88,350	-
:	:	<u>-</u>	-	- -	-	- -	- -	- -	-	- -	-	-	-
\$676,3	\$676,384	\$180,220	-	-	-	\$112,160	-	-	-	- \$63,794	-	\$58,000	-
(\$286,71	(\$286,711)	\$64,376	-	-	-	(\$84,669)	-	-	-	-	-	(\$30,350)	-
\$600,0	\$120,264	-	-	-	-	-	-	-	-	-	-	-	-
(\$497,25	(\$17,475)	_	-	_	_	_	_	-	-	_	_	_	_
\$2,4	\$2,400	-	-	-	-	-	-	-	-	-	-	-	-
\$22,5 \$60,5	\$22,570 \$60,586	-	-	-	-	-	-	-	-	-	-	-	-
(\$17,23	(\$17,233)	-	-	-	-	-	-	-	-	-	-	-	-
\$3,9	\$3,893	-	-	-	-	-	-	-	=	-	-	-	-
	(4												
(\$23	(\$231)	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$3,66	(\$3,662)	-	-	-	-	-	-	-	-	-	-	-	-

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY (Project Cost and Founding Time) Ch. 11 CIP

(Project Cost and Funding Type)

									All An	nounts in Es	caiatea 5000.	s
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
INFRAS	STRUCTURE - Expansion Cont'd											
	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 Federal State Local Unidentified/ SURPLUS (DEFICIT)				- - - \$3,060 \$1,530	- - - (\$1,530)	- - - -		- - - -	- - - -	- - - -	- - - -
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.		100	\$32,940	\$17,800	\$23,140	\$65,830	\$226,560	\$316,160	\$275,650	\$199,310	\$132,350
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$32,940) - - - -	(\$20,840) \$8,250 - \$3,470 \$14,760	\$10,250 \$39,000 \$118,420 \$144,530	\$10,000 \$32,000 \$117,720 \$93,890	\$92,500 \$276,000 \$142,850 \$284,790	\$120,000 - \$126,360 (\$69,800)	\$120,000 - \$134,290 (\$21,360)	\$120,000 - \$138,140 \$58,830	\$120,000 - (\$493,290) (\$505,640)
	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.		100		\$300	\$500	\$400	\$200	\$100	-		-
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)				\$214 - - (\$86)	\$410 - - (\$90)	- \$400 - - -	\$200 - - -	- - - - (\$100)	- - - -	- - - -	- - - -

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

Ch. 11 CIP

	s in Escalated \$	All Amounts											
Total Project	20-Year CIP		EW 25. 24	EW 24 25	EW 22 24	EW 22, 22	EW 21 22	EW 20. 21	EW 10 20	EW 10 10	EW 17 10	EV 14 15	PV 15 16
(Incl PY Actua	Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$3,00	\$3,060	-	-	-	-	-	-	-	-	-	-	-	-
- - - \$3,0	- - - \$3,060	- - - -		- - - -	- - - -								
\$1,289,74	\$1,256,800	-	-	-	-	-	-	-	-	-	-	-	-
(\$53,78 \$717,4 \$347,0 \$171,5:	(\$20,840) \$717,440 \$347,000 \$171,520				- - - -	\$21,610 - (\$21,610)	\$94,830 - (\$94,830)						
\$1,5	\$1,500	-	-	-	-	-	-	-	-	-	-	-	-
\$1,22	- \$1,224	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
(\$27	(\$276)	-	-	-	-	-	-	-	-	-	-	-	-

(Project Cost and Funding Type)

									Au Ai	nounts in Es	calated \$000	3
		Project Selection	Project Score/	Actuals Thru								
Ref No.	Project Description	Criteria	Rank	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
INFRAS	STRUCTURE - Expansion Cont'd											
	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.		100		\$300	\$600	\$300	\$200	\$200	-	-	-
	LESS FUNDED			_		_	_	_	_	_	_	_
	Federal			-	-	-	-	-	-	-	-	-
	State Local			-	:	- \$100	- \$100	- \$100	- \$100	-	-	-
	Unidentified/			-	(\$300)	(\$500)	(\$200)	(\$100)	(\$100)	-	-	-
DEE	SURPLUS (DEFICIT)				****	4	*****	4-00			4211	
	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.		100		\$500	\$1,500	\$1,000	\$500	\$500	\$520	\$541	\$562
	LESS FUNDED	l		_		_	_	_	_	_	_	_
	Federal			-		-	-	-	-	-	-	-
	State Local			-		\$150	- \$150	\$200	\$200	\$200	\$500	\$500
	Unidentified/ SURPLUS (DEFICIT)			-	(\$500)	(\$1,350)	(\$850)	(\$300)	(\$300)	(\$320)	(\$41)	(\$62)
	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	1		-		-	-	-	-	-	-	-
	Federal State			-		-	-	-	-	-	-	-
	Local Unidentified/ SURPLUS (DEFICIT)			-	(\$300)	- (\$300)	(\$200)	- (\$100)	(\$100)	- (\$104)	- (\$108)	- (\$112)

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

Ch. 11 CIP

000s	in Escalated \$	ll Amounts	A										
Total Projec Costs Thru FY (Incl PY Actus	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$1,0	\$1,600	-	-	-	-	-	-	-	-	-	-	-	-
\$- - \$- (\$1,2	- - - \$400 (\$1,200)	- - - - - - \$900	- - - - - - -	- - - - - - - 8833	- - - - - - - -	- - - - - - \$770	- - - - - - \$740	- - - - - - - *712	- - - - - - - \$684	- - - - - - \$658	- - - - - - - -	- - - - - - - - -	- - - - -
\$13, (\$: \$3,	- - - \$13,900 (\$512)	- - - \$500 (\$400)	- - - \$500 (\$366)	- - - \$500 (\$333)	- - - \$500 (\$301)	- - - \$500 (\$270)	\$3,500 \$2,760	- - - \$500 (\$212)	\$3,500 \$2,816	- - - \$500 (\$158)	- - - \$500 (\$133)	\$500 (\$108)	\$500 (\$85)
(\$3,0	- - - - (\$3,082)	- - - - (\$180)	- - - - (\$173)	- - - - (\$167)	- - - - (\$160)	- - - - (\$154)	- - - - (\$148)	- - - - - (\$142)	- - - - - (\$137)	- - - - (\$132)	- - - - (\$127)	- - - - - (\$122)	- - - - (\$117)

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY (Project Cost and Four Fine Trans) Ch. 11 CIP

(Project Cost and Funding Type)

									Au An	nounts in Esc	caiaiea 5000:	5
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
	STRUCTURE - 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)		100		\$1,000	\$300	\$200	\$100	\$100	\$1,000	\$1,040	\$1,082
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			-	- - - - (\$1,000)	- - - - (\$300)	- - - - (\$200)	- - - - (\$100)	- - - - (\$100)	\$380 - - (\$620)	\$395 - \$1,000 \$355	\$411 - \$1,000 \$329
	SHOPS EXPANSION: Expand SHOPS (Maintenance Management & Inventory System to include Facilities Maintenance, Overhead Lines, Tracks, Motive Power, Signal and the DPT Shops. Mulitple divisions have requested inventory management sysems. 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 vechile, 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)

Tung) Ch. 11 CIP

ous	ın Escalated \$	All Amounts											
Total Project Costs Thru FY 2 (Incl PY Actual	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$21,72	\$21,724	\$1,732	\$1,665	\$1,601	\$1,539	\$1,480	\$1,423	\$1,369	\$1,316	\$1,265	\$1,217	\$1,170	\$1,125
- \$7,12 - \$14,00	- \$7,123 - \$14,000	- \$615 - \$1,000	- \$591 - \$1,000	- \$568 - \$1,000	\$546 - \$1,000	- \$525 - \$1,000	\$491 - \$1,000	\$472 - \$1,000	- \$454 - \$1,000	\$437 - \$1,000	\$420 - \$1,000	- \$391 - \$1,000	- \$427 - \$1,000
(\$60)	(\$601)	(\$117)	(\$74)	(\$33)	\$7	\$45	\$68	\$103	\$138	\$172	\$203	\$221	\$302
_	_	-	_	_	_	_	_	-	-	-	_	_	-
-	:	-	-	<u>-</u>	-	-	-	-	-	-	-	-	-
(\$1,000	(\$1,000)	- - -	- -	- -	- - -	- - -	- -	-	- -	-	-	- - -	-
\$60	\$600	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	<u>-</u>
-		-	-	-	-	-	-	-	-	-	-	-	-
-	(\$600)	-	-	-	-	-	-	-	-	-	-	-	-
(\$600													

(Project Cost and Funding Type)

									Au An	nounts in Es	сашеа 5000	S
		Project	Project	Actuals								
Ref No.	Project Description	Selection Criteria	Score/ Rank	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
		Criteria	Ruin	1/25/07	110,00	11000	110710	111011	111112	111213	111317	111111
	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 organzation, 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	-	-	-
REF 331	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT) SYSTEM INTEGRATION/EMPLOYEE PERFORMANCE TRACKING: Provide the hardware and software to improve		17.6		- - - (\$100)	- - - - (\$400)	- - - (\$200)	- - - (\$100)	- - - (\$100)	- - - -	: : : :	- - - - -
	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. Provde 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 systemwide, 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.											
	LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)				- - - - (\$100)	- - - - (\$300)	- - - - (\$200)	- - - - (\$100)		- - - -	:	: : :

FIGURE 11-8 - CAPITAL INVESTMENT PROGRAM SUMMARY

(Project Cost and Funding Type)

Ch. 11 CIP

Total Project Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
	4000												
\$9	\$900	-	-	-	-	-	-	-	-	-	-		-
- - - -		- - -	- - -	- - -	- - -	- - -	- - - -	- - - -	- - -	- - -	- - - -	- - -	
(\$90	(\$900)	-	-	-	-	-	-	-	-	-	-	-	-
\$7	\$700	-	·	-	-	·	-	-	-	-	-		-
- - - - - (\$70	- - - - (\$700)			- - - -	- - - -		- - -	- - -		: :	-		-

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

Ch. 11 CIP

All Amounts in Escalated \$000	S
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		- · ·	n	1	_						•	
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
	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 implemention, 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 Unidentified/			- - - -	- - - - (\$300)	- - - \$50 (\$150)	- - - \$50 (\$50)		- - - -		- - - -	- - - -
	SURPLUS (DEFICIT) SUBTOTAL INFRASTRUCTURE			\$513,246	\$42,680	\$111,948	\$190,497	\$310,212	\$527,499	\$451,706	\$401,128	\$367,249
	EXPANSION LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			(\$513,246) - - - -	(\$38,586) \$10,864 \$22,570 \$6,730 \$36,069	\$10,660 \$39,000 \$139,670 \$77,382	\$10,400 \$32,000 \$122,740 (\$25,357)	\$92,700 \$276,000 \$178,350 \$236,838	\$120,000 \$3,012 \$126,860 (\$277,627)	\$120,380 \$23,600 \$135,190 (\$172,536)	\$120,395 \$23,600 \$259,986 \$2,853	\$120,411 \$23,600 (\$123,880) (\$347,118)
	TOTAL INFRASTRUCTURE LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			\$743,254 (\$743,254) - - - -	\$199,027 (\$128,857) \$58,084 \$22,570 \$38,160 \$48,645	\$320,617 (\$1,768) \$51,318 \$46,556 \$169,660 (\$51,315)	\$345,162 - \$46,950 \$34,301 \$153,737 (\$110,174)	\$457,663 - \$129,750 \$278,301 \$204,172 \$154,560		\$539,978 - \$154,430 \$25,993 \$154,370 (\$205,185)	\$513,805 - \$144,445 \$26,089 \$320,066 (\$23,205)	\$451,281 - \$144,461 \$26,188 \$27,125 (\$253,506)
	CRAND TOTAL			¢1 920 020	¢ 472 02 4	\$77.001	¢(01.721	\$7.47.407	¢021.152	¢.(17.402	¢(21.775	\$752.205
	GRAND TOTAL LESS FUNDED Federal State Local Unidentified/ SURPLUS (DEFICIT)			\$1,830,039 (\$1,830,039) - - - - -	\$472,024 (\$242,736) \$87,899 \$22,694 \$68,074 (\$50,621)	\$672,981 (\$5,036) \$70,207 \$68,808 \$190,478 (\$338,451)	\$691,731 - \$95,146 \$61,800 \$172,491 (\$362,294)	\$746,406 - \$187,287 \$305,800 \$227,915 (\$25,404)	\$921,153 - \$222,713 \$29,804 \$180,597 (\$488,039)	\$617,403 - \$188,550 \$29,808 \$332,741 (\$66,304)	\$621,775 - \$234,971 \$29,812 \$546,071 \$189,079	\$753,395 - \$279,916 \$29,816 \$220,212 (\$223,450)

(Project Cost and Funding Type)

Ch. 11 CIP

Total Project Costs Thru FY (Incl PY Actua	20-Year CIP Total	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16
\$6	\$650	-	-	-	-	-	-	-	-	-	-	-	-
	:	-	-	-	-	-	-	-	-	-	-	-	- -
-		-	-	-	-	-	-	-	-	-	-	-	-
(\$6:	(\$650)	-	-	-	-	-	-	-	-	-	-	-	-
(30.	(\$050)	-	-	-	-	-	-	-	-	-	-	-	-
\$6	\$600	-	-	-	-	-	-	-	-	-	-	-	-
	:	-		-	-	-	-	- -	-	-	- -	- -	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
\$1 (\$50	\$100 (\$500)	-	-	-	-	-	-	-	-	-	-	-	-
\$11,379,8	\$10,866,623	\$118,656	\$2,826,912	\$1,342,911	\$1,241,598	\$1,345,199	\$409,007	\$687,377	\$175,840	\$167,739	\$56,389	\$90,250	\$1,827
(\$551,83	(\$38,586)	-	-			-	-	-	-	-	-	-	-
\$728,1 \$516,2	\$728,187 \$516,211	\$615 -	\$591	\$568	\$546	\$525 -	\$491 -	\$472 \$27,774	\$454 -	\$437	\$420 \$13,800	\$22,001 \$13,805	\$95,257 \$17,450
\$1,719,0	\$1,719,065	\$181,780	\$145,280	\$141,620	\$89,284	\$113,860	\$4,700	\$119,560	\$4,700	\$65,494	\$1,700	\$58,090	(\$52,650)
(\$7,864,5	(\$7,864,575)	\$63,739	(\$2,681,041)	(\$1,200,723)	(\$1,151,768)	(\$1,230,814)	(\$403,816)	(\$539,571)	(\$170,686)	(\$101,808)	(\$40,469)	\$3,646	\$58,230
\$14,012,0	\$13,268,819	\$253,499	\$2,982,962	\$1,491,596	\$1,388,875	\$1,475,265	\$503,001	\$775,469	\$261,805	\$252,019	\$140,782	\$178,455	\$92,643
(\$873,8° \$1,373,2	(\$130,625) \$1,373,289	- \$38,165	- \$38,141	- \$38,118	- \$31,620	- \$35,950	- \$31,964	- \$30,522	- \$30,504	- \$24,487	- \$24,470	\$46,051	- \$119,307
\$546,5	\$546,544							\$27,774			\$16,712	\$16,605	\$20,142
\$2,950,3 (\$8,267,9)	\$2,950,389 (\$8,267,972)	\$238,585 \$23,252	\$226,294 (\$2,718,528)	\$228,425 (\$1,225,053)	\$180,589 (\$1,176,666)	\$199,665 (\$1,239,650)	\$152,225 (\$318,812)	\$168,565 (\$548,608)	\$117,545 (\$113,755)	\$108,433 (\$119,098)	\$45,705 (\$53,895)	\$96,095 (\$19,704)	(\$13,644) \$33,161
\$20,153,4	\$18,323,367	\$386,143	\$3,159,113	\$2,273,261	\$1,638,046	\$1,647,045	\$760,816	\$1,016,513		\$533,123	\$236,537	\$285,412	\$521,188
(\$2,077,8) \$2,918,8	(\$247,773) \$2,918,803	- \$89,114	- \$141,729	- \$134,588	- \$68,059	- \$99,135	- \$122,048	\$145,523	- \$101,918	- \$112,097	- \$164,745	- \$136,430	- \$236,728
\$679,9	\$679,905	\$275	\$269	\$264	\$259	\$254	\$249	\$28,018	\$239	\$234	\$24,007	\$23,825	\$23,670
\$5,439,3 (\$9,037,53	\$5,439,351	\$399,539	\$338,158	\$357,287 (\$1,781,122)	\$331,806	\$320,727 (\$1,226,928)	\$262,584	\$254,463 (\$588,509)	\$290,010	\$282,153 (\$138,639)	\$214,202	\$209,888 \$84,731	\$239,955 (\$20,835)
	(\$9,037,535)	\$102,785	$(\psi 2, 0/0, 237)$	100 TAO T 777	(\$1,237,922)	マグ・マケイン(ジアイの)			\$22,864	THE PROPERTY.	(DESCRIPTION 100	φ0+,/J1	V-0,000)

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

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
Total Program Funds by Capital Program	\$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
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	-	-	-	-	-	-	-	-	-
Total Program Funds by Fund Type	\$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 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)

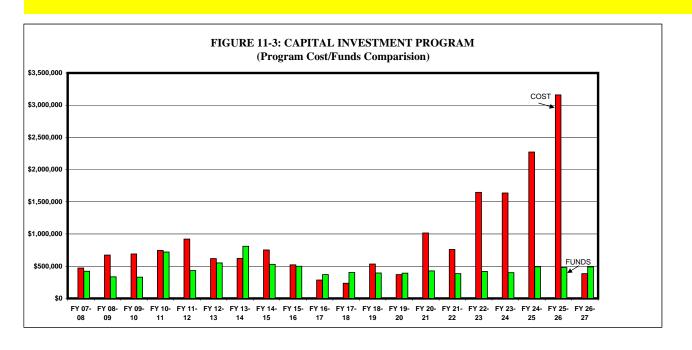


FIGURE 11-2: CAPITAL INVESTMENT PROGRAM SUMMARY (Charts and Graphs)

20 YEAR Thru FY 2 FY 26-27 CIP (Incl Prior Yo	FY 26-27	FY 25-26	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20	FY 18-19
\$61,676 \$1,041,384 \$1,05	\$61,676	\$54,809	\$52,701	\$56,831	\$50,205	\$47,562	\$45,049	\$43,316	\$41,650
\$24,383 \$653,344 \$73	\$24,383	\$11,830	\$11,375	\$10,937	\$10,516	\$13,345	\$9,791	\$9,414	\$9,052
\$46,585 \$3,359,820 \$4,35	\$46,585	\$109,512	\$717,590	\$181,402	\$111,058	\$196,908	\$186,204	\$54,769	\$230,402
\$253,499 \$13,268,819 \$14,01	\$253,499	\$2,982,962	\$1,491,596	\$1,388,875	\$1,475,265	\$503,001	\$775,469	\$261,805	\$252,019
\$386,143 \$18,323,367 \$20,15	\$386,143	\$3,159,113	\$2,273,261	\$1,638,046	\$1,647,045	\$760,816	\$1,016,513	\$369,303	\$533,123
Acc 277 At 270 200		42 0.042	4<0.407	\$ \$0.035	455 404	dog #44	\$50.405	402.022	452.55 0
\$66,755 \$1,278,206 \$1,28 \$1,430 \$435,549 \$51	1 ,	\$70,962 \$717	\$60,485 \$689	\$70,835 \$663	\$57,496 \$637	\$82,564 \$1,245	\$59,405 \$589	\$92,922 \$566	\$52,559 \$55,677
								· ·	
\$143,993 \$2,571,230 \$3,56		\$144,043	\$164,422	\$116,417	\$126,367	\$116,883	\$141,148	\$150,629	\$153,328
\$276,751 \$5,000,847 \$5,74		\$264,435	\$266,543	\$212,209	\$235,615	\$184,189	\$226,861	\$148,049	\$132,920
\$488,928 \$9,285,832 \$11,115	\$488,928	\$480,156	\$492,139	\$400,124	\$420,116	\$384,881	\$428,003	\$392,167	\$394,484
\$89,114 \$2,918,803 \$2,91	\$89,114	\$141,729	\$134,588	\$68,059	\$99,135	\$122,048	\$145,523	\$101,918	\$112,097
\$275 \$679,905 \$679	\$275	\$269	\$264	\$259	\$254	\$249	\$28,018	\$239	\$234
\$399,539 \$5,439,351 \$5,43	\$399,539	\$338,158	\$357,287	\$331,806	\$320,727	\$262,584	\$254,463	\$290,010	\$282,153
- \$247,773 \$2,07	-	-	-	-	-	-	-	-	-
\$488,928 \$9,285,832 \$11,115	\$488,928	\$480,156	\$492,139	\$400,124	\$420,116	\$384,881	\$428,003	\$392,167	\$394,484
\$488,928 \$9,285,832 \$11,11	\$488,928	\$480,156	\$492,139	\$400,124	\$420,116	\$384,881	\$428,003	\$392,167	\$394,484
(\$102,785) \$9,037,535 \$9,03	(\$102,785)	\$2,678,957	\$1,781,122	\$1,237,922	\$1,226,928	\$375,935	\$588,509	(\$22,864)	\$138,639

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

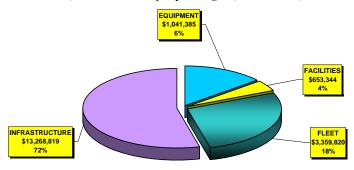
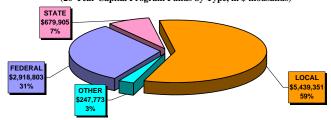


FIGURE 11-5: CAPITAL INVESTMENT PROGRAM (20-Year Capital Program Funds by Type, in \$ thousands)



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		ACTUAL EXPENDITURES REVENUES as of 1/23/07		07-2008 2	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)		PT o.		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-20	021 202	1-2022	2022-2023
	placement 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	\$ 1,290,73	\$1 \$	- \$	- \$	- \$	- \$	5 - \$		\$ -	\$ 1,290,731	39	97	7	- :	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	- \$	-
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (1,290,7: \$ - \$ \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$			5 - \$ 5 - \$ 5 - \$			\$ (1,290,731) \$ - \$ - \$ - \$ -			9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9		\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$	\$ - - \$ - \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -
	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	\$ -	\$	4,006,856 \$	4,015,993 \$	4,034,736 \$	4,091,668 \$	\$ 4,150,878 \$	20,300,131	\$ 4,060,026	\$ 20,300,131			3	6 4,316,913 :	\$ 4,489,590	\$ 4,669,173	\$ 4,855,940	\$ 5,050,178	\$ 5,252,185	5 \$ 5,462,2°	2 \$ 5,680,7	63 \$ 5,90	\$ \$	6,144,313 \$	6,390,086
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		s - s - s	- \$ - \$	- \$ - \$	- \$ 4,015,993 \$ 375,000 \$ - \$ (3,640,993) \$	- \$ 4,034,736 \$ - \$ - \$ (4,034,736) \$	4,091,668 \$ - \$ - \$	\$ 4,150,878 \$ \$ - \$	375,000		\$ 20,300,131 \$ 375,000 \$ - \$ (19,925,131)			\$	2,000,000	\$ - \$ 4,489,590 \$ - \$ 1,000,000 \$ (3,489,590)	\$ 4,669,173 \$ - \$ 1,000,000	\$ 4,855,940 \$ - \$ 1,000,000	\$ 5,050,178 \$ - \$ 1,000,000	\$ 5,252,185 \$ 1,000,000	\$ 5,462,23 \$ 1,000,00	2 \$ 5,680,7	63 \$ 5,90 - \$ 00 \$ 1,00	- \$ 000,000 \$	- \$ 6,144,313 \$ - \$ 1,000,000 \$ (5,144,313) \$	1,000,000
49 TPD	TRANSIT SIGNAGE PROGRAM: Procurement of basic information "Landor" style bus stop signage for passengers at an additional 1000 stops.	1A	50	\$ -	\$	175,479 \$	175,479 \$	- \$	- \$	s - \$	350,958		\$ 350,958			47		\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	- \$	-
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ \$ \$	\$ - \$ - \$	- \$ 175,479 \$ - \$ - \$ (175,479) \$	- \$ 175,479 \$ - \$ - \$ (175,479) \$	- \$ - \$ - \$ - \$	- \$ - \$	5 - \$ 5 - \$ 5 - \$	350,958 - (350,958)		\$ - \$ 350,958 \$ - \$ - \$ (350,958)			3 3 3 3 3 3	- :	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - • \$ • \$	\$ - - \$ - \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
EQUIPMENT - Re	PRESIDIO SHOP DOOR ELECTRIC MOTORS: Procurement and installation of electric motors for the ease of opening and	4A	26.4	\$ -	\$	126,532 \$	- \$	- \$	- \$	- \$	126,532		\$ 126,532			3	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	- \$	-
	closing the roll-up doors. LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A		\$ - \$ - \$ \$ \$	\$ \$ - \$ - \$	- \$ 126,532 \$ - \$ - \$ (126,532) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$	126,532 - - (126,532)		\$ 126,532 \$ - \$ - \$ (126,532			3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	-	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	<mark>.</mark> \$	\$ - - \$ - \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
	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.	4A 2A	74.8	\$ -	\$	5,286,052 \$	5,354,481 \$	5,425,646 \$	5,499,659 \$	5,576,631 \$	27,142,469	\$ 5,428,494	\$ 27,142,469			47	5,799,696	\$ 6,031,684	\$ 6,272,951	\$ 6,523,870	\$ 6,784,824	\$ 7,056,217	7 \$ 7,338,44	6 \$ 7,632,0	05 \$ 7,90	937,285 \$	8,254,776 \$	8,584,967
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A		\$ - \$ - \$ \$	- - - - \$	5,286,052 \$ - \$ - \$	5,354,481 \$ - \$ - \$	- \$	5,499,659 \$ - \$ - \$	5,576,631 \$ 5 - \$	27,142,469 - -		\$ - \$ 27,142,469 \$ - \$ - \$ (27,142,469)			\$	5,799,696	\$ 6,031,684 \$ - \$ (6,031,684)	\$ 6,272,951 \$ - \$ -	\$ 6,523,870 \$ - \$ -	\$ 6,784,824 \$ - \$ -	\$ 7,056,217 \$ -	7 \$ 7,338,40 • \$ • \$	- \$	05 \$ 7,93 - \$ - \$	- \$ - \$	- \$ 8,254,776 \$ - \$ - \$ (8,254,776) \$	8,584,967 - - (8,584,967)
CPT ITS 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	\$ 3,802,4	\$	- \$	- \$	- \$	- \$	\$ - \$	-	\$ -	\$ 3,802,446	39 4	98/44		-	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	- \$	•
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned	1A 1A		\$ (3,802,4 \$ - \$	1	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$	- \$ - \$	·	:		\$ (3,802,446) \$ - \$ - \$ 1			3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	-		\$ - \$ -	\$ - \$ -	\$ - \$ -		\$ - \$	\$ - - \$	\$ \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	

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 DENTIFIER SCORE as of 1/23/07 2007-2008 2008-2009 2009-2010 2011-2012 TOTAL Costs (Incl PY Actuals) No. 2012-2013 2013-2014 2014-2015 2015-2016 2016-2017 2017-2018 2018-2019 2019-2020 2020-2021 2021-2022 2021-20		E NO.	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES	2007 2008	2008 2000	2000 2010	2040-2044	2044-2042	5 YEAR CIP TOTAL	5-YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT	2012 2012	2012 2014	2014 2015	2015 2016	2046 2047	2017 2019	2048 2040	2040-2020	2020 2024	2024 2022	2022 2022
	ľ	F NO. L	DIVISION	(3) Unidentified/ SURPLUS (DEFICIT)	1A	SCORE	as of 1/23/07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ ·	Costs	\$ -	NO.	\$ -	\$ -	\$.	2015-2016	2016-2017	\$ -	2018-2019 \$ -	\$ -	\$ - \$	2021-2022	\$ -

REE NO. DIVISI	ON PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER		ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011		5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs		RU 2012	CPT No.			2012-2013	2013-2014	2014	.2015 20	15-2016 2	016-2017	2017-2018	2018-2019	2019-2	2020 20	020-2021	2021-2022	2022-2023
	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	4,200,000	474		\$	-	\$ -	- \$	- \$	- \$	·	\$ -	\$ -	\$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (4,181,934) \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	(18,066) - - - -		\$ \$ \$ \$	4,200,000)			\$ 3 5 5 5 5	- - - :	\$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$: : :	\$ - \$ -	\$ - \$ \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ -
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			*	- 1	5	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	·	5 -
31 MUNI	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) PBX TELEPHONE SYSTEM & EQUIPMENT: Purchase and install Private	1A 1A 1A 1A 1A 1A	56.1	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ 108,160 \$ \$ - \$ \$ (108,160) \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	108,160 - - (108,160) 900,000			108,160 - - (108,160)		_	\$ \$ \$ \$	- ; - ; - ; - ;	\$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ -	\$ - \$ \$ \$	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$		\$ - \$ - \$ -
	Business Exchange (PBX) telephone system and fiber-optic communications links at Muni Facilities to replace the obsolete Centrex equipment. LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ 300,000 \$ \$ - \$ \$ (300,000) \$	300,000 \$ - \$ - \$	- \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	900,000 - (900,000)		\$ \$	- 900,000 - - - (900,000)			\$ \$ \$ \$ \$ \$ \$ \$ \$	- (\$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :		\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	s - s - s - s -
EQUIPMENT - A	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 transif 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	\$ -	\$ 300,000 \$	200,000 \$	200,000 \$	100,000 \$	100,000 \$	900,000	\$ 180,000	5 \$	900,000			S	- \$	\$	- \$	- \$	- \$,	\$ -	\$ -	\$	- \$	- \$	-	\$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) SUBTOTAL EQUIPMENT REPLACEMENT	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 300,000 \$ \$ - \$ \$ (300,000) \$	200,000 \$ - \$ - \$ (200,000) \$	- \$ - \$ (200,000) \$	- \$ 100,000 \$ - \$ - \$ (100,000) \$	- \$ 100,000 \$ - \$ - \$ (100,000) \$	900,000		\$ \$ \$	900,000			\$ \$ \$ \$ \$ \$ \$	10.116.600	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ -	\$ - \$ \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ - \$ - \$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ 9,275,111 \$ (9,275,111, \$ - \$ - \$ - \$ -	\$ 10,321,145 \$ \$ (18,066) \$ \$ 10,303,079 \$ \$ - \$ \$ \$ \$ \$ \$ (10,303,079) \$	- \$ 10,045,953 \$ 375,000 \$ - \$	- \$ 9,960,382 \$ - \$ - \$	- \$ 9,691,327 \$ - \$ - \$	- \$ 9,827,509 \$ - \$ - \$	49,846,315 (18,066) 49,828,249 375,000 - (49,453,249)		\$ (9 \$ 49 \$ \$	9,121,426 9,293,177) 9,828,249 375,000 - 9,453,249)			\$ \$ \$ \$	- 10,116,609 - 2,000,000	\$	- \$ 274 \$ 10 - \$	- \$ 942,125 \$ - \$ 000,000 \$	- \$ 11,379,810 \$ - \$ 1,000,000 \$	- 11,835,002 - 1,000,000	\$ - \$ 12,308,402 \$ - \$ 1,000,000	\$ - \$ 12,800,73 \$ - \$ 1,000,00	\$ 38 \$ 13,3 \$ 00 \$ 1,0	- \$ 812,768 \$ - \$ 900,000 \$	- \$ 13,845,278 \$ - \$ 1,000,000 \$	- 14,399,090 - 1,000,000	\$ - \$ 14,975,053 \$ -

		PROJECT		ACTUAL									_																
BEE NO DIVISION	N PROJECT DESCRIPTION	SELECTION	PROJECT RANKING & SCORE	EXPENDITURES/ REVENUES as of 1/23/07	200	7-2008 2	2008-2009	2009-2010	2010 2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project Costs	COST TH	PROJECT HRU 2012 Actuals)	CP No		2012-2013	2042 204	14 201	4-2015 20	015-2016	2016-2017	2047 2049	2018 201	2044	9-2020	2020 2024	2021-2022	2022-2023
EQUIPMENT - EI		IDENTIFIER	SCORE	as of 1/23/07	200	17-2008 2	:008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(INCL PY	Actuals)	No		2012-2013	2013-201	14 2014	1-2015 20	713-2016	2016-2017	2017-2018	2018-201	9 2011	9-2020	2020-2021	2021-2022	2022-2023
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; Suco-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	\$ -	\$	205,419 \$	- \$	- \$	- \$	- \$	205,419		\$	205,419			\$ 1,000,000 \$	\$	- \$	- \$	- \$	-	\$ 1,216,653	\$	- \$	- \$	- \$		\$ 1,480,244
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ 205,419 \$ - \$ - \$ (205,419) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$			- 205,419 - - (205,419		\$ \$ \$ \$	205,419 - - - (205,419)			\$ 1,000,000 \$ - : \$ (1,000,000)	\$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ 1,480,244 \$ - \$ - \$ (1,480,244)
EQUIPMENT - EI	nhancement Cont'd			¢	s		- \$			- \$			¢					¢	- \$	- \$	- \$		\$ -	•			- ¢	_	•
	(INTENTIONALLY LEFT BLANK) LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)		0	\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- S - S - S - S	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:		\$ \$ \$ \$ \$ \$	-			5 - S 5 - S 5 - S		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$	\$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$:	\$ -
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 th geodatabase.	4A	17.6	\$ -	\$	189,280 \$	189,280 \$	- \$	- \$	- \$	378,560		\$	378,560			- 5	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	·	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ 189,280 \$ - \$ - \$ (189,280) \$	- \$ 189,280 \$ - \$ - \$ (189,280) \$	- \$ - \$ - \$ - \$		- \$ - \$ - \$ - \$	378,560 - - (378,560		\$ \$ \$ \$ \$ \$ \$ \$	378,560 - - - (378,560)			5 - 5 5 - 5 5 - 5 5 - 5		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ \$	\$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -
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 compl with standard accounting practices.	4A 4A	35.2	\$ -	\$	- \$	- \$	350,000 \$	320,000 \$	330,000 \$	1,000,000		\$	1,000,000			5	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	<u>-</u>	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$	320,000 \$ - \$ - \$	330,000 \$ - \$ - \$	1,000,000 - - - (1,000,000		\$	- 1,000,000 - - (1,000,000)			5 - S 5 - S 5 - S	\$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ -
	nhancement Cont'd																	_											
Parking ar	S TRAVEL MODELING/MICRO-SIMULATION: not 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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ 86,528 \$ - \$ - \$ (86,528) \$	- \$ - \$ - \$ - \$		- \$ - \$	- \$	86,528		\$ \$ \$ \$ \$	- 86,528 - - (86,528)			5 - S 5 - S 5 - S 5 - S		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -

REF NO	. DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-	2008 20	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR TOTA	CIP Aver	YEAR CIP rage Project Costs	TOTAL PROJ COST THRU 2 (Incl PY Actu	2012	CPT No.		2012-2013	2013-20	14 20°	14-2015	2015-2016	2016-2017	2017-2018	2018-2	019 2	2019-2020	2020-2021	2021-2022	2022-2023
5	4 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, o equivalent, software, consultant services, and training.	4A	35.2	\$ -	\$	- \$	162,240 \$	162,240 \$	-	\$ -	\$	324,480			24,480		٠	\$ -	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	- (-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ 162,240 \$ - \$ - \$ (162,240) \$	- :	\$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$	- 324,480 - - 324,480)		\$ \$ \$ (32	- 24,480 - - - 24,480)			\$ - \$ - \$ - \$ -	\$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ \$ \$	- \$ - \$ - \$	\$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- ;	; - ; -	\$ - \$ - • \$ - • \$ -
2	1 FIN	KIOSKS, MEDIA SALES - Purchase and installation of Kiosks for media and advertisement sales.	3C	40.8	\$ -	\$ 1,	200,000 \$	- \$	- :	\$ -	\$ -	\$ 1,:	200,000		\$ 1,20	00,000		•	\$ -	\$	- \$	- \$	-	\$ 1,403,830		\$	- \$	- \$	- \$	· -	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	3C 3C 3C 3C 3C		\$ - \$ - \$ - \$ - \$ -	\$ \$	- \$ 200,000 \$ - \$ - \$ 200,000) \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ -	\$ - \$ - \$ -	\$ 1,i - \$ - \$	- 200,000 - - - 200,000)		\$ \$	- <i>00,000</i> - - 00,000)			*	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ 1,403,830 \$ \$	- <mark>\$</mark> - \$	\$ \$ - \$ - \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$; - ; -	\$ - \$ - \$ - \$ -
	5 TPD	hancement Cont'd SUPERVISORY CONTROL & DATA ACQUISITION (SCADA SYSTEM) - Purchase and Installation of hardware and	1A	100	\$ -	\$	180,000 \$	- \$	- !	\$ -	\$ -	\$	180,000		\$ 18	80,000			\$ -	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	- 5	i -	\$ -
		software to support the existing system. LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ - \$ -	\$ \$	- \$ 180,000 \$ - \$ - \$ 180,000) \$	- \$ - \$ - \$ - \$		\$ -	\$ - \$ - \$ -	\$ - \$ - \$	- 180,000 - - - 180,000)		\$ \$	- 80,000 - - 80,000)			\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$; - ; -	\$ - \$ - \$ - \$ - \$ -
4	7 MUNI	TRACTION POWER-HI-SPEED UNIT TRIP DEVICES - Purchase of equipment to improve the traction power system.	1A	100	\$ -	\$	30,380 \$	- \$	- :	-	\$ -	\$	30,380		\$	30,380		5	\$ -	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A		\$ - \$ - \$ - \$ - \$ -	\$ \$	- \$ 30,380 \$ - \$ - \$ (30,380) \$	- \$ - \$ - \$ - \$	- :	\$ - \$ - \$ -	\$ - \$ - \$	- \$ - \$	- 30,380 - - - (30,380)		\$ \$	- 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		\$ 5,00	00,000			\$ 1,000,000	\$ 1,044	0,000 \$	1,081,600 \$	1,124,864	\$ 1,169,859	3 \$ 1,216,69	5 <mark>3 \$ 1</mark> ,2	65,319 \$	1,315,932 \$	1,368,569 \$	1,423,312	2 \$ 1,480,244
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ - \$ -	\$ \$	- \$ 230,000 \$ 300,000 \$ - \$ 70,000 \$	- \$ - \$	3,000,000	\$ 1,575,000 \$ -	\$ - \$ - \$	\$ 5, - \$:	- 000,000 300,000 - 700,000)		\$ 30 \$	- <i>00,000</i> 00,000 - 00,000)			\$ - \$ -	\$ 1,040 \$ \$	0,000 \$ - \$ - \$	1,081,600 \$ - \$ - \$	1,124,864 - -	\$ \$	9	- \$ - \$	265,319 \$ - \$ - \$	- \$ - \$	1,368,569 : - :	1,423,312 - -	\$ 1,480,244 -\$ - -\$ - -\$ - -\$ (1,480,244)

REF NO. DIVISION	I PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	RANKING &	ACTUAL EXPENDITURES REVENUES as of 1/23/07		2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR TOTAI			2012	CPT No.	2012-2013	2013	-2014 20	14-2015 20	015-2016 2	2016-2017	2017-2018	2018-20	019 2	2019-2020	2020-2021	2021-202	2 2022-2023
	hancement Cont'd					400.00	200				•	200 000	6	20.000														
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.		74.8	-	- \$	400,000 \$	600,000	\$ -	\$ -	\$ -	\$ 1,0	000,000	\$ 1,0	00,000	Ш	\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	-	\$	- \$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ \$ \$		- \$ 400,000 \$ - \$ - \$ (400,000) \$	600,000 - - (600,000)	\$ - \$ - \$ -	\$ - \$ - \$ -		\$ 1,0 \$ \$	- 000,000 - - - 000,000)	\$ \$	- 00,000 - - - 00,000)	Ш	\$ - \$ - \$ \$ \$	\$ \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ - \$	- \$ - \$ - \$ - \$
14 FIN	FINANCIAL SYSTEM - Upgrade of financia system to support accounting activities. Include software and hardware.	4A	17.6	\$	- \$	- \$	250,000	\$ -	\$ -	\$ -	\$ 2	250,000	\$ 2	50,000		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	-	\$	- \$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A		\$ - \$ - \$ \$ \$		- \$ - \$ - \$ - \$	250,000 - - (250,000)	\$ - \$ - \$ -	\$ - \$ - \$ -		\$ 2 \$ \$	- 250,000 - - 250,000)	\$ \$	- 50,000 - - - 50,000)	Ш	\$ - \$ - \$ \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ - \$	- \$ - \$ - \$ - \$
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 4A	35.2	\$ -	- \$	75,000 \$	420,000	\$ 2,247,500	\$ 1,500,000	\$ 757,500	\$ 5,0	000,000	\$ 5,0	000,000		\$ -	\$	- \$	- \$	- \$	·	\$ -	\$	- \$	- \$	-	\$	- \$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)			\$ - \$ \$ \$	- \$ - \$ - \$ - \$	- \$ 75,000 \$ - \$ - \$ (75,000) \$	420,000 - - (420,000)	\$ 2,247,500 \$ - \$ -	\$ 1,500,000 \$ -	\$ 757,500 \$ - \$ -	\$ 5,0 \$ \$	- 000,000 - - - 000,000)	\$ \$	- 00,000 - - 00,000)	Ш	\$ - \$ - \$ \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ \$ \$ \$ = \$ \$ = \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$
EQUIPMENT - En	hancement Cont'd	4A		1																								
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 \$	-	\$ -	\$ -	\$ -	\$ 9	933,637	\$ 9	33,637		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	-	\$	- \$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ \$		- \$ 933,637 \$ - \$ - \$ (933,637) \$:	\$ - \$ - \$ -	\$ - \$ - \$ -	•	\$ \$ \$ \$	933,637 - - - 933,637)	\$ \$	- 33,637 - - - 33,637)	Ш	\$ - \$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ - \$	- \$ - \$ - \$ - \$
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 \$	-	\$ -	\$ -	\$ -	\$ 9	950,000	\$ 9	50,000		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	-	\$	- \$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ \$ \$	- \$ - \$ - \$ - \$	- \$ 950,000 \$ - \$ - \$ (950,000) \$: : :	\$ - \$ - \$ -	\$ - \$ - \$ -		\$ \$ \$ \$	- 950,000 - - - 950,000)	\$ \$	- 50,000 - - 50,000)	Ш	\$ - \$ - \$ \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	•	- \$ - \$ - \$ - \$
9	(INTENTIONALLY LEFT BLANK)		0	\$	\$	- \$	-	\$ -	\$ -	\$ -	\$		\$			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	-	\$	- \$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned			\$ - \$ - \$		- \$ - \$ - \$	<u>:</u> :	\$ - \$ -	\$ - \$ -	•	\$:	\$ \$ \$ \$ \$ \$ \$ \$:			\$ \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	-	\$ - \$		- \$ - \$ - \$	- \$ - \$ - \$	-	•	- S - S - S

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)	Q I	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)			\$ -	\$ -	\$ -	\$ -	-	\$ -	\$		\$ -			\$ -	\$	- \$	- \$	\$ -	\$ -	\$ -	\$ -	\$ -	5 -	\$ -

7

REF NO. DIVISION	N 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 /	5-YEAR CIP Average Project Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	l 2014-	-2015 201	15-2016	2016-2017	2017-2018	2018-201	9 20°	19-2020	2020-2021	2021-2022	2022-2023
EQUIPMENT - En	nhancement 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	' \$ 126,18	7 \$ 126,187	7 \$ -	\$ - \$	\$ 378,560		\$ 378,560		-	\$	- \$	- \$	- \$	584,929	\$ -	\$	- \$	- \$	- \$	5 711,656	s -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ - \$ -		\$ 126,18 · \$ · \$	- \$ - \$	7 \$ - - \$ - - \$ -		\$ 378,560 \$ - \$ -		\$ - \$ 378,560 \$ - \$ - \$ (378,560		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	584,929 - - (584,929)	\$ - \$ \$		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	711,656 5	\$ - \$ -
1 SEC	4 AUTO VIEW/AUTO FIND- Purchase of equipment for auto plate recognition system that reads license plates using a hand-held o vehicle-mounted device and determines the status of the vehicle, including outstanding tickets or scofflaw vehicles.	10	82.8	\$ -	\$ 184,000	184,00	0 \$ -	\$ -	\$ - \$	\$ 368,000		\$ 368,000		-	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Plannee (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C		\$ - \$ - \$ - \$ - \$ -) \$ 184,00 · \$ · \$	- \$ ·	- \$ -	•	\$ 368,000 \$ - \$ -		\$ - \$ 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 1C	82.8	\$ -	\$ 109,000	202,00	0 \$ 689,000) \$ -	\$ - \$	\$ 1,000,000		\$ 1,000,000		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ - \$ -	\$ 109,000 \$ 1,000,000 \$ 891,000	202,00 \$ 202,00	- \$ - \$) \$ - - \$ - - \$ -		\$ 1,000,000 \$ - \$ 1,000,000		\$ 1,000,000 \$ - \$ 1,000,000 \$		\$ - \$ - \$ - \$ -	\$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ \$		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - ·	\$ - \$ - \$ - \$ - \$ -
EQUIPMENT - En	nhancement Cont'd	10																								
55 SEC	YARD INTRUSION ALARM SYSTEMS- Purchase and installation of a equipment to enhance the current alarm system; the constituent components will be mounted on c around perimeter fences and integrated with audible alarms and strobe lights and high intensity illumination.	10	62.1	\$ -	\$ 42,000	224,00	0 \$ 867,000	0 \$ 867,000	\$ - 9	\$ 2,000,000		\$ 2,000,000		-	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ - \$ -		224,00 · \$ • \$	- \$	0 \$ 867,000 - \$ - - \$ -	\$ - \$ \$ - \$ \$ - \$	\$ 2,000,000 \$ - \$ 2,000,000		\$ 2,000,000 \$ - \$ 2,000,000 \$		\$ -	\$		- \$ - \$ - \$ - \$:		\$		- \$ - \$ - \$ - \$	- \$ - \$ - \$	5 - ·	\$ - \$ - \$ - \$ - \$ -
10 SEC	ELECTRONIC LED SIGNAGE SYSTEM: EXPANSION TO NEXTBUS - Purchase and installation of a public information signage structure that will be installed at the entrance of all subway stations to alert and inform Mur passengers of the status of Muni service (e.g train delays, emergencies and other service related disruptions)	1A	100	\$ -	\$ 42,000	224,00	0 \$ 867,000	0 \$ 867,000	\$ - 9	\$ 2,000,000		\$ 2,000,000		-	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	· -	\$ -
	LESS FUNDEC BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ -	\$ 42,000 \$ 2,000,000 \$ 1,958,000	224,00 · \$	- \$ - \$	0 \$ 867,000 - \$ - - \$ -	\$ - \$ \$ - \$	\$ 2,000,000 \$ - \$ 2,000,000		\$ 2,000,000 \$ - \$ 2,000,000 \$ -			\$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- 9 - 9 - 9 - 9	5 - ·	\$ - \$ - • \$ - • \$ -
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 fibe 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.	10	82.8	\$ -	\$ 150,000	9 \$ 840,00	0 \$ 5,000,000	2,000,000	\$ 2,010,000 \$	\$ 10,000,000		\$ 10,000,000		-	\$	- \$	- \$	- \$	÷	\$ -	\$	- \$	- \$	- (\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ - \$ -	\$ 150,000 \$ 7,500,000 \$ 7,350,000	9 \$ 840,00 · \$ 9 \$	- \$ - \$	2,000,000 - \$ -	\$ 2,010,000 \$ \$ - \$ \$ - \$	\$ 10,000,000 \$ - \$ 7,500,000		\$ 10,000,000 \$ - \$ 7,500,000 \$ (2,500,000			\$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		

REF	IO. 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)	CP No	т	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	1		1C																							

			PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES						5 YEAR CIP	5-YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012	СРТ													
	•	PROJECT DESCRIPTION	IDENTIFIER	SCORE	as of 1/23/07	2007-2008	2008-2009 2	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actuals)	No.		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019	9-2020 2	020-2021 2	021-2022	2022-2023
		nancement Cont'd GPS/GPM UPGRADES - Purchase and	1C	82.8	\$ -	\$ 42,000 \$	224,000 \$	867,000 \$	867,000 \$	- \$	2,000,000		\$ 2,000,000		s	-	\$ -	\$ -	\$ -	s -	\$ -	\$	- \$	- \$	- \$	- \$	<u>-</u>
		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 a the time of an incident.	.0	0.20	Ť	<u> </u>	22,,000	001,000	50,500 \$	·	2,000,000		2,000,000				•	v	·	•	·	Ť	Ŷ	·	v		
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ -	\$ - \$ \$ 42,000 \$ \$ - \$ \$ 2,000,000 \$ \$ 1,958,000 \$		- \$ 867,000 \$ - \$ - \$ (867,000) \$	- \$ 867,000 \$ - \$ - \$ (867,000) \$	- \$ - \$ - \$ - \$	2,000,000 - 2,000,000		\$ 2,000,000 \$ - \$ 2,000,000 \$ -		\$ \$ \$ \$ \$ \$:	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ \$	- \$ - \$ - \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-
31	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	9 \$ 1,216,65	3 \$ 1,265,	319 \$ 1	1,315,932 \$	1,368,569 \$	1,423,312	1,480,244
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ -	\$ (25,300,000) \$	34,800,000 \$ - \$ 9,500,000 \$ (25,300,000) \$	- \$ 9,500,000 \$ (25,300,000) \$	- \$ 9,500,000 \$ (25,300,000) \$	34,900,000 \$ - \$ 9,500,000 \$ (25,400,000) \$	47,500,000 (126,600,000)		\$ 174,100,000 \$ - \$ 47,500,000 \$ (126,600,000)		\$ \$ \$ \$		\$ - \$ - \$ (1,040,000)	\$ 1,081,600 \$ - \$ - \$ (1,081,600)	\$ 1,124,864 \$ - \$ - \$ (1,124,864)	\$ 1,169,855 \$ \$ \$ (1,169,855	9 \$ 1,216,65 - \$ - \$ 9) \$ (1,216,65	3 \$ 1,265, - \$ - - \$ 3) \$ (1,265,	- \$ - \$ 319) \$ (1		- \$ 1,368,569 \$ - \$ - \$ (1,368,569) \$	- \$ 1,423,312 \$ - \$ - \$ (1,423,312) \$	-
3:	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		\$	- 1	\$ -	\$ -	\$ -	s -	\$ -	\$	- \$	- \$	- \$	- \$	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 100,000 \$ \$ - \$ \$ 100,000 \$ \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	100,000 - 100,000		\$ 100,000 \$ - \$ 100,000 \$ -		\$ \$ \$ \$ \$ \$:	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ · \$	- \$		- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
EQUIPM	IENT - En	nancement Cont'd																									
31	SEC	SECURITY INSPECTION SYSTEM- Purchase and install Zonar system for securit 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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ -	\$ - \$ \$ 42,000 \$ \$ - \$ \$ - \$ \$ (42,000) \$	- \$ 200,000 \$	- \$ - \$	- \$ - \$	- \$ - \$	2,000,000 - 200,000 (1,800,000)		\$ 2,000,000 \$ - \$ 200,000 \$ (1,800,000)		\$ \$ \$ \$ \$ \$ \$ \$:	\$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ · \$	\$ - \$ - \$		- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1
31	SEC	SECURITY SIGNASE PROGRAM - Design, layout, and install signage at MTA yards and facilities, and affix at entrances, exits, and fences where they will be visable to deter tresspassers. This signage will inloude the MTA policy regarding tresspassing and safety and include information that violations will be prosecuted under California Penal Code.	10	82.8	\$	\$ 42,000 \$	224,000 \$	867,000 \$	867,000	\$	2,000,000		\$ 2,000,000		\$			\$ -	\$ -	-	\$ -	\$	- \$	- \$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ -	\$ - \$ \$ 42,000 \$ \$ - \$ \$ - \$ \$ (42,000) \$	- \$	- \$ 867,000 \$ - \$ - \$ (867,000) \$	- \$ - \$		2,000,000 - 2,000,000 -		\$ 2,000,000 \$ - \$ 2,000,000 \$ -		\$ \$ \$ \$:		\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ · \$	\$ - \$ - \$		- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1

REF	O. 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			CPT No.	2012-2013	2013-2014	4 201	4-2015 2	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	40 SEC	SECURITY SOFTWARE - Purchase and install software to support upgrades to video monitors at 875 Stevenson Street.	1C	82.8	\$.	\$ 100,000 \$	- \$	- \$	- \$	- \$	100,000		\$ 100,000			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ - \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ -	\$ - \$ \$ 100,000 \$ \$ - \$ \$ - \$ \$ (100,000) \$	- \$ 100,000 \$	- \$ - \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	100,000 - 100,000 -		\$ 100,000 \$ - \$ 100,000			\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ - \$	- \$: :	\$ - \$ - \$ - \$ - \$ -
EQUI		hancement Cont'd																									
	41 SEC	SECURITY VIDEO DISPLAYS - Computer and television video monitors for the security office to conduct CCTV monitoring at each station and facility.	10	82.8	-	\$ 200,000 \$	- \$	- \$	- \$	- \$	200,000		\$ 200,000			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ - \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)	1C 1C 1C 1C		\$ - \$ - \$ -	\$ 200,000 \$ \$ - \$ \$ - \$ \$ (200,000) \$	- \$ 200,000 \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	200,000 - 200,000 -		\$ 200,000 \$ - \$ 200,000 \$			\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ - \$ -
CPT 47	SEC	VIDEO SURVEILLANCE CAMERAS - Purchase and installation of video surveillanc	1C	82.8	\$ 1,878,789	\$ 53,000 \$	280,000 \$	2,167,000 \$	- \$	- \$	2,500,000		\$ 4,378,78	9		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ - \$	- \$	-	\$ -
		cameras LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ (1,878,789) \$ - \$ - \$ -	\$ 17,426 \$ \$ - \$ \$ - \$	280,000 \$ - \$ 2,500,000 \$	2,167,000 \$	- \$	- \$ - \$ - \$ - \$	(35,574) 2,464,426 - 2,500,000 35,574		\$ (1,914,36 \$ 2,464,42 \$ - \$ 2,500,00 \$ 35,57	5		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$			\$ - \$ - \$ - \$ -
-	10 TPD	VARIOUS PROJECTS - MTA- Wide for all	1C 2C	45	\$ -	\$ 20,000,000 \$	20,000,000 \$	20,000,000 \$	20,000,000 \$	20,000,000 \$	100,000,000	\$ 20,000,000	\$ 100,000,000	0		\$ 20,800,000	\$ 21,632,	000 \$ 2	2,497,280 \$	23,397,171 \$	24,333,058	\$ 25,306,380	\$ 26,318,636	\$ 27,371,381 \$	28,466,236 \$	29,604,886	\$ 30,789,081
		divisions routine facility maintenance and equipment. LESS FUNDED	2C		\$ -	\$ - \$	- \$	- \$	- \$	- \$	-		\$ -			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ - \$	- \$	-	\$ -
		BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2C 2C 2C 2C 2C		s - s - s -	\$ - \$ \$ - \$ \$ (20,000,000) \$	- \$ - \$ (20,000,000) \$	- \$ (20,000,000) \$	- \$ 55,000,000 \$ 35,000,000 \$	- \$ - \$ (20,000,000) \$	100,000,000 - 55,000,000 (45,000,000)		\$ 100,000,00 \$ - \$ 55,000,00 \$ (45,000,00	D D)		\$ - \$ - \$ (20,800,000)	\$ \$ \$ (21,632,	- \$ - \$ 000) \$ (2:	- \$ - \$ (2,497,280) \$	- \$ - \$ (23,397,171) \$	- - (24,333,058)		\$ - \$ - \$ (26,318,636)	\$ - \$ \$ (27,371,381) \$	- \$ - \$ (28,466,236) \$	- - (29,604,886)	
		SUBTOTAL EQUIPMENT ENHANCEMENT LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURFUS (DEFUL)S (DEFUL)S			\$ 1,878,789 \$ (1,878,789) \$ - \$ - \$ - \$ -	\$ 60,476,857 \$ \$ 300,000 \$ \$ 24,100,000 \$	- \$ 59,368,707 \$ - \$ 14,500,000 \$	72,876,927 \$ - \$ 9,500,000 \$	64,530,000 \$ - \$ 64,530,000 \$ - \$ 64,500,000 \$ (30,000) \$	- \$ 57,997,500 \$ - \$ 9,500,000 \$	(35,574) 315,249,990 300,000 122,100,000		\$ 317,164,35 \$ (1,914,36 \$ 315,249,99 \$ 300,00 \$ 122,100,00 \$ (192,849,99	3) 0 0		\$ - \$ 23,800,000 \$ - \$ -	\$ \$ 23,712, \$ \$	- \$ 000 \$ 2 - \$ - \$	- \$ 4,660,480 \$ - \$ - \$	- \$ 25,646,899 \$ - \$ - \$	- 28,661,534 - -	\$ - \$ 28,956,339 \$ - \$ -	\$ - \$ 28,849,274 \$ - \$ -	\$ - \$ \$ 30,003,245 \$ \$ - \$ \$ - \$	31,203,374 \$ - \$ 31,203,374 \$ - \$ - \$ (31,203,374) \$	- 33,163,165 - -	\$ 35,229,814 \$ - \$ -
		TOTAL EQUIPMENT LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ 11,153,900 \$ (11,153,900) \$ - \$ - \$ - \$ -	\$ 70,833,575 \$ (53,640) \$ 70,779,935 \$ 300,000 \$ 24,100,000 \$ (46,379,935) \$	- \$ 69,414,659 \$ 375,000 \$ 14,500,000 \$	- \$ 82,837,309 \$ - \$ 9,500,000 \$	- \$ 74,221,327 \$ - \$ 64,500,000 \$	- \$ 67,825,009 \$ - \$ 9,500,000 \$	(53,640) 365,078,240 675,000 122,100,000		\$ 322,164,35 \$ (11,207,54) \$ 310,956,81 \$ 675,00 \$ 122,100,00 \$ (188,181,81)	D) 3 0		\$ - \$ 33,916,609 \$ - \$ 2,000,000	\$ \$ 34,233,5 \$ \$ 1,000,	- \$ 274 \$ 3: - \$ 000 \$	- \$ 25,602,605 \$ - \$ 1,000,000 \$	- \$ 37,026,709 \$ - \$ 1,000,000 \$	- 40,496,536 - 1,000,000	\$ - \$ 41,264,741 \$ - \$ 1,000,000	\$ - \$ 41,650,012 \$ - \$ 1,000,000	\$ - \$ \$ 43,316,012 \$ \$ - \$ \$ 1,000,000 \$	- \$	- 47,562,255 - 1,000,000	\$ - \$ 50,204,867 \$ - \$ 1,000,000
FACII	ITY - Repla	cement																									
CPT 56	S TPD	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 4C	25.2	\$ 10,294,949	\$ 430,051 \$	1,753,000 \$	1,753,000 \$	- \$	- \$	3,936,051		\$ 14,231,00		566	\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ - \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)	4C 4C 4C 4C		\$ (10,294,949) \$ - \$ - \$ - \$ -	\$ (430,051) \$ - \$ \$ - \$ \$ \$ - \$ \$ \$ - \$	1,753,000 \$ 1,753,000 \$ - \$	1,753,000 \$ 1,753,000 \$ - \$	- \$ - \$	- \$ - \$	(430,051) 3,506,000 3,506,000 -		\$ (10,725,00 \$ 3,506,00 \$ 3,506,00 \$ -	o'		\$ - \$ - \$ - \$ -	*	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -		\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$: :	\$ - \$ - \$ - \$ - \$ -

REF N). 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 PROJEC COST THRU 201 (Incl PY Actuals	2	CPT No.	2012-2013	2013-2014	4 2014-	2015 2015	-2016 2016-2 ¹	17 2017	-2018	2018-2019	2019-2020	2020-2021	2021-202	2 2022-2023
	32 MUNI	GREEN FACILITY DOOR REPLACEMENT: Replacement of existing roll-up doors with doors that can accommodate the BREDA Fleet.	2A	56.1	\$ -	\$ -	\$ 2,349,856	\$ 2,349,856 \$	2,349,856 \$	- \$	7,049,568		\$ 7,049,5	568		\$ -	\$	- \$	- \$	- \$	- \$	- \$	-	-	\$	- \$	- \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ 2,349,856 \$ - \$ -	\$ 2,349,856 \$ \$ - \$	2,349,856 \$ 5 - \$ 6 - \$	- \$ - \$ - \$ - \$	7,049,568 - - (7,049,568)		\$ 7,049,5 \$ \$ 7,049,5	-		\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- - - -	- 5 -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$
CPT 358/432 0	TPD 14	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	\$ 12,828,318	\$ 33,695,134	\$ 13,613,689	\$ 13,613,689 \$	5 13,613,689 \$	2,537,659 \$	77,073,860		\$ 89,902,	178	358/43 2/440	\$ -	\$	- \$	- \$	- \$	- \$	- \$	- :	-	\$	- \$	- \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)			\$ (12,828,318) \$ - \$ - \$ - \$ -	\$ -	\$ 13,613,689 \$ 17,721,564 \$ -	\$ 13,613,689 \$ \$ 4,862,320 \$ \$ - \$	13,613,689 \$	- \$ 2,537,659 \$ - \$ (2,537,659) \$	(33,695,134) 43,378,726 22,583,884 - (20,794,842)		\$ (46,523,4 \$ 43,378,1 \$ 22,583,8 \$ (20,794,8	726 884 -		\$ - \$ - \$ - \$ -	*	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - -	- 5 -	\$ \$ \$	- \$ - \$ - \$ - \$	- S S S S S S
FACIL CPT 564	FIN	ONE SOUTH VAN NESS: Renovation of the space in this building to accommodate variou administrative, operations, and management offices within the MTA.	2B	50.4	\$ 916,550	\$ 11,461	\$ -	\$ - \$	\$	- \$	11,461		\$ 928,0	011	564	\$ -	\$	- \$	- \$	- \$	- \$	- \$	- :	-	\$	- \$	- \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B		\$ (916,550) \$ - \$ - \$ - \$ -	\$ (11,461) \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$	- \$	- \$ - \$ - \$ - \$	(11,461) - - - -		\$ (928,0 \$ \$ \$ \$	011) - - -		\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$		- -	\$ \$ \$	- \$ - \$ - \$ - \$	- S S S S S
CPT 502	MUNI	FLYNN VENTILATION SYSTEM & ROOF: Replacement of the ventilation system at this facility to evacuate the exhaust fumes caused by the diesel vehicles. This projects improve the health and safety of employees.	2B	67.2	\$ 3,588,168	\$ 107,719	\$ 2,541,286	\$ 2,541,286 \$	- \$	- \$	5,190,291		\$ 8,778,4	459	502	\$ -	\$	- \$	- \$	- \$	- \$	- \$	- ;	-	\$	- \$	- \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ (3,588,168) \$ - \$ - \$ - \$ -	\$ (107,719) \$ - \$ 4,357,400 \$ - \$ 4,357,400	\$ 2,541,286 \$ - \$ -	\$ 2,541,286 \$ \$ - \$ \$ 3,000,000 \$	\$ - \$ \$ - \$ \$ 1,400,000 \$	- \$ - \$ - \$ - \$	(107,719) 5,082,572 4,357,400 4,400,000 3,674,828		\$ (3,695,8 \$ 5,082,8 \$ 4,357,4 \$ 4,400,0 \$ 3,674,8	572 400 000			*	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$		- 5 -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$
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	\$ 462,501	\$ 950,035	\$ 18,549,965	\$ 18,500,000 \$	18,500,000 \$	18,500,000 \$	75,000,000		\$ 75,462,5	501	470	\$ -	\$	- \$	- \$	- \$	- \$	- \$	- ;	-	\$	- \$	- \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)	1A 1A 1A 1A		\$ (462,501) \$ - \$ - \$ - \$ -	\$ - \$ -	\$ 18,549,965 \$ - \$ 15,000,000	\$ 18,500,000 \$ \$ - \$ \$ - \$	18,500,000 \$ - \$	18,500,000 \$ - \$ - \$	(950,035) 74,049,965 - 15,000,000 (59,049,965)		\$ (1,412,5 \$ 74,049 ,5 \$ 15,000,0 \$ (59,049,5	965 - 000			\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- ·	5 - 5 -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$
	-	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	\$ 34,615	\$ 345,385	\$ 3,125,000	\$ - \$; - \$	- \$	3,470,385		\$ 3,505,0	000	542	\$ -	\$	- \$	- \$	- \$	- \$	- \$	- ;	5 -	\$	- \$	- \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)			\$ (34,615) \$ - \$ - \$ - \$ -	\$ (345,385) \$ - \$ - \$ - \$ -	\$ 3,125,000 \$ 3,125,000 \$ -	\$ - \$ \$ - \$ \$ - \$	· · · · · · · · · · · · · · · · · · ·		(345,385) 3,125,000 3,125,000 -		\$ (380,0 \$ 3,125,0 \$ 3,125,0 \$	000			\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	5 - 5 -	\$ \$ \$	- \$ - \$ - \$ - \$	- S

REF NO	. DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER		ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5-YEAR 5 YEAR CIP Average Pr TOTAL Costs	roject COST THRU 2012	CF			2012-2013	2013-201	l4 2014	-2015 201	5-2016 2	2016-2017	2017-2018	2018-2019	2019-2020	2020-2	2021 2021-20	022 20	022-2023
	4 MUNI	PRESIDIO FIRE DETECTION SYSTEM: Purchase and install an adequate and moder fire alarm and detection system at the Presidio facility to replace the existing antiquated fire alarm system.	1B	91.2	s -	\$ 1,427,227					2,854,455	\$ 2,854,45			\$			- \$	- \$	- \$	- \$		_		\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B		\$ - \$ - \$ - \$ - \$ -		\$ 1,427,227 ; \$ - ; \$ - ; \$ (1,427,227) ;	\$ - : \$ - : \$ - :	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	 - (2,854,455)	\$ 2,854,45 \$ - \$ - \$ (2,854,45	5)		\$ \$ \$ \$		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	-	\$ \$	- \$ - \$ - \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$				
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	\$ 20,279,130	\$ 2,986,232	\$ 2,584,009 \$	\$ 584,009 \$	\$ 584,009	\$ 584,009 \$	7,322,268	\$ 27,601,39	8 37	2	\$	-	\$	- \$	- \$	- \$	- \$		\$ -	\$ -	\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ (20,279,130) \$ - \$ - \$ 5 - \$ -	\$ (2,986,232) \$ - \$ - \$ - \$ -	\$ 2,584,009 \$ 2,592,236 \$ - \$	\$ 584,009 \$ 500,000 \$ -	\$ 584,009 \$ 500,000 \$ -	\$ 584,009 \$ \$ - \$ \$ - \$	4,336,036 3,592,236	\$ (23,265,36 \$ 4,336,03 \$ 3,592,23 \$ (743,80)	6		\$ \$ \$ \$: :	\$ \$	- \$ - \$ - \$ - \$		\$ \$ \$	- \$ - \$ - \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$				
	0 MUNI	CEMENT CONT'D 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	\$ 1,824,97	9		\$		\$	- \$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A		\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$	\$ 912,490 \$ - :	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	 - - (1,824,979)	\$ 1,824,97: \$ - \$ (1,824,97:	9)		\$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	-	\$ \$	- \$ - \$ - \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$				
1		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	\$ 1,824,97	9		\$	٠	\$	- \$	- \$	- \$	- \$	-	\$	\$ -	\$	- \$	- \$	
1	2 TPD	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT) REVENUE CENTER REPLACEMENT:		56.1	\$ - \$ - \$ - \$ - \$ -	\$ - \$ 912,490 \$ - \$ (912,490) \$ 1,534,340	\$ 912,490 ; \$ 1,875,000 ; \$ - ; \$ 962,510 ;	\$ - : \$ - : \$ - :	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	1,824,979 1,875,000 - 50,021	\$ 1,824,97 \$ 1,875,00 \$ 50,02 \$ 7,271,70	1		\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$	- \$ - \$ - \$ - \$:	\$ \$ \$ \$	- \$ - \$ - \$ - \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:			
		Includes Coin Sorter Replacement and renovations of the existing facility.																										
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A		\$ - \$ - \$ - \$ - \$ -	\$ 1,534,340 \$ - \$ -	\$ 1,434,340 \ \$ - \ \$ - \	\$ 1,434,340 \$ - : \$ - :	\$ 1,434,340 \$ - \$ -	\$ 1,434,340 \$ \$ - \$	-	\$ 7,271,700 \$ - \$ (7,271,700			\$ \$ \$ \$ \$ \$ \$: :	\$ \$ \$	- \$ - \$ - \$ - \$:	\$ \$ \$	- \$ - \$ - \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$				

REF NO	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE			2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5-YEAR (IP Average Pr TOTAL Costs	oject COST THRU	J 2012	CPT No.		2012-2013	2013-2	2014 201	14-2015 201	15-2016	2016-2017 2017-	2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
FACILI"	Y - Repla	acement cont'd																										
11	2 TPD	TRAINING CENTER - Muni Wide Development and construction of a combined operations and maintenance training facility to replace the existing facility.	2A	37.4	\$		\$ - 8	· - !	5 - \$	\$ 19,738,977 \$	5 19,738,977 \$	39,477,953	\$ 39,	477,953			\$ -	\$	- \$	- \$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Pianned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A		\$ \$ \$ \$: :	\$ - S \$ - S \$ - S \$ - S	- :	- \$ 5 - \$ 5 - \$	\$ 19,738,977 \$ \$ - \$ \$ - \$	19,738,977 \$	- - (39,477,953)	\$ \$ \$ (39,	- 477,953 - - 477,953)			\$	\$ \$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- - - - - - - - - - - - - - - - - - -	-	\$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$ - \$	- s
7	8 MUNI	CABLE CAR VENTILATION SYSTEM: Interest and replacement of the fresh air and exhaust ventilation systems for the cable car machinery area.	1A	100	\$		\$ 115,000 \$	\$; - \$	5 - \$; - \$	115,000	\$	115,000			\$ -	\$	- \$	- \$	- \$	- \$	- \$	-	s -	\$	- \$	- \$ -
10	1 TPD	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) MUNI METRO EAST - RESTORE SCOPE		100	\$ \$ \$ \$ \$:	\$ 115,000 S \$ - S \$ (115,000) S	- :	5 - \$ 5 - \$ 5 - \$	\$ - \$ \$ - \$ \$ - \$	5 - \$ 5 - \$ 5 - \$	115,000 - (115,000) 50,000,000	\$ \$ \$	115,000 - - 115,000)			\$ - \$ - \$.	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- - - - - - - - - - - - - - -	- - -	\$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$
10	IPD	MUNI MELRO EAST - RESTORE SCOPE: To restore the scope of work to the project to ensure a fully functional maintenance facility. LESS FUNDED		100	A		\$ 750,000					50,000,000	\$ 50,	-			s -	\$	- \$	- \$ - \$	- \$	- \$	- \$	•			- \$	
FACILI	ΓΥ - Repla	BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) acement cont'd			\$ \$ \$ \$	-	\$ 750,000 \$ 29,000,000 \$ 28,250,000	4,200,000	\$ 22,475,000 \$ \$ - \$ \$ - \$	\$ 15,000,000 \$ \$ - \$ \$ - \$	7,575,000 \$ - \$	- 29,000,000	\$ \$ 29,	000,000 - 000,000 000,000)	Ц			\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- s - s - s	-	\$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$
		(INTENTIONALLY LEFT BLANK)			\$						\$		\$				\$ -	\$	- \$	- \$	- \$	- \$	- \$	-	· -	\$	- \$	· \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT) SUBTOTAL FACILITY REPLACEMENT			\$ \$ \$ \$	- - - - - -	\$ - : \$ - : \$ - :	- :	5 - \$ 5 - \$ 5 - \$	\$ - \$ \$ - \$ \$ - \$	5 - \$ 5 - \$ 5 - \$ 5 - \$	282,422,951 \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	\$ - \$ -	\$. \$.	\$ \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- S	- \$ - \$ - \$ - \$	- - -	\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)					\$ (38,526,017) \$ \$ 4,739,057 \$ \$ 4,357,400 \$ \$ 29,000,000	5 53,403,352 5 27,066,800 5 15,000,000	64,163,670 \$ 7,115,320 \$ 3,000,000 \$	\$ - \$ \$ 71,220,871 \$ \$ 500,000 \$ \$ 1,400,000 \$	5 - \$ 5 50,369,985 \$ 5 - \$	(38,526,017) \$ 243,896,934 \$ 39,039,520 \$ 48,400,000 \$	- \$ (86, - \$ 243, - \$ 39, - \$ 48,	930,248) \$ - 896,934 \$ - 039,520 \$ - 400,000 \$ - 457,414) \$	\$ - ###### \$ - \$ - \$ -	5 - \$ - 5 - \$ - 5 - \$ -	\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- s - s - s - s	- - -	\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$	- \$
	Y - Reha	bilitation SUBWAY STATION IMPROVEMENTS: Rehab and improvements projects in the Metro Subway stations. Includes painting and platform edge detection tile replacement.	2B	33.6	\$		\$ - 9	; - ;	5,835,578 \$	\$ - \$	5 - \$	5,835,578	\$ 5,	835,578			\$ -	\$	- \$	- \$	- \$	2,339,717 \$	- \$	-	\$ -	\$	- \$ 2,530,€	538 \$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned			\$ \$ \$ \$:	\$ - S \$ - S \$ - S	- :	5 5,835,578 \$ 5 - \$	\$ - \$ \$ - \$	·		\$ \$ 5,	- 835,578 - -				\$ \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$		- \$ - \$ - \$ - \$	-	\$ - \$ -	\$ \$	- \$ 2,530,6 - \$ - \$	- \$ - 538 \$ - - \$ - - \$ -

City County of San Francisco MUNICIPAL TRANSPORTATION AGENCY CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

R	EF 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		TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	C	PT 5.	2012-2013	2013-2014	2014-201	5 2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
			(3) Unidentified SURPLUS (DEFICIT)	2B 2B		\$ -	\$	- \$ -	\$ (5,835,578)	\$ -	- \$ - \$	(5,835,578	3)	\$ (5,835,578)			\$ -	\$	- \$	- \$	- \$ (2,339,717)	\$ -	\$ -	\$ -	\$ -	\$ (2,530,638)	\$ -

					_																				
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)	C	PT o.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
FACILITY	Rehabilitation Cont'd																								
65 TI		2B	33.6	\$ -	\$ -			\$ 5,624,320 \$	5,624,320 \$	11,248,640		\$ 11,248,64	40		\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ \$	\$ - - \$ - \$	\$ - \$ - - \$ - - \$ -	\$ 5,624,320 \$ \$ - \$ \$ - \$	5,624,320 \$ - \$	-		\$ 11,248,64 \$ - \$ - \$ (11,248,64			\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- 5 - 5 -	\$ - \$ -	\$ -	\$ \$ \$	\$ - . \$ - . \$ - . \$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$ -
CPT 500 TI	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.	2В	33.6	\$ (4)	\$ 1,637,£	15 \$ 2,573,54	2 \$ 1,000,000	\$ 1,000,000 \$	1,000,000 \$	7,211,457		\$ 7,211,4	53 5	00	\$ 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	\$ 1,539,454
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)			\$ 4 \$ - \$ - \$ -	\$	00 \$ 2,573,54 - \$ - \$	\$ - 2 \$ 1,000,000 - \$ - - \$ - 2) \$ (1,000,000)	\$ 1,000,000 \$ \$ - \$ \$ - \$	- \$ - \$	(637,915 6,573,542 - (6,573,542		\$ (637,9' \$ 6,573,5' \$ - \$ (6,573,5'	12		\$ - \$ -	\$ - \$ -	\$ 1,124,864 \$ - \$ -	\$ 1,169,859 \$ \$ - \$	1,216,653 5 -	\$ - \$ -	\$ · ·	\$ 1,368,569 \$) \$ 1,423,312 · \$ -	\$ 1,480,244 \$ - \$ -	\$ - \$ -
CPT TI 371/400/40 2/534	FIXED FACILITY REHABILITATION Includes the major rehabilitation, preservation and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	2B	50.4	\$ 14,208,679	\$ 694,0	70 \$ 5,037,44	5,037,440	\$ 5,037,440 \$	5,037,440 \$	20,843,830		\$ 35,052,50		71/40 /402	\$ 5,238,938	\$ 5,448,495	\$ 5,666,435	\$ 5,893,092 \$	6,128,816	\$ 6,373,969	\$ 6,628,927	\$ 6,894,084	\$ 7,169,848	\$ 7,456,642	\$ 7,754,907
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ (14,208,679) \$ - \$ - \$ - \$ -	\$ 684,1 \$ \$	74 \$ 5,037,44 - \$ - \$	\$ - 0 \$ 5,037,440 - \$ - - \$ - 0) \$ (5,037,440)	\$ 5,037,440 \$ \$ - \$ \$ - \$	5,037,440 \$ - \$ - \$	-		\$ (14,218,5; \$ 20,833,9; \$ - \$ (20,833,9;	34		\$ - \$ -	\$ - \$ -	\$ 5,666,435 \$ - \$ -	\$ 5,893,092 \$ \$ - \$	6,128,816 6 -	\$ 6,373,969 \$ - \$ -	\$ 6,628,927 \$ ·		7,169,848 - \$ - - \$ -	\$ 7,456,642 \$ - \$ -	\$ - \$ 7,754,907 \$ - \$ -) \$ (7,754,907)
FACILITY 81 T	Rehabilitation Cont'd	an.	22.6	•	A 575 0	0.075.00	0 6	•	•	2.050.000		\$ 3,650,00	20		0	•	•				•		Φ.	Φ.	•
81 11	PD 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	\$ -	\$ 1,5/5,0	00 \$ 2,075,00	0 \$ -	\$ - \$	- \$	3,650,000		\$ 3,650,00	10		5 -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	\$ -	\$ -	5 -	÷ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B		\$ - \$ - \$ - \$ -	\$ 1,575,0 \$ \$	\$ - 00 \$ 2,075,00 - \$ - \$ 00) \$ (2,075,00	0 \$ - - \$ - - \$ -	\$ - \$ \$ - \$	- \$ - \$			\$ 3,650,00 \$ - \$ - \$ (3,650,00			\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ \$ - \$	5 - 5 -	\$ - \$ - \$ - \$ - \$ -	\$ -	\$ \$ \$	\$ - • \$ - • \$ - • \$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$ -
CPT 509 T	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	\$ 2,796,002	\$ 2,042,8	03 \$ 2,197,09	7 \$ 2,197,097	\$ - \$	- \$	6,436,997		\$ 9,232,99	99 5	09	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ (2,796,002) \$ - \$ - \$ - \$ -	\$ \$ \$ 3,000,0	\$ 2,197,09 - \$ 00 \$	\$ - 7 \$ 2,197,097 - \$ - - \$ - 7) \$ (2,197,097)	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$			\$ (4,838,81 \$ 4,394,11 \$ - \$ 3,000,00 \$ (1,394,11	00		\$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	5 - 5 -	- \$	\$ - \$ -	\$ \$ \$	\$ - • \$ - • \$ - • \$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$ -
95 M	UNI 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	\$ -	\$ 584,9	29 \$ 584,92	9 \$ -	\$ - \$	- \$	1,169,859		\$ 1,169,83	59		\$ -	\$ -	\$ -	\$ - \$	5 -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ - \$ -	\$ 584,9 \$ \$	29 \$ 584,92 - \$	- \$ - - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$	1,169,859 - - - (1,169,859		\$ 1,169,88 \$ - \$ (1,169,88				\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- 5 - 5 -	\$ - \$ -	\$ - \$ - \$ -	\$ \$ \$	\$ - . \$ - . \$ - . \$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$ -

				RANKING &	ACTUAL EXPENDITURES/ REVENUES						5 YEAR CIP	5-YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012	С	PT												
		PROJECT DESCRIPTION pilitation Cont'd	IDENTIFIER	R SCORE	as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actuals)	- N	0.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-202	20 202	0-2021 20	21-2022	2022-2023
CPT	MUNI	PRESIDIO REHABILITATION Rehabilitation	2B	67.2	\$ 2,380,344	\$ 243,46	i4 \$ -	\$ -	\$ - 9	- \$	243,464		\$ 2,623,80	8 5	05/50	\$ -	\$ -	\$ - :	- \$	-	\$ -	\$ -	\$	- \$	- \$	- \$	-
505/504		includes yard repaving and re-roofing of the facility.												4													
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B		\$ (2,380,344 \$ - \$ - \$ - \$ -	\$ - \$ \$	\$ - - \$ - \$	\$ - - \$ - - \$ -		s - \$ s - \$ s - \$	(243,464 - - - -)	\$ (2,623,80° s - s - s - s - s - s - s - s - s - s			\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ -: \$ -:	5 - S	5 - 5 -	\$ -	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
CPT 500/538		FACILITIES - MISC SMALL PROJECTS Includes a collection of small project rehabilitation, preservation, and improvement of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	2B	50.4	\$ 2,464,712	\$ -	\$ 2,500,000	-	\$ - 5	5 - \$	2,500,000		\$ 4,964,7	2 5.8	00/53	\$ 500,000	\$ 520,000	\$ 540,800	\$ 562,432 \$	584,929	\$ 540,800	\$ 562,432	2 \$ 584	1,929 \$	608,326 \$	632,660 \$	584,929
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified/ SURPLUS (DEFICIT)			\$ (2,464,712 \$ - \$ - \$ - \$ -	\$ - \$ \$,) \$ - - \$ - - \$ -	•	\$ - \$ \$ - \$	2,500,000 - - (2,500,000		\$ (2,464,7' \$ 2,500,00' \$ - \$ - \$ (2,500,00'	0		\$ - \$ 500,000 \$ - \$ - \$ (500,000)	\$ - \$ -	\$ 540,800 \$ - : \$ - :	562,432 \$ 5 - \$ 5 - \$	5 584,929 6 -	\$ - \$ -	\$ \$	\$ 584 · \$ · \$	- \$ 4,929 \$ - \$ - \$ 4,929) \$	- \$ 608,326 \$ - \$ - \$ (608,326) \$	- \$ 632,660 \$ - \$ (632,660) \$	-
CPT 519	TPD	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	\$ 344,000	\$ 226,92	2,201,500	2,201,500	\$ - \$	\$ - \$	4,629,925		\$ 4,973,92	5	19	\$ -	\$ -	\$ - 8	- \$	-	\$ -	\$ -	\$	- \$	- \$	- \$	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Pianned (3) Unidentified SURPLUS (DEFICIT)	2B 2B		\$ (344,000 \$ - \$ - \$ - \$ -	\$ - \$ \$	\$ 2,201,500 - \$ 652,322	2 \$ - - \$ -	\$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$	-		\$ (570,92 \$ 4,403,00 \$ 652,32 \$ - \$ (3,750,67	2		\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ -: \$ -: \$ -:	5 - 5 5 - 5	5 - 5 -	\$ - \$ -	\$ \$ \$	\$. \$. \$. \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1
FACILI	Y - Rehal	pilitation Cont'd																									
6		BURKE AVENUE FACILITY IMPROVEMENTS: Rehabilitation of the warehouse purchased at 1570 Burke Ave for use as the new Central Warehouse and overhead line facility.	2B	50.4	\$ -	\$ 210,00	0 \$ 3,176,000	5,000,000	\$ 4,000,000 \$	\$ 1,614,000 \$	14,000,000		\$ 14,000,00	0		\$ -	\$ -	\$ - \$	s - \$	-	\$ -	\$ -	\$	- \$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B		\$ - \$ - \$ - \$ - \$ -	\$ 210,00 \$ \$	00 \$ 3,176,000 - \$ - \$	- \$ - - \$ 14,000,000	\$ 4,000,000 \$ - : \$ - :	\$ 1,614,000 \$ \$ - \$	-		\$ 14,000,00 \$ - \$ 14,000,00 \$			\$ - \$ - \$ - \$ - \$ -		\$ -: \$ -: \$ -:	5 - 5 5 - 5	5 - 5 -	\$ -	\$ \$ \$	\$ · \$ · \$ · \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
6		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.		100	\$ -	\$ 231,16	33 \$ 1,147,000	0 \$ 1,787,000	\$ 4,000,000 \$	3,490,000 \$	10,655,153		\$ 10,655,18	3		\$ -	\$ -	\$ - <u>\$</u>	5 - \$	-	\$ -	\$ -	S	- \$	- \$	- s	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A		\$ - \$ - \$ - \$ -	\$ 231,15 \$ \$ \$ (231,15	- \$ - \$ (1,147,000	0 \$ 1,787,000 - \$ - - \$ - 0) \$ (1,787,000)	\$ 4,000,000 : \$ - : \$ - : 0 \$ (4,000,000) :	3,490,000 \$ 5 - \$ 5 - \$ 5 (3,490,000) \$	- - (10,655,153)	\$ 10,655,18 \$ - \$ - \$ (10,655,18	3)		\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - : \$ - : \$ - :	5 - 5 5 - 5	- 5 - 5 -	\$ -	\$ \$ \$	\$ · \$ · \$ · \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$:
11		KIRKLAND MOTOR COACH FACILITY REHAB: Major renovation of deteriorated office building, shop building, operator breakroom, and addresses environmental remediation.	2B	50.4	-	\$ 150,00	860,000	1,500,000	\$ 4,000,000	\$ 3,490,000 \$	10,000,000		\$ 10,000,00	0		\$ <u>-</u>	· -	- 5	- \$	-	\$ -	\$ <u> </u>	\$	- \$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned	2B 2B		\$ - \$ - \$ -	\$ 150,00 \$	- \$	0 \$ 1,500,000 - \$ -		\$ 3,490,000 \$ \$ - \$	10,000,000 - -		\$ 10,000,00 \$ - \$ 17	О		\$ - \$ - \$ - \$ -	\$ -	\$ - : \$ - :	\$ - \$ \$ - \$	5 - 5 -	\$ - \$ -	\$ \$	\$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	

City County of San Francisco MUNICIPAL TRANSPORTATION AGENCY CAPITAL INVESTMENT PLAN (CIP) 5 - YEAR

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

REF	NO. DI	VISION	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)	C	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 2B		\$ -	\$ (150,000)	\$ (860,000)	\$ (1,500,000)	\$ (4,000,000)	\$ (3,490,000) \$	(10,000,000)		\$ (10,000,000)			\$ -	\$	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

REF NO. DIVISION PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	RANKING 8	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2	2008 2008-	2009 2009-2	010 2010-2	011 2011-:			5-YEAR CIP Average Project Costs	TOTAL PROJEC COST THRU 201 (Incl PY Actuals	2	CPT No.	2012-2013	2013-201	4 2014	I-2015 201	15-2016 2	016-2017	2017-2018	2018-2019	2019-2	020 202	0-2021 2	021-2022	2022-2023
FACILITY - Rehabilitation Cont'd																											
304 TPD WOODS FACILITY REHAB: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	2B	33.6	\$ -	\$	- \$	- \$ 1,00	0,000 \$ 2,00	00,000 \$ 2,0	,000,000 \$	5,000,000		\$ 5,000,0	000		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	-	\$ -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned	2B 2B		\$ - \$ - \$	\$ \$ - \$	- \$ - \$ - \$	- \$	- \$ 00,000 \$ 2,00 - \$ 00,000 \$	- \$ - \$	- \$,000,000 \$ - \$ - \$	5,000,000 - 2,000,000		\$ 5,000,0 \$ 2,000,0	-		\$ - \$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- - - - -	\$ -	\$	\$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ -
(3) Unidentified SURPLUS (DEFICIT) 305 TPD BRYANT STREET FACILITY SEISMIC:	2B 2B 2B	50.4	\$ -	- \$	- \$ - \$ 4,5	- \$ 1,0 0			,500,000 \$	18,000,000		\$ (3,000,0 \$ 18,000,0			\$ - \$ -	\$	- \$	- \$ - \$	- \$ - \$	-		-	- \$	- \$	- \$ - \$	-	\$ - \$ -
Rehabilitation and seismic retrofit of the current warehouse located at 1401 Bryant Street. LESS FUNDED) 2B		s -	s	- \$	- \$	- \$	- \$	- \$			\$			s -	s	- \$	- \$	- \$	_	\$ -	s -	\$	- \$	- \$		s -
BALANCE UNFUNDED (1) Programmed (2) Planneo (3) Unidentified SURPLUS (DEFICIT)			\$ 5 \$ 5 \$	- \$ - \$ - \$	- \$ 4,5 - \$ - \$	500,000 \$ 4,50 - \$ - \$	00,000 \$ 4,50 - \$ - \$	00,000 \$ 4,5 - \$ - \$,500,000 \$ - \$ - \$	18,000,000 - - (18,000,000)		\$ 18,000,0 \$ \$ \$ \$ (18,000,0			\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$: :	\$ - \$ - \$ - \$ -
306 TPD 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		91.2	\$ -	\$ 5	00,000 \$ 3,5	500,000 \$	- \$	- \$	- \$	4,000,000		\$ 4,000,0	000		\$ -	\$	- \$	- \$	- \$	584,929	\$ -	\$ -	\$	- \$	- \$	632,660	\$ -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ \$	- \$ - \$	- \$ - \$	- \$ 500,000 \$ - \$ - \$ 500,000) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- 4,000,000 - - (4,000,000)		\$ 4,000,0 \$ \$ \$ \$ (4,000,0			\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- 584,929 - - - (584,929)	\$ - \$ -	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	632,660 - (632,660)	\$ - \$ -
87 TPD GREEN FACILITY MAINTENANCE Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance. Includes modernization of major maintenance/overhau of equipment.	2B	50.4	\$ -	\$ 3	00,000 \$ 1,6	680,000 \$ 8,99	0,000 \$ 4,00	00,000 \$ 5,0	,030,000 \$	20,000,000		\$ 20,000,0	000		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	-	S -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B		\$ - \$ - \$ \$ \$	- \$ - \$	- \$ - \$		- \$ - \$	- \$ - \$	- \$,030,000 \$ - \$ - \$,030,000) \$	- 20,000,000 - - (20,000,000)		\$ 20,000,0 \$ \$ \$ \$ (20,000,0			\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ -	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	5 - S - S - S -
FACILITY - Rehabilitation Cont'd	25																										
70 MUNI SAFETY, SECURITY & TRAINING FACILIT 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 Geany; rehabilitation and/or replacemen of classroom dividers at 2640 Geary; and rehab of security entrance and reception are at 2640 Geary. These projects will be coordinated with Security.	1	82.8	\$ -	\$ 4	11,000 \$ 4	409,000 \$ 1,0 <u>!</u>	2,000 \$ 1,08	\$	185,000 \$	3,109,000		\$ 3,109,0	000		\$ -	\$	- \$	- \$	- \$	-	s -	\$ -	\$	- \$	- \$	-	5 -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1 1C 1 1C 1 1C		\$ - \$ - \$ \$	\$ 4 \$ - \$ 3,0	- \$ 59,000 \$		2,000 \$ 1,05 - \$ - \$	- \$ - \$	- \$ 185,000 \$ - \$ - \$ (185,000) \$	3,109,000 - 3,059,000 (50,000)		\$ 3,109,0 \$ \$ 3,059,0 \$ (50,0			\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ -	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :	s - s - s - s -
308 TPD WEST PORTAL FACILITY MAINTENANCE Major renovations and improvements to correct facility deficiencies resulting from long term deferred maintenance. Includes modernization of major maintenance/overhau of equipment.	2C	45	\$ -	\$	- \$ 3,0	000,000 \$	- \$	- \$	- \$	3,000,000		\$ 3,000,0	000		\$ -	\$	- \$	- \$	- \$	·	\$ -	\$ -	\$	- \$	- \$	-	5 -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2C 2C 2C 2C 2C 2C		\$ - \$ - \$ \$ \$	- \$ - \$ - \$	- \$ - \$ 3,6 - \$ - \$ - \$ (3,6	- \$ - \$ 000,000) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	3,000,000 - - (3,000,000)		\$ 3,000,0 \$ \$ \$ \$ (3,000,0			\$ - \$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ -	\$ \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	s - s - s - s - s -
SUBTOTAL FACILITY REHABILITATION LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned				(3,1 \$ 5,6 \$	61,003) \$ 46,256 \$ 35,4 - \$ 6	- \$ 40,10 - \$ 40,10 552,322 \$ - \$ 16,00	- \$ 90,615 \$ 35,29 - \$	- \$	- \$	(3,161,003) 148,372,900 652,322 22,059,000		\$ (25,354,7 \$ (25,354,7 \$ 148,372,9 \$ 652,3 \$ 19 22,059,0	736) 000 322		\$ 6,778,938 \$ - \$ 6,778,938 \$ - \$ -	\$ \$ 7,050 \$	- \$	- \$	- \$	-	\$ - \$ 8,180,088 \$ -	\$ - \$ 8,507,29 \$ -	\$ 1 \$ 8,8 \$	- \$	- \$	_	\$ 9,879,291

REF	O. DIVIS	ON 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		TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	C P	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)			\$ -	\$ 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)	\$ (10,855,044)	\$ (8,180,088)	\$ (8,507,291) \$	(8,847,583) \$	(9,201,486) \$	(12,732,844)	\$ (9,879,291)

	1 1				_																						
DEE NO	D. DIVISION PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	RANKING &	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		12	CPT No.	2012-2013	2013-201	4 204	4-2015 201	i-2016 2016	2017	2017-2018	2018-2019	2019-2020	2020-2	2024 2024	2022	2022-2023
	TY - Enhancement	IDENTIFIER	SCORE	as 01 1/25/07	2007-2008	2000-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Inci F1 Actual	5)	NO.	2012-2013	2013-201	4 201	4-2015 2015	-2016 Z016·	2017	2017-2018	2010-2019	2019-2020	2020-2	2021 2021	2022	2022-2023
CPT 303		1A	100	\$ 1,931,849	\$ 3,264,987	\$ -	\$ -	\$ - \$	382,804 \$	3,647,791		\$ 5,579,	640	303	\$ -	\$	- \$	- \$	- \$	- \$	- 1	\$ -	\$ -	\$	- \$	- \$	
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (1,931,849) \$ - \$ - \$ -	\$ 2,461,836 \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	382,804 \$ - \$ - \$	(803,151 2,844,640 - - (2,844,640		\$ (2,735, \$ 2,844, \$ \$ \$ (2,844,	640 - -		\$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	:	\$ - \$ -	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
6	GABLE CAR BARN FACILITY IMPROVEMENTS: Construct office space or the first floor mezzanine level of the building for maintenance management and staff. Includes the construction of an emergency fir escape hatch from the welding shop.	2B	33.6	\$ -	\$ 462,587	\$ 462,587	\$ -	\$ - \$	· - \$	925,173		\$ 925,	173		\$ -	\$	- \$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ - \$ (462,587)	\$ 462,587 \$ - \$ - \$ (462,587)	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- 925,173 - - (925,173))	\$ 925, \$ \$ \$ \$ (925,	- - 173)				- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1	\$ - \$ -	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
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.	2В	50.4	\$ 4,137,085	\$ 112,915	\$ -	\$ -	\$ - \$	- \$	112,915		\$ 4,250,	000	532	\$ -	\$	- \$	- \$	- \$	- \$	- 1	\$ -	\$ -	\$	- \$	- \$	
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ (4,137,085) \$ - \$ - \$ - \$ -	\$ -		\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	(112,915 - - - - -		\$ (4,250) \$ \$ \$ \$	000) - - - -				- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ -	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
	TY - Enhancement Cont'd																										
8	SI MUNI PARTS STORAGE IMPROVEMENT'S: Increase storage capacity by installing additional pallet racks, shelving, and extendin 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	1A 1A	75	\$ -	\$ 449,946 \$ -	\$ -	\$ -	\$ - \$; - \$	449,946 -		\$ 449,			\$ -		- \$	- \$ - \$	- \$ - \$	- \$	- 1	\$ -	\$ -	\$	- \$ - \$	- \$	
	BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A		\$ - \$ - \$ -	\$ 449,946 \$ - \$ - \$ (449,946)	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	449,946 - - (449,946		\$ 449, \$ \$ \$ (449,	:			\$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	- :	\$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	
4	(INTENTIONALLY LEFT BLANK)			-		\$ -				-		\$			\$ -		- \$	- \$	- \$	- \$		-		\$	- \$	- \$	
CDT 504	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	20	AF	\$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ - \$ - \$ -	s - s - s -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$			\$ \$		534	\$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ -	\$ \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	
CPT 531	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,		531		\$	- \$	- \$	- \$	- \$	- 1	-	5	\$	- \$	- \$	
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned	2C 2C 2C 2C		\$ (881,164) \$ - \$ - \$ -	\$ - \$ -	\$ (3,268,836) \$ 1,731,164 \$ - \$ -	\$ - \$ -	\$ - \$ \$ - \$	·	(3,268,836 1,731,164 - -		\$ (4,150, \$ 1,731, \$ \$			\$ - \$ - \$ -		- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$		\$ - \$ -	\$ \$	\$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	

REF N	O. DIVI	ON 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)	C N	PT o.	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)	2C 2C		\$ -	\$	- \$ (1,731,164)	\$ -	\$ -	- \$	\$ (1,731,164	1)	\$ (1,731,164)			\$ -	\$	- \$	• \$	- \$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

REF NO. DIV	VISION PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07		7-2008	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)		:PT lo.		2012-2013	2013-2014	4 2014-	-2015 201	5-2016 2	016-2017	2017-2018	2018-2019	2019-20	020 202	0-2021 2	2021-2022	2022-2023
FACILITY -	Enhancement Cont'd																												
84 MUI	NI 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	3			; -	\$	- \$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	-	\$ -
11d MUI	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) NI SUBWAY RELAY ROOM SECURITY		82.8	\$ - \$ - \$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ (152,082) \$	(152,082)	\$ - \$ 304,163 \$ - \$ 304,163	\$ - \$ \$ - \$ \$ - \$	304,163 304,163 5 - 6 (0,		\$ - \$ 304,163 \$ 304,163 \$ - \$ (0	3))			-	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	Ē	\$ \$ \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ -
	/ACCESS: Procure and install electronic doo security/access system for subway relay rooms. Current security access of critical equipment rooms in subway is inadequate.		02.0			102,240 ψ	102,240 ф			ų v	324,400		9 324,400						•					•	v	.	Ų		•
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C		\$ - \$ \$ \$	- \$ - \$ - \$	- \$ 162,240 \$ - \$ - \$ (162,240) \$	- \$ - \$ (162,240) \$	 	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	324,480 5 - 5 (324,480)		\$ 324,480 \$ - \$ - \$ (324,480	D)				\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ \$ \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ -
103 MUI	NI 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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4C 4C 4C 4C 4C		\$ - \$ - \$ \$ \$	\$ \$ - \$ \$ - \$ \$	- \$ - \$ - \$ - \$		1,000,000	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	1,000,000 1,000,000		\$ 1,000,000 \$ - \$ 1,000,000 \$					\$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$:	\$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ -
FACILITY -	Enhancement Cont'd																												
73 MUI	NI 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 \$	5 2,069,265		\$ 2,069,266	5		3	5 430,407	\$ 447,£	623 \$	465,528 \$	484,149 \$	503,515 \$	523,656	\$ 544,6	2 \$ 56	66,386 \$	589,042 \$	612,604	\$ 637,108
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C			- \$: - \$	- \$ 413,853 \$ 2,049,265 \$ - \$ 1,635,412 \$	- \$		\$ - \$ -	\$ 413,853 \$ \$ - \$ \$ - \$	2,069,265 2,049,265		\$ 2,069,265 \$ 2,049,265 \$ - \$ (20,000	5))			430,407	\$ 447,6 \$ \$	- \$ - \$	- \$ 465,528 \$ - \$ - \$ (465,528) \$	- \$ 484,149 \$ - \$ - \$ (484,149) \$	503,515 5 \$ 5 \$ 6 \$ 6 \$ 6 \$	-	\$ 544,6 \$ \$	- \$ - \$	- \$ 66,386 \$ - \$ - \$ 66,386) \$	- \$ 589,042 \$ - \$ - \$ (589,042) \$	- 612,604 - - (612,604)	\$ - \$ -
59 MUI	NI 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 \$	- ;	-	\$ - \$	5 108,864		\$ 108,864	1			; -	\$	- \$	- \$	- \$	- \$		\$ -	\$	- \$	- \$		\$ -
92.05	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	2C 2C 2C 2C 2C	90.0	\$ - \$ - \$ \$ \$		- \$ - \$ - \$ - \$ - \$	- \$ - \$ (108,864) \$		\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	5 108,864 5 - 5 (108,864		\$ 108,864 \$ - \$ (108,864	1)			; - ; - ; -	\$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ \$ \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ -
63 SEC	C 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.	10	82.8	-	\$	101,670 \$	- \$	- :	\$ -	\$ - \$	5 101,670		\$ 101,670				-	•	- \$	- \$	- \$	- \$		-	\$	- \$	- \$	·	•
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C		\$ - \$ - \$ \$	- \$ - \$	- \$ 101,670 \$ - \$ - \$ (101,670) \$	- \$	 	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	101,670 5 -		\$ 101,670 \$ - \$ - \$ (101,670				5 - 5 - 5 -	\$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$:	\$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - -	\$ - \$ - \$ - \$ - \$ -

	PROJECT ACTUAL SELECTION PROJECT EXPENDITURE CRITERIA RANKING & REVENUES	RES/	5-YEAR CIP TOTAL PROJECT 5 YEAR CIP Average Project COST THRU 2012	CPT		
REF NO. DIVISION PROJE	DESCRIPTION IDENTIFIER SCORE as of 1/23/0			No.	2012-2013 2013-2014 2014-2015 2015-2016 2016-2017	2017-2018 2018-2019 2019-2020 2020-2021 2021-2022 2022-2023

	1	PROJECT		ACTUAL																				
		SELECTION CRITERIA		EXPENDITURES/ REVENUES						5-YEAR CIP 5 YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012	СРТ												
· ·	ON PROJECT DESCRIPTION	IDENTIFIER	SCORE	as of 1/23/07	2007-2008	2008-2009 2	2009-2010	2010-2011	2011-2012	TOTAL Costs	(Incl PY Actuals)	No.	2012-2	2013 20	013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	1 2021-2022	2022-2023
CPT582 MUNI	hancement Cont'd	4B	04.2	¢	¢ 420,000 ¢	120.000 ¢	120.000 ¢	120,000 €	120,000 ¢	600,000	\$ 000,000				•	•				•	•	•	•	¢.
CP1582 MUNI	FALL PROTECTION SYSTEMS: To proceed to prevent the falling of employees while working ontop of the LRV's	1B	91.2	5 -	\$ 120,000 \$	120,000 \$	120,000 \$	120,000 \$	120,000 \$	600,000	\$ 600,000		\$	- \$	- \$	- \$	- \$; - \$	· -	\$ -	\$ -	\$	- \$	- \$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$ (20,000) \$ \$ 100,000 \$ \$ 750,000 \$ \$. \$ \$ 650,000 \$	120,000 \$ - \$ - \$	- \$ 120,000 \$ - \$ - \$ (120,000) \$	- \$ 120,000 \$ - \$ - \$ (120,000) \$	- \$ - \$	(20,000) 580,000 750,000 - 170,000	\$ (20,000) \$ 580,000 \$ 750,000 \$ - \$ 170,000		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$	- \$ - \$; - <mark>\$</mark> ; - <mark>\$</mark> ; - <mark>\$</mark>	-	\$	\$ - \$ - \$ -	\$	- \$ - \$ - \$ - \$	- \$
93 SEC	PRESIDIO CCTV IMPROVEMENT: Purchase and Install digital color cameras an security housing to replace older malfunctioning units and expand existing vide coverage with 19 new cameras throughout the Presidio facility.	10	82.8	\$ -	\$ 110,323 \$	- \$	- \$	- \$	- \$	110,323	\$ 110,323		\$	- \$	- \$	- \$	- \$	s - <mark>s</mark>	-	\$ -	\$ -	\$	- \$	- \$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ -	\$ - \$ \$ 110,323 \$ \$ - \$ \$ - \$ \$ (110,323) \$	- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$		\$ 110,323 \$ - \$ - \$ (110,323)		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		- \$ - \$; - <mark>\$</mark> ; - <mark>\$</mark> ; - <mark>\$</mark>	-	\$ \$	\$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$	- S S S - S - S - S - S - S - S
57 TPD	PRESIDIO DIVISION FACILITY IMPROVEMENTS: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	2B	50.4	\$ -	\$ 300,000 \$	1,680,000 \$	8,990,000 \$	4,000,000 \$	5,030,000 \$	20,000,000	\$ 20,000,000		\$	- \$	- \$	- \$	- \$	s - s	-	\$ -	\$ -	\$	- \$	- \$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$	1,680,000 \$ - \$	- \$ 8,990,000 \$ - \$ 5,000,000 \$ (3,990,000) \$	4,000,000 \$ - \$ - \$	5,030,000 \$ - \$ - \$	20,000,000 - 5,000,000	\$ - \$ 20,000,000 \$ - \$ 5,000,000 \$ (15,000,000)		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		- \$ - \$ - \$; - <mark>\$</mark> ; - <mark>\$</mark> ; - <mark>\$</mark>	-	\$	\$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$
FACILITY - En	hancement Cont'd																							
60 TPD	BUS RAPID TRANSIT (BRT) FACILITY Develop maintenance facilities and yard at th Kirkland yard for the new VanNess BRT and Geary BRT Lines.	1A	100	\$ -	\$ 440,000 \$	1,580,000 \$	8,000,000 \$	4,990,000 \$	4,990,000 \$	20,000,000	\$ 20,000,000		\$	- \$	- \$	- \$	- \$	s - s	-	\$ -	\$ -	\$	- \$	- \$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 440,000 \$ \$ - \$ \$ - \$ \$ (440,000) \$	- \$ - \$	- \$ 8,000,000 \$ - \$ - \$ (8,000,000) \$	- \$ - \$	- \$ - \$	-	\$ - \$ 20,000,000 \$ - \$ - \$ (20,000,000)		\$ \$ \$ \$	- - - - - - - - - - -	- \$ - \$ - \$ - \$		- \$ - \$; - <mark>\$</mark> ; - <mark>\$</mark>	-	\$	\$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$	- \$ -
68	(INTENTIONALLY LEFT BLANK)			\$ -	\$	- \$	- \$	- \$	- \$	-	\$ -		\$	- \$	- \$	- \$	- \$	-		\$ -	\$ -	\$	- \$	-
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		- \$ - \$ - \$	2	\$ - \$ - \$ - \$ - \$ -		\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$	- \$ - \$ - \$		- - -	\$ \$ \$	\$ - \$ - \$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$
99 MUNI	GREEN MEZZANINE REMODELING: Remodel and improvements to this facility to accommodate the installation of the Rail Simulator Project (Ref No. 15)	4A	35.2	-	\$ 480,000 \$	- \$	- \$	- \$	- \$	480,000	\$ 480,000		\$	- \$	- \$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ (480,000) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	480,000 - -	\$ - \$ 480,000 \$ - \$ - \$ (480,000)		\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	5 - 5 5 - 5 5 - 5 5 - 5	- -	\$ \$ \$ \$	\$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$
104	(INTENTIONALLY LEFT BLANK) LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned			\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	-	\$ - \$ - \$ - \$ -		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$	- \$ - \$ - \$	s - \$	-	\$ - \$ \$	\$ - \$ -		- \$ - \$ - \$ - \$	- \$ - - \$ - - \$ -
	(3) Unidentified/ SURPLUS (DEFICIT)			\$ -	\$ - \$		- \$	- \$		-	\$ -		\$	- \$	- \$	- \$						\$	- \$	- \$

REF NO	D. 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 PRO COST THRU (Incl PY Ac	J 2012	CPT No.		2012-2013	2013-2014	4 201	4-2015 20	015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-20	021 202	11-2022	2022-2023
		ncement Cont'd											, ,	,															
	TPD	MISSION-STEUART ST. HOTEL	4A	35.2	\$ -	\$ 2,833,996			\$	- \$	2,833,996		\$ 2,	833,996			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	-
547		DEVELOPMENT: Development of the Mission Stuart Street Hotel													Ш														
		LESS FUNDED BALANCE UNFUNDED	4A 4A		\$ - \$ -	\$ (2,833,996) \$	\$ -	, ,	•	- \$ - \$	(2,833,996)	\$ (2,	833,996)	ш		\$ - \$ -	\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	-	\$ - \$ -		\$	\$ - \$	- \$ - \$	- \$ - \$	
		(1) Programmed (2) Planned	4A 4A		\$ - \$ -		\$ -	\$ - \$	- \$		-		\$ \$				\$	• \$ • \$	- \$ - \$	- \$ - \$	- \$ - \$	-	\$ - \$ -	\$	\$	- \$ - \$	- \$ - \$	- \$ - \$	-
		(3) Unidentified/ SURPLUS (DEFICIT)	4A		\$ -	\$ -	\$ -	\$ - \$	- \$	- \$	-		\$	-			\$	<mark>- \$</mark>	- \$	- \$	- \$	-	\$ -	\$	\$	- \$	- \$	- \$	-
	58	(INTENTIONALLY LEFT BLANK)	4A		\$ -	\$ -	\$ -	\$ - \$	- \$	- \$	-		\$	-	Н		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	-
		LESS FUNDED			\$ -	\$ -	\$ -	\$ - \$	- \$	- \$	-		\$	-	Ш		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	
		BALANCE UNFUNDED (1) Programmed			\$ - \$ -	\$ - \$ -	\$ -		,	- \$	٠.		\$				\$ - \$	\$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	-	\$ - \$ -	\$		- \$ - \$	- \$ - \$	- \$ - \$	
		(2) Planned (3) Unidentified/ SURPLUS (DEFICIT)			\$ - \$ -	\$ -	\$ - \$ -			- \$ - \$	-		\$		Ш		\$	\$	- \$ - \$	- \$ - \$	- \$ - \$	-	\$ - \$ -	\$	\$	- \$	- \$ - \$	- \$	-
		SUBTOTAL FACILITY ENHANCEMENT			\$ 6,950,098			\$ 18,675,935 \$	9,523,853 \$	10,936,657 \$	58,068,587			018,685			\$ 430,40	\$ 447,0	623 \$	465,528 \$	484,149 \$	503,515	\$ 523,656	\$ 544,602	\$ 566,38	86 \$ 58	89,042 \$	612,604 \$	637,108
		LESS FUNDED BALANCE UNFUNDED			\$ (6,950,098) \$ -	\$ (3,770,062) \$ 5,482,455	\$ 6,410,789	\$ - \$ \$ 18,675,935 \$	9,523,853 \$		(7,038,898 51,029,689		\$ 51,	988,996) <i>029,68</i> 9			\$ - \$ 430,400		- \$ 623 \$	- \$ 465,528 \$	- \$ 484,149 \$	- 503,515	\$ - \$ 523,656	\$ - \$ 544,602			- \$ 89,042 \$	- \$ 612,604 \$	- 637,108
		(1) Programmed (2) Planned			\$ - \$ -	\$ 2,799,265 \$ -	\$ -	\$ 6,000,000 \$	- \$	- \$ - \$	3,103,428 6,000,000		\$ 6,	103,428 000,000			\$ - \$ -	\$	- \$	- \$ - \$	- \$ - \$	-	\$ - \$ -	\$ -	\$ -	\$	- \$ - \$	- \$ - \$	
		(3) Unidentified/ SURPLUS (DEFICIT)			\$ -	\$ (2,683,190)	\$ (6,410,789)	\$ (12,675,935) \$	(9,219,690) \$	(10,936,657) \$	(41,926,261)	\$ (41,	926,261)	ш		\$ (430,40	7) \$ (447,0	623) \$	(465,528) \$	(484,149) \$	(503,515)	\$ (523,656)) \$ (544,602) \$ (566,38	86) \$ (58	89,042) \$	(612,604) \$	(637,108)
		TOTAL FACILITIES LESS FUNDED			\$ 77,548,062 \$ (77,548,062)			\$ 122,940,220 \$	115,958,484 \$		492,025,440 (48,725,918			573,502 273,980)			\$ 7,209,345		,719 \$ 7 - \$	7,797,627 \$	8,109,532 \$ - \$	11,358,560	\$ 8,703,744	\$ 9,051,890 \$ -	\$ 9,413,96	69 \$ 9,79 \$	90,528 \$	13,345,447 \$ - \$	10,516,398
		BALANCE UNFUNDED (1) Programmed			\$ (77,546,062) \$ -	\$ (45,457,082) \$ 15,867,768		\$ 122,940,220 \$			443,299,522 42,795,270		\$ 443,	299,522 795,270			\$ 7,209,345	5 \$ 7,497,				11,358,560		•	\$ 9,413,90	•	90,528 \$	- 3 13,345,447 \$ - \$	10,516,398
		(1) Programmed (2) Planned (3) Unidentified/			\$ - \$	\$ 35,059,000	\$ 15,000,000	\$ 25,000,000 \$	1,400,000 \$		76,459,000 (324,045,252	1	\$ 76,	459,000 045,252)			\$ -	\$	- \$	- \$ - \$	- \$	-	*	\$ -	*	\$	- \$ - \$ 90,528) \$ (- \$	- - (10,516,398)
		SURPLUS (DEFICIT)			_	20,047,037	ψ (52,550,52 <i>1)</i>	ψ (30,024,300) ψ	(110,704,021) \$	(30,277,402) \$	(324,040,202	,	ψ (324,	040,202)	Ш		ψ (7,200,0 A)	,	(1)	7,737,027) ψ	(0,100,002) ψ	(11,000,000)	(0,700,744)	(3,001,03	, ψ (3,413,30	(3,73	50,520) ¢ (10,040,441)	(10,010,000)
FLEET	- Replacei	ment																											
CPT 581	MUNI	MC REPLACE-30 HYBRIDS (30'): Replacement of 30 motor coaches 30- foot 1990 Orions with 30-foot Hybrid-Electric vehicles.	1A	100	\$ 17,588,128	\$ 5,304,053	\$ 7,882,543	\$ - \$	- \$	- \$	13,186,596		\$ 30,	774,724	581		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	-
		LESS FUNDED	1A		\$ (17,588,128)	\$ (5,304,053)		\$ - \$	- \$	- \$	(5,304,053	1	\$ (22,	892,181)			\$ -	\$	- \$	- \$	- \$	=	\$ -	\$ -	\$ -	\$	- \$	- \$	-
		BALANCE UNFUNDED (1) Programmed	1A 1A		\$ - \$ -	\$ - \$ -	\$ -	\$ - \$			7,882,543 -		\$ 7, \$	882,543			\$ -	\$ - \$	- \$	- \$	- \$ - \$	-	\$ - \$ -		\$	\$ - \$	- \$ - \$	- \$	
		(2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A		\$ -		\$ - \$ (7,882,543)				- (7,882,543)	\$ (7,	- 882,543)			\$	• \$ • \$	- \$ - \$	- \$ - \$	- \$ - \$	-	\$ - \$ -			- \$ - \$	- \$ - \$	- \$	-
CPT 554	MUNI	MC REPLACE-56 HYBRIDS (40'):	1A 1A	100	\$ 33,376,050	\$ 13,479,222	\$ 4,730,511	\$ - \$	- \$	- \$	18,209,733		\$ 51,	585,783	554	H	\$ -	\$	- \$	- \$	- \$	=	\$ -	\$ -	\$ -	\$	- \$	- \$	-
		Replacement of 56 motor coaches with 51 Hybrid-electric 40-foot 1988/1989 New Flyers and 5 30-foot 1990 Orions vehicle.																											
		and 5 50 1001 1550 Onoris verifice.													ш														
		LESS FUNDED BALANCE UNFUNDED	1A 1A		\$ (33,376,050) \$ -	\$ (13,479,222) \$ -				- \$ - \$	(13,479,222 4,730,511			855,272) 730,511			\$ - \$ -	\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	- •	\$ - \$ -	•		\$ - \$	- \$ - \$	- \$ - \$	
		(1) Programmed (2) Planned	1A 1A		\$ - s -	\$ -	\$ - \$ -	\$ - \$	- \$	- \$,,,,,,,,		\$	-			\$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	-	\$ -	\$	\$	- \$ - \$	- \$ - \$	- \$ - \$	
		(3) Unidentified/ SURPLUS (DEFICIT)	1A		\$ -		\$ (4,730,511)				(4,730,511)	\$ (4,	730,511)			\$	- \$	- \$	- \$	- \$					- \$	- \$	- \$	-
	MUNI	MOTOR COACH REPLACE-375 DIESEL:	1A 1A	75	\$ 162,786,153	\$ 3,184,540	\$ 1,685,259	\$ - \$	- \$	- \$	4,869,799		\$ 167,	655,952	466/30		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	-
/309		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.													9														
		LESS FUNDED	1A		\$ (162,786,153)	\$ (3,184,540)	\$ -	\$ - \$	· - \$	- \$	(3,184,540)	\$ (165.	970,693)			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	
		BALANCE UNFUNDED (1) Programmed	1A 1A		\$ - \$ -	\$ -		\$ - \$	- \$	- \$	1,685,259 1,898,726		\$ 1,	685,259 898,726				•	- \$	- \$ - \$	- \$ - \$	-		\$ -	\$ -	\$	- \$ - \$	- \$ - \$	
		(2) Planned (3) Unidentified/	1A 1A		\$ - \$ -	\$ -	\$ 406,219 \$ 619,686	\$ - \$	- \$	- \$	406,219 619,686		\$	406,219 619,686			\$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$		\$ - \$ -	\$	\$	- \$ - \$	- \$ - \$	- \$ - \$	-
		SURPLUS (DEFICIT)	1A																										

PEE NO	DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007	7-2008 2	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Projec Costs	TOTAL PRO	J 2012	CPT No.	20	012-2013	2013-2014	2014	-2015 2	2015-2016	2016-2017	2017-2018	2018-2019		019-2020	2020-2021	2021-2022	2022-2023
		nent Cont'd	IDENTIFIER	SCORE	as of 1/25/07	2007	-2000 2	.000-2003	2003-2010	2010-2011	2011-2012	TOTAL	Costs	(IIICIFI AC	tuais)	NO.		712-2013	2013-2014	2014	-2013 2	013-2010	2010-2017	2017-2010	2010-2019		013-2020	2020-2021	2021-2022	2022-2023
	•	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	\$ -	\$	- \$	- \$	38,958,596	\$ 52,277,481	\$ - \$	91,236,0	777	\$ 91,	236,077		\$	- 5	\$ -	\$ 205.	.059,000 \$	249,602,000 \$	-	\$ -	\$ 148,192,	,000 \$	- \$	- \$	-	\$ -
207-205		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	38,958,596 - 27,365,783 (11,592,813)	\$ 52,277,481 \$ 13,523,412 \$ 47,609,799 \$ 8,855,730	\$ - \$ \$ - \$ \$ - \$ \$ - \$	91,236,0 13,523,4 74,975,5 (2,737,0)	77 12 32 33)	\$ 13, \$ 74, \$ (2,	236,077 523,412 975,582 737,083)		\$ \$ \$ \$ \$	- :	\$ - \$ \$ \$	- \$ - \$ 52, - \$ (152,	- \$.344,000 \$.715,000) \$ ((101,966,000) \$	5 - 5 130,369,000 5 130,369,000	\$ - \$ 65,752,000 \$ 65,752,000	\$ 148,192, \$ \$ 0 \$ 103,544, 0 \$ (44,648,	- \$,000 \$,000) \$	- \$ - \$ 78,240,000 \$ 78,240,000 \$	- \$ 6,798,000 \$ 6,798,000 \$: :	\$ - \$ - \$ -
CP1 565	EX AFF	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	\$ 1,141,764	\$	58,236 \$	- \$	-	\$ -	\$ - \$	58,2	30	5 1.	200,000	565	\$		-	\$	- \$	- \$	-	\$ -	•	- \$	- \$	- \$	-	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ (1,141,764) \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	(58,236) \$ - \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	_		\$ \$ \$ \$	200,000) - - - -		\$ \$ \$ \$	- :	\$	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$		\$	\$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ - \$ -
15	5 EX AFF	PARATRANSIT VANS 2006 Purchase of 34 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles. LESS FUNDED	1B	68.4	-	\$	- \$		1,353,936				71	\$ 2,	707,871		\$	- :	-	\$	- \$	- \$		\$ -		- \$	- \$	- \$	•	\$ -
		BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	587,217 -	\$ 1,353,936 \$ -	\$ - \$ \$ - \$ \$ - \$	2,707,8 587,2	17 -	\$ \$	707,871 587,217 - 120,654)		\$ \$ \$ \$ \$ \$ \$	-	\$ \$	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$; -			- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ -
	•	nent Cont'd PARATRANSIT VANS FUTURE Continue	4B	60.4	¢			4 766 020 ¢		¢ 2.246.404	• •	4.092.1	20	6 4	092.420		e			¢ 1	766 029		2 246 404	0		•	1 766 020	•	3,216,101	•
151	EX AFF	PARATRANSI VANS FUTURE Commune the phased replacement of the Paratransit Van Fleet. LESS FUNDED	1B 1B	68.4	\$ -	\$	- \$	1,766,038 \$		\$ 3,216,101 \$ -			39	\$ 4,	982,139		\$			\$ 1. \$	-	\$	3,216,101 3 -	\$ -		\$	1,766,038	\$	3,216,101	\$ -
40	2 MILINII	BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) LRV - REPLACE 151 BREDA CARS:	1B 1B 1B 1B	50.4	\$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$	1,766,038 \$ 399,575 \$ 1,383,015 \$ 16,552 \$	-	\$ 886,555 \$ 2,771,515	\$ - \$ \$ - \$	1,286,1 4,154,5	3 <i>0</i> 3 <i>0</i>	\$ 1, \$ 4,	982,139 286,130 154,530 458,521		\$ \$ \$ \$	- :	o.	\$ \$ 1,	.766,038 399,575 .383,015 16,552	\$ \$ \$ \$	886,555 2,771,515	\$ \$		\$ \$ \$	1,766,038 399,575 1,383,015 16,552	\$ \$ \$ \$	3,216,101 886,555 2,771,515 441,969	\$ - \$ -
13.	SINIOINI	LRY - REPLACE 131 BREDA CARS: Replacement of 151 BREDA Light Rail Vehicles which are at the end of their useful life.	2A	56.1	<u> </u>	*	- 3	- \$	-	-	.	-		•			•		-	\$	- ф	- 3	· -	• -	•	- \$	- 3	- -	-	\$ 64,555,000
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	-		\$ \$ \$ \$ \$			\$ \$ \$ \$:	s - s s	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - 5 -	\$ - \$ \$		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		-	\$ - \$ 64,935,000 \$ - \$ 27,353,000 \$ (37,582,000)
CPT 385/ 375		IRV 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	\$ 515,281,420	\$ 10	,281,878 \$	- \$	-	\$ <u>-</u>	\$ - \$	10,281,8	78	\$ 525,	563,298	385/37 5	\$	- 9	-	\$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (515,281,420) \$ - \$ - \$ - \$ -	\$ (10) \$ \$ \$ \$,281,878) \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	· :	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	· ·		\$ (525, \$ \$ \$ \$	563,298) - - - - -		\$ \$ \$ \$ \$ \$	- - - -	s - s s	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$; - ; -	\$ \$		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$	-	\$ - \$ - \$ - \$ -

			PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES						5 YEAR CIP	5-YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012	CI	РТ												
		PROJECT DESCRIPTION	IDENTIFIER	SCORE	as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actuals)	No	0.	2012-2013	2013-2014	4 2014	1-2015 20	015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
CPT 401/ 393	MUNI	nent Cont'd 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	\$ 224,441,453	\$ 10,142,740	\$ -	\$ - \$	\$ - \$	- \$	10,142,740		\$ 234,584,193	40	01/39	\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$ - \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (224,441,453) \$ - \$ - \$ -	\$ (10,142,740) \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$	\$ - \$	- \$	(10,142,740) - - - -		\$ (234,584,193 \$ - \$ - \$ - \$ -)		\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ - \$	-	\$ - \$ - \$ - \$ -
18		TROLLEY COACH REPLACEMENT- FUTURE: Continue the phased replacement of the trolley coach fleet when vehicles reach the end of their useful life.	1A	75	\$ -	\$ -	\$ -	\$ - \$	\$ - \$	75,048,387 \$	75,048,387		\$ 75,048,387			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$ 95,993,000 \$	156,152,000	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ \$ - \$ \$ - \$	\$ - \$	75,048,387 \$ 10,318,366 \$	75,048,387 10,318,366 27,349,901 (37,380,120		\$ 75,048,387 \$ 10,318,366 \$ 27,349,901 \$ (37,380,120)			\$ - \$ - \$ - \$ -	\$ \$ \$ \$ 27,341,0		- \$ - \$ - \$ 7,787 \$ 7,787 \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ -	•	\$ 95,993,000 \$ \$ - \$ \$ 75,944,000 \$	156,152,000 - 77,353,000	\$ - \$ 69,152,000
14		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	\$ -	\$ 7,428,852	\$ 7,428,852	\$ 7,428,852 \$	\$ 7,428,852 \$	7,428,852 \$	37,144,260		\$ 37,144,260			\$ 7,726,006	\$ 8,035,0	046 \$ ε	3,356,448 \$	8,690,706 \$	9,038,334	\$ 9,399,868	\$ 9,775,862	\$ 10,166,897	\$ 10,573,573 \$	10,996,516	\$ 11,436,376
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ -	\$ - \$ -	\$ 7,428,852 \$ - \$ -	\$ 7,428,852 \$ \$ - \$ \$ 2,000,000 \$	\$ 7,428,852 \$ \$ - \$ \$ - \$	7,428,852 \$	37,144,260 - 2,000,000 (35,144,260)		\$ 37,144,260 \$ - \$ 2,000,000 \$ (35,144,260)			\$ 7,726,006 \$ - \$ - \$ (7,726,006)	\$ 8,035,0 \$ \$	- \$ - \$	- \$ - \$	- \$ 8,690,706 \$ - \$ - \$ (8,690,706) \$	9,038,334	\$ 9,399,868	\$ 9,775,862 \$ - \$ -	\$ 10,166,897 \$ - \$ -	\$ 10,573,573 \$ \$ - \$	10,996,516 - -	\$ 11,436,376 \$ - \$ - \$ (11,436,376)
FLEET ·	Replacen	nent Cont'd																									
12	8 TPD	FAREBOXES-REPLACEMENT PROGRAM: Procure new fareboxes and replace existing fareboxes which has reached their useful life.	1A	100	\$ -	\$ -	\$ 32,270,228	\$ - \$	-	\$	32,270,228		\$ 32,270,228			\$ -	\$	- \$	- \$	-		\$ -	\$ -	\$ -	\$ -		\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidenitified SURPLUS (DEFICIT)	1A 1A 1A 1A		\$ - \$ - \$ - \$ -		,,,	\$ - \$ \$ - \$ \$ - \$	\$ - \$ \$ - \$	- \$			\$ 32,270,228 \$ 7,422,153 \$ 15,000,000 \$ (9,848,075)			\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ - \$	-	\$ - \$ - \$ - \$ - \$ -
16		BUS DOOR SYSTEM REPLACEMENT: Replace existing door system with Vapor glass door system.	1A 2A	74.8	\$ -	\$ 527,760	\$ 527,760	\$ 527,760 \$	\$ 527,760 \$	527,760 \$	2,638,800		\$ 2,638,800			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$ - \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	2A 2A 2A		\$ - \$ - \$ - \$ -	\$ - \$ 527,760 \$ - \$ (527,760)	\$ 527,760 \$ - \$ -	\$ 527,760 \$ \$ - \$	\$ 527,760 \$ \$ - \$ \$ - \$	527,760 \$ - \$ - \$	-		\$ 2,638,800 \$ - \$ (2,638,800				\$			- \$ - \$ - \$ - \$	٠.	\$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$	- - -	\$ - \$ - \$ - \$ - \$ -
16		BUS VIDEO SYSTEM REPLACEMENT: Replace on board video system. This project will be coordinated with Security.	2A 1A	100	\$ -	\$ 847,200	\$ 847,200	\$ 847,200 \$	\$ 847,200 \$	847,200 \$	4,236,000		\$ 4,236,000			\$ 100,000	\$ 104,0	000 \$	108,160 \$	112,486 \$	116,986	\$ 108,160	\$ 112,486	\$ 116,986	\$ 121,665 \$	126,532	\$ 116,986
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$ - \$ 847,200 \$ - \$ - \$ (847,200)	\$ 847,200 \$ - \$ -	\$ 847,200 \$ \$ - \$	\$ 847,200 \$ \$ - \$ \$ - \$	847,200 \$ - \$ - \$	-		\$ 4,236,000 \$ - \$ - \$ (4,236,000)			\$ - \$ 100,000 \$ - \$ (100,000)	\$ 104,0 \$ \$	000 \$ - \$ - \$	- \$ 108,160 \$ - \$ (108,160) \$	- \$ 112,486 \$ - \$ - \$ (112,486) \$	116,986 - -	\$ 108,160 \$ - \$ -	\$ 112,486 \$ - \$ -	\$ 116,986 \$ - \$ -	\$ 121,665 \$ \$ - \$ \$ - \$	126,532	\$ - \$ -
		SUBTOTAL FLEET REPLACEMENT LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)				\$ -	\$ - \$ 57,138,391 \$ 9,720,454 \$ 16,789,234	\$ - \$ \$ 49,116,344 \$ \$ 587,217 \$ \$ 29,365,783 \$	\$ - \$ \$ 65,651,330 \$ \$ 14,409,967 \$ \$ 50,381,314 \$	- \$ 83,852,199 \$ 10,318,366 \$ 27,349,901 \$	(42,450,669) 264,562,075 35,036,004 123,886,232)	\$ 1,261,627,712 \$ (997,065,637 \$ 264,562,075 \$ 35,036,004 \$ 123,886,232 \$ (105,639,839))		\$ - \$ 7,826,006 \$ - \$ -	\$ 8,139,0 \$ \$ 27,341,0	- \$ 046 \$ 215 - \$ 000 \$ 53	- \$ 5,289,646 \$ 2 399,575 \$ 3,734,802 \$ 1	- \$ 258,405,193 \$ - \$ 147,636,000 \$	- 12,371,421 886,555 133,140,515	\$ - \$ 9,508,028 \$ - \$ 65,752,000	\$ - \$ 158,080,349 \$ - \$ 103,544,000	\$ - \$ 12,049,921 \$ 399,575 \$ 96,469,015	\$ 106,688,238 \$	- 170,491,149 886,555 80,124,515	\$ - \$ 76,488,362 \$ - \$ 96,505,000

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		PROJECT SELECTION CRITERIA		ACTUAL EXPENDITURI REVENUES								5-YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012	c	ЭРТ											
	SION PROJECT DESCRIPTION	IDENTIFIER	SCORE	as of 1/23/0	7	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actuals)		lo.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
FLEET - Reh		1A	100	\$	- \$	18,274,223 \$	18,687,899 \$	16,321,660	\$ 20,858,146 \$	5 11,965,143 \$	86,107,071		\$ 86,107,071			\$ 19,005,192	\$ 19,435,415	\$ 16,974,52	6 \$ 21,692,472	\$ 12,443,748	\$ 19,765,400	\$ 20,212,832	\$ 17,653,507	\$ 22,560,171	\$ 12,941,499	\$ 20,556,016
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)	1A 1A 1A 1A		\$ \$ \$	- - - - \$	2,068,792 \$ 517,198 \$ (15,688,233) \$	8,500,000 \$ 18,375,000 \$ 8,187,101 \$	16,321,660 - 16,250,000	\$ 20,858,146 \$ \$ - \$ \$ 16,250,000 \$	11,965,143 \$	10,568,792 67,642,198 (7,896,081)		\$ 86,107,071 \$ 10,568,792 \$ 67,642,198 \$ (7,896,081)			\$ - \$ -	\$ - \$ -	\$ 16,974,52 \$ \$	- \$ -	\$ 12,443,749 \$ \$	9 \$ 19,765,400 - \$ - - \$ -	\$ 20,212,832 \$	\$ 17,653,507 \$ - \$ -	\$ 22,560,171 \$ - \$ -	\$ 12,941,499 \$ \$	\$ - \$ -
CPT 569 MUN	MOTOR COACH 45 AC TRANSIT GILLIGS: Purchase 45 1993 Gillig motor coaches from AC Transit to replace 45 1986/89 New Flyers in the existing fleet. Includes the installation of clean air devices	1A	75	\$ 4,699	,235 \$	542,015 \$	- \$	- :	\$ - \$	s - \$	542,015		\$ 5,241,250	5	69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (4,699 \$ \$ \$ \$,235) \$ - \$ - \$ - \$ - \$	(542,015) \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$		\$ - \$ \$ - \$	s - \$ s - \$ s - \$	(542,015) - - - -		\$ (5,241,250) \$ - \$ - \$ - \$ -			\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	s - s s	- \$ -	\$	- \$ - - \$ -	\$.		\$ - \$ - \$ -	\$ - \$.	\$ - \$ - \$ - \$ -
143 MUN	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	\$	- \$	10,265,509 \$	42,340,105 \$	44,033,709	\$ - \$	5 7,216,191 \$	103,855,514		\$ 103,855,514			\$ -	\$ 28,819,000	\$ -	\$ -	\$ -	\$ -	\$ 8,766,000	\$ -	\$ 17,777,000	\$ -	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Pianned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ 10,265,509 \$ - \$ 5,000,000 \$ (5,265,509) \$	- \$ 5,000,000 \$	44,033,709 - 5,000,000	\$ - ; \$ - ; \$ 5,000,000 ;	7,216,191 \$	25,000,000		\$ 103,855,514 \$ - \$ 25,000,000 \$ (78,855,514)			\$ - \$ - \$ - \$ - \$ -	\$ 28,819,000 \$ - \$ - \$ (28,819,000)	s - s	- \$ -	\$ - \$.	\$ - - \$ - \$ -	\$ -	\$ - \$ - \$ -	\$ 17,777,000 \$ -	\$ - \$ \$	\$ - \$ - \$ - \$ -
FLEET - Reh	bilitation Cont'd																									
CPT 568 MUN	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/NCx). As approved by the FTA, this project will be consolidated with the NABI/Neoplan mid-life/rebuild.	28	33.6	\$ 3,755	,244 \$	866,837 \$	- \$	- ;	\$ - \$	· •	866,837		\$ 4,622,081	5	68	ş -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ (3,755 \$ \$ \$ \$	- \$ - \$ - \$	(866,837) \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \ \$ - \ \$ - \	s - \$ s - \$ s - \$	(866,837) - - - -		\$ (4,622,081) \$ - \$ - \$ - \$ -			\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ \$ \$	- \$ - - \$ -	\$ \$ \$	- \$ - - \$ -	\$ - \$ - \$	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ \$	\$ - \$ - \$ - \$ -
141 MUN	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	\$	- \$	4,188,328 \$	4,188,328 \$	4,188,328	\$ 4,188,328 \$	4,188,328 \$	20,941,638		\$ 20,941,638			\$ 4,355,861	\$ 4,530,095	\$ 4,711,29	9 \$ 4,899,751	\$ 5,095,741	5,299,571	\$ 5,511,553	\$ 5,732,016	\$ 5,961,296	\$ 6,199,748	\$ 6,447,738
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ \$ \$	- \$ - \$ - \$ - \$		- \$ - \$ (4,188,328) \$	4,188,328 - - (4,188,328)	\$ 4,188,328 \$ - \$ \$. \$. \$. \$. \$. \$. \$. \$. \$	4,188,328 \$ 5 - \$ 6 - \$ 7 - \$ 7 - \$ 7 - \$ 7 - \$	- - (20,941,638)		\$ 20,941,638 \$ - \$ - \$ (20,941,638)			\$ - \$ - \$ (4,355,861)	\$ - \$ - \$ (4,530,095)	\$ 4,711,29 \$ \$ \$ \$ \$ (4,711,29	9 \$ 4,899,751 - \$ - - \$ - 9) \$ (4,899,751	\$ 5,095,741 \$ \$ \$ (5,095,741	5,299,571 - \$ - \$ - - \$ - 1) \$ (5,299,571	\$ 5,511,553 \$ - \$ - \$ -) \$ (5,511,553	\$ 5,732,016 \$ - \$ - \$ (5,732,016)	\$ - \$ - \$ (5,961,296)	\$ 6,199,748 \$ \$ \$ (6,199,748	\$ - \$ - \$) \$ (6,447,738)
CPT 404 MUN	overhaul and reconstruction of the Cable Car fleet to maintain a high state of system reliability and productivity.	2B	67.2	\$ 9,554	,262 \$	2,275,320 \$	1,404,991 \$	1,448,609	\$ 1,493,963 \$	5 1,541,132 \$	8,164,015		\$ 17,718,277	4	04	\$ 1,602,777	\$ 1,666,888	\$ 1,733,56	4 \$ 1,802,906	\$ 1,875,023	1,950,024	\$ 2,028,025	\$ 2,109,146	\$ 2,193,511	\$ 2,281,252	\$ 2,372,502
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ (9,554 \$ \$ \$ \$,262) \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$	- \$	1,390,472 \$ 1,271,878 \$	1,448,609	\$ 1,493,963 \$ - \$ \$ 1,179,217 \$	1,541,132 \$ 5 - \$ 1,226,386 \$	(1,226,992) 6,937,023 2,438,800 4,811,344 313,121		\$ (10,781,254) \$ 6,937,023 \$ 2,438,800 \$ 4,811,344 \$ 313,121			\$ - \$ 1,602,777 \$ - \$ 1,275,000 \$ (327,777)	\$ - \$ 1,326,000	\$ 1,733,56 \$ \$ 1,380,00	4 \$ 1,802,906 - \$ - 0 \$ 1,435,000	\$ 1,875,023 \$ 1,492,000	3 \$ 1,950,024 - \$ - 0 \$ 1,555,200	\$ 2,028,025 \$ \$ 1,614,000	\$ 2,109,146 \$ - \$ 1,678,000	\$ 2,193,511 \$ - \$ 1,746,000	\$ 2,281,252 \$ 1,815,000	\$ - \$ 1,888,888

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DEE NO.	20/10/04	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007 2000	2000 2000	2000 2040	2040 2044		5 YEAR CIP	5-YEAR CIP Average Project		2012	CPT No.	2042	0.0040	2042 2044	2044 20	45 004	F 2040	2045 2047	2047 2040	2040 2040	2040.0	2000	000 0004	2024 2022	2000 2002
		PROJECT DESCRIPTION ation Cont'd	IDENTIFIER	SCORE	as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actu	ais)	No.	2012	2-2013	2013-2014	2014-20	15 201	5-2016 2	2016-2017	2017-2018	2018-2019	2019-2	2020 2	020-2021	2021-2022	2022-2023
		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	\$ -	\$ 17,198,325	\$ 35,969,332	\$ - :	\$ - \$	- \$	53,167,657		\$ 53,16	7,657		\$	- \$	-	\$ 16,21	0,000 \$ 39	9,962,000 \$	-	\$ -	\$ 14,047,00	0 \$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified/ SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ - \$ 4,000,000	\$ 35,969,332 \$ -	\$ - : \$ - : \$ 4,000,000	\$ - \$ \$ - \$ \$ 4,000,000 \$	- \$ - \$ 4,000,000 \$	53,167,657 - 20,000,000 (33,167,657		\$	- 67,657 - 10,000 17,657)		\$ \$ \$ \$	- \$ - \$ - \$ - \$	-	\$ 16,21 - \$ - \$	- \$ 0,000 \$ 39 - \$ - \$ 0,000 \$ (39	- \$ - \$		\$ - \$ -	\$ 14,047,00 \$	- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - -	\$ - \$ - \$ - \$ - \$ -
CPT 575 M	UNI	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 2B	67.2	\$ 171,509	\$ 3,472,491	\$ 3,144,000	\$ - :	\$ - \$	- \$	6,616,491		\$ 6,78	8,000	575	\$	- \$	-	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified) SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ (171,509) \$ - \$ - \$ - \$ -	\$ 3,472,491	\$ 3,144,000 \$ 2,798,000 \$ -	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$	- \$	6,616,491 4,500,000 - (2,116,491		\$ 6,61 \$ 4,50 \$	(1,509) 6,491 10,000 - 6,491)		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$		\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ -	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ -
CPT 521 M		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 2B	67.2	\$ 3,514,325	\$ 13,185,502	\$ - :	\$ - !	\$ - \$	- \$	13,185,502		\$ 16,69	19,827	521	\$	- \$	-	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ (3,514,325) \$ - \$ - \$ -	\$ (13,185,502) \$ - \$ - \$ - \$ -	\$ \$	\$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$		(13,185,502 - - - -		\$ (16,69 \$ \$ \$ \$	9,827)		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$		\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -
FLEET - R	ehabilit	ation Cont'd																											
CPT 583 M	IUNI	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	\$ -	\$ 6,627,218	\$ 8,519,527	\$ 15,941,903	\$ - \$	- \$	31,088,648		\$ 31,08	8,648	583	\$	- \$	-	\$	- \$ 4	4,618,000 \$	19,212,000	\$ 4,995,000	\$ 17,317,00	0 \$ 12,6	607,000 \$	26,222,000 \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$ (5,407,608) \$ 1,219,610 \$ 194,831 \$ - \$ (1,024,779)	\$ 8,519,527 \$ 1,076,270 \$ 7,648,925	\$ 15,941,903 \$ 9,472,581 \$ 11,387,871	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	(5,407,608 25,681,040 10,743,682 19,036,796 4,099,438		\$ 25,68 \$ 10,74 \$ 19,03	17,608) 11,040 13,682 16,796 19,438		\$ \$ \$ \$	- \$ - \$ - \$ - \$	-	\$ \$ - \$ - \$	- \$	- \$ 4,618,000 \$ - \$ 4,618,000 \$ - \$		\$ - \$ 4,995,000	\$ 17,317,00 \$ \$ 21,956,00	- \$	- \$ 121,000 \$	- \$ 26,222,000 \$ - \$ 24,068,000 \$ (2,154,000) \$: :	\$ - \$ - \$ - \$ - \$ -
		SUBTOTAL FLEET REHABILITATION LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified/ SURPLUS (DEFICIT)	18			\$ 5,013,951 \$ 9,517,198	\$ - \$ 114,254,182 \$ 13,764,742 \$ 36,295,803	\$ \$ 81,934,209 \$ 9,472,581 \$ 37,771,734	\$ - \$ \$ 26,540,437 \$ \$ - \$ \$ 26,429,217 \$		(21,228,954 303,306,434 28,251,274 136,490,338)	\$ 346,22 \$ (42,92 \$ 303,30 \$ 28,25 \$ 136,49 \$ (138,56	(3,529) (6,434 (1,274 (0,338		\$ 24 \$ \$ 1	- \$ 4,963,830 \$ - \$ 1,275,000 \$	- 54,451,398 - 1,326,000	\$ 8 \$ 39,62 \$ 0 \$ 1,38	- \$ 9,389 \$ 72 - \$ 0,000 \$ 6	- \$ 2,975,129 \$ - \$ 5,053,000 \$	- 38,626,512 - 20,704,000	\$ - \$ 32,009,994 \$ - \$ 6,550,200	\$ - \$ 67,882,41 \$ - \$ 23,570,00	\$ 0 \$ 38,10 \$ 10 \$ 11,73	- \$ 101,669 \$ - \$ 799,000 \$	74,713,978 \$ - \$ 74,713,978 \$ - \$ 25,814,000 \$ (48,899,978) \$	- 21,422,499 - 1,815,000	\$ - \$ 29,376,255 \$ - \$ 1,888,888
FLEET - E	nhance	ment		l																									
CPT 543 M		DVAS VEHICLE RETROFIT: Installation of a Digital Voice Annunciation System (DVAS) or motor coaches and trolley coaches. This system allows all ADA-related announcements to be made automatically without driver intervention.	1B	91.2	\$ 12,852	\$ 1,018,051	\$ 2,997,276	\$ 2,997,275	\$ 2,997,275 \$	2,997,275 \$	13,007,152		\$ 13,02	20,004	543	\$	- \$	-	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ (12,852) \$ - \$ - \$ - \$ -	\$ - \$ 132,055	\$ 2,997,276 \$ - \$ -	\$ 2,997,275 \$ - :	\$ 2,997,275 \$ \$ - \$ \$ - \$	2,997,275 \$ - \$	11,989,101 - 132,055		\$ 11,98 \$	90,903) 19,101 - - 12,055 17,046)		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	-	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$	\$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -

		PROJECT		ACTUAL																						
		SELECTION CRITERIA	RANKING &	EXPENDITURES REVENUES							5 YEAR CIP A	5-YEAR CIP verage Project	TOTAL PROJECT COST THRU 2012	СРТ												
	PROJECT DESCRIPTION nancement Cont'd	IDENTIFIER	SCORE	as of 1/23/07		2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actuals)	No.	_	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
135 MUI		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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ \$ \$ \$	- \$ - \$ - \$ - \$	3,125,000 \$ - \$ (248,715) \$	3,373,715 \$ 8,209,578 \$ 1,165,422 \$ 6,001,285 \$	3,373,715 \$ 5 - \$ 6 - \$ 6 (3,373,715) \$	3,373,715 \$ 5 - \$	3,373,715 \$ - \$	11,334,578 1,165,422 (4,368,573)		\$ 16,868,573 \$ 11,334,578 \$ 1,165,422 \$ (4,368,573)		\$ \$	- - (3,508,663)	\$ 3,649,010 \$ - \$ - \$ (3,649,010)	3,794,970 \$ 5 - \$ 5 - \$	5 - \$ 5 - \$ 5 (3,946,769) \$	4,104,640 - - - (4,104,640)	\$ 4,268,825 \$ - \$ - \$ (4,268,825)	\$ 4,439,578 \$ - \$ - \$ (4,439,578)	\$ 4,617,161 \$ - \$ -	\$ 4,801,848 \$ -	4,993,922 5 - 5 -	\$ 5,193,679 \$ - \$ - \$ -) \$ (5,193,679)
153 EX /	NFF 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		\$	-	\$ - :	s - \$	s - \$	-	\$ -	\$ -	\$ -	\$ - :	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B 4B		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ 141,767 \$ - \$ - \$ (141,767) \$	- \$ - \$	- \$	- \$	- \$ - \$ - \$			\$ 283,535 \$ - \$ - \$ (283,535)		\$ \$ \$ \$: :	\$ -	5 - 3 5 - 3 5 - 3	5 - \$ 5 - \$ 5 - \$	- - -	\$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - : \$ - : \$ - :	\$ - \$ -	\$ - \$ - \$ - \$ - \$ -
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	\$ 4,834,4	\$31	1,965,238 \$	98,459 \$; - \$; - \$	- \$	2,063,697		\$ 6,898,128	436	\$	-	\$ - :	- \$	s - \$	- :	\$ -	\$ -	\$ -	\$ - !	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ (4,834,4 \$ \$ \$ \$	431) \$ - \$ - \$ - \$ - \$	(1,965,238) \$ -		- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$			\$ (6,799,669) \$ 98,459 \$ - \$ 98,459 \$ -		\$ \$ \$ \$: :	\$ -	5 - 3 5 - 3	5 - \$ 5 - \$	- - -	\$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - : \$ - : \$ - :	5 - 5 -	\$ - \$ - \$ - \$ - \$ -
FLEET - Enl	nancement 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 \$	s - \$	-	\$	513,327		\$ 513,327		\$		\$ - :	- \$	5 - \$	-	\$ <u>-</u>	\$ -	\$ -	\$ - 9	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)					- \$ - \$ - \$ - \$	513,327 \$ - \$ - \$; - \$; - \$; - \$	- \$ - \$ - \$	- \$ - \$ - \$	513,327 - -		\$ - \$ 513,327 \$ - \$ - \$ (513,327)		\$ \$ \$ \$		\$ - · · · · · · · · · · · · · · · · · ·	\$ - \$ \$ - \$ \$ - \$	5 - \$ 5 - \$ 5 - \$		\$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - : \$ - : \$ - :	5 - 5 -	\$ - \$ - \$ - \$ - \$ -
CPT 546 MUN	II 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		725 \$			s - \$	s - \$	- \$			\$ 8,707,141	546	\$	-	\$ - :	\$ - \$	6 - \$	-	\$ -	\$ -	\$ -	- 9	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ (8,121,7 \$ \$ \$ \$	725) \$ - \$ - \$ - \$ - \$	(585,416) \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$	·	- \$ - \$ - \$	- \$ - \$ - \$:		\$ (8,707,141) \$ - \$ - \$ - \$ -		\$ \$ \$ \$:	\$ -	5 - 3 5 - 3	5 - \$ 5 - \$ 5 - \$	- - -	\$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - : \$ - :	5 - 5 -	\$ - \$ - \$ - \$ - \$ -
158 MUI	II REAR WHEEL SAFETY GUARD: Purchase approximately 800 safety rear wheel guard devices for the motor and trolley coach fleet	1A	100	\$	\$	1,200,000 \$	- \$	5 - \$	5 - \$	- \$	1,200,000		\$ 1,200,000		\$		\$ -	5 - \$	\$ - \$	- !	s -	\$ -	\$ -	\$ - 9	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		1 1	- \$ - \$ - \$ - \$	- \$ 1,200,000 \$ 1,200,000 \$ - \$ - \$	- \$ - \$	· - \$ · - \$ · - \$	- \$ - \$ - \$	- \$ - \$ - \$	1,200,000 1,200,000 -		\$ 1,200,000 \$ 1,200,000 \$ - \$ -		\$ \$ \$ \$:	\$ -	5 - 3 5 - 3	5 - \$ 5 - \$ 5 - \$	- - -	\$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ \$ \$	\$ - \$ -	\$ - \$ - \$ - \$ - \$ -

			PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES						5 YEAR CIP	5-YEAR CIP Average Projec		C	PT													
		PROJECT DESCRIPTION	IDENTIFIER	SCORE	as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actuals)	N.	0.	2012-2013	2013-2014	2014-2	015 2015	-2016 201	6-2017	2017-2018	2018-2019	2019-2020	2020-202	21 202	1-2022	2022-2023
	FIN	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	\$ -	\$	\$ 2,163,20	0 \$ -	\$ -	\$	2,163,200		\$ 2,163,2	00		\$ -	\$ -	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ -			0 \$ - - \$ - - \$ -		\$ - \$ \$ - \$	2,163,200 - - (2,163,200		\$ 2,163,20 \$ - \$ - \$ (2,163,20			\$ - \$ - \$ - \$ -	\$ - \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ -	\$	\$ - - \$ - \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
CPT 588	TPD	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	\$ 1,013,976	\$ 3,370,1	60 \$ 3,370,16	0 \$ 3,370,160	\$ -	\$ - \$	10,110,480		\$ 11,124,4	56 58	88	\$ -	\$ -	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (1,013,976) \$ - \$ - \$ - \$ -	\$ 3,370,1 \$ \$	60 \$ 3,370,16 - \$ - \$ 5,000,00	- \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	5,000,000 (5,110,480		\$ (1,013,9 \$ 10,110,4 \$ - \$ 5,000,0 \$ (5,110,4)	00		\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :	\$ - \$ - \$ - \$ - \$ -	\$ - \$	\$ - - \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :
		SUBTOTAL FLEET ENHANCEMENT LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ 13,982,984 \$ (13,982,984) \$ - \$ - \$ - \$ -	\$ 8,085,6 \$ 4,325,0 \$ 132,0	05) \$ - 42 \$ 12,657,90 00 \$ 8,209,57 55 \$ 6,263,88	1 \$ -	\$ - \$ 6,370,990 \$ - \$ -	\$ - \$ \$ 6,370,990 \$ \$ - \$	46,795,380 (3,568,705 43,226,675 12,534,578 6,395,936 (24,296,161	5) 5 3	\$ 60,778,3 \$ (17,551,6; \$ 43,226,6 \$ 12,534,5; \$ 6,395,9; \$ (24,296,1)	39) 75 78 36		\$ - \$ -	\$ 3,649,0 \$ - \$ -	- \$ 710 \$ 3,7 - \$ - \$	94,970 \$ 3 - \$ 94,970 \$ 3 - \$ - \$ 94,970) \$ (3	- \$	4,104,640 - 4,104,640 - - - 4,104,640)	\$ - \$ 4,268,825 \$ - \$ -	\$ - \$ 4,439,57 \$ - \$ -	\$ - 3 \$ 4,617,16 \$ -	\$ 1 \$ 4,80 \$ \$	- \$ 01,848 \$ - \$ - \$	4,993,922 \$ \$ 4,993,922 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	5,193,679 - -
FLEET -	Expansi	on																										
136	MUNI	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 i planned for 2015.	4B	22.5	\$	\$	\$ -	\$ -	\$ -	\$ - \$	-		\$ -			\$ -	\$ -	- \$	- \$ 48	,082,000 \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B 4B		\$		- \$ - \$		\$ - \$ -	\$ - \$ \$ - \$:		\$ - \$ - \$ - \$ -			\$ - \$ - \$ - \$ -	\$	- \$ - \$ - \$ - \$	- \$ - \$	- \$.082,000 \$ - \$ - \$.082,000) \$: : :	\$ -	\$ - \$ \$	- \$ - \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1
CPT 555	MUNI	HISTORIC VEHICLE PURCHASE: Purchase and rehabilitate 11 PCCs from New Jersey Transit for use on the F-line.	4A	35.2	\$ 7,789,983	\$ 1,120,0	17 \$ 375,00	0 \$ -	\$ -	\$ - \$	1,495,017		\$ 9,285,0	55	55	\$ -	\$ -	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ (7,789,983) \$ - \$ - \$ - \$ -	\$ (1,120,0 \$ \$ \$ \$	\$ 375,00 - \$	- \$ - - \$ -	\$ - \$ -	\$ - \$ \$ - \$ \$ - \$	375,000 -		\$ (8,910,00 \$ 375,00 \$ - \$ (375,00	00		\$ - \$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ -	\$ - \$ \$	\$ - - \$ - \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1
		SUBTOTAL FLEET EXPANSION LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	7.0		\$ 7,789,983 \$ (7,789,983) \$ - \$ - \$ - \$ -	\$ \$ \$	17) \$ - \$ 375,00	\$ - 0 \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	375,000 - -	7)	\$ 9,285,0 \$ (8,910,0) \$ 375,0 \$ - \$ (375,0)	00) 00		\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	- \$ - \$ - \$ - \$ - \$		- \$.082,000 \$ - \$ - \$: : : : :	\$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$ -		- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	
		TOTAL FLEET LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ 998,082,510 \$ (998,082,510) \$ - \$ - \$ - \$ -	\$ (68,368,3 \$ 72,556,2 \$ 9,338,5 \$ 9,649,2	45) \$ - 68 \$ 184,425,47 51 \$ 31,694,77 53 \$ 59,348,91	\$ - 7 \$ 140,791,702 4 \$ 10,059,798 8 \$ 67,137,517	\$ - \$ 98,562,756 \$ 14,409,967 \$ 76,810,531	\$ 115,133,982 \$ \$ - \$ \$ 115,133,982 \$ \$ 10,318,366 \$ \$ 53,826,287 \$ \$ (50,989,329) \$	(68,368,345 611,470,184 75,821,856 266,772,506	i) ; ;	\$ 1,677,921,0 \$ (1,066,450,8 \$ 611,470,1 \$ 75,821,8 \$ 266,772,5 \$ (268,875,8:	55) 8 <i>4</i> 56 06		\$ - \$ 36,298,499 \$ - \$ 1,275,000	\$ -66,239,4 \$ - \$ 28,667,0	- \$ 455 <i>\$ 258,7</i> - \$ 3:	- \$ 14,006 \$ 383 99,575 \$ 14,802 \$ 153	- \$.409,091 \$ 5 - \$.689,000 \$ 15	- 5,102,573 886,555 3,844,515	\$ - \$ 45,786,847 \$ - \$ 72,302,200	\$ 230,402,33	\$ - 7 \$ 54,768,75 \$ 399,57 0 \$ 108,268,01	\$ 1 \$ 186,20 5 \$ 5 \$ 108,55	- \$ 04,064 \$ 19 - \$ 56,000 \$	- \$ 96,907,569 \$ 886,555 \$ 81,939,515 \$	- 111,058,296 - 98,393,888

		PROJECT SELECTION CRITERIA		ACTUAL EXPENDITURES/ REVENUES						5 YEAR CIP Average		OTAL PROJECT OST THRU 2012	CF	РТ											
	DIVISION PROJECT DESCRIPTION	IDENTIFIER	SCORE	as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL Cos	osts (I	inci PY Actuals)	No	D.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
CPT 447	TRUCTURE - Replacement 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 trolle 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	44	17	\$ -	\$ -	\$ - \$	- \$	- \$	- s	; - \$; - \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		s - s - s -	\$ 17,500,000 \$ 1,125,000 \$ 10,668,750	\$ 13,517,037 \$ 15,750,000 \$ - \$ 2,232,963	\$ 13,517,037 \$ \$ 2,250,000 \$ \$ 8,500,000 \$ \$ (2,767,037) \$	3 13,517,037 \$ 5 - \$ 6 - \$ 6 (13,517,037) \$	- \$ - \$ - \$ - \$	35,500,000 9,625,000 (3,382,361)	\$ \$ \$ \$	(75,020,457) 48,507,361 35,500,000 9,625,000 (3,382,361)			\$ - \$ - \$ -	\$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- - - - - - - - - -	- \$ - \$ - \$ - \$; - \$; - \$	5 - \$ 5 - \$ 5 - \$	- \$ - \$: : :	\$ - \$ - \$ - \$ -
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 trolle 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 \$	5 10,000,000 \$	10,000,000 \$	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 \$	5 19,738,977 \$	- \$		\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ 10,000,000 \$ \$ 2,000,000 \$ \$ 8,000,000 \$	10,000,000 \$ 2,000,000 \$ 8 8,000,000 \$	10,000,000 \$ 2,000,000 \$ 8,000,000 \$	30,000,000 6,000,000 24,000,000 -	\$ \$ \$ \$ \$	30,000,000 6,000,000 24,000,000				\$ 15,600,000 \$ 2,000,000 \$ 8,000,000	\$ 16,224,000 \$ \$ 2,000,000 \$ \$ 8,000,000 \$		17,547,878 \$ 2,000,000 \$ 8,000,000 \$	- \$ 18,249,794 \$ 2,000,000 \$ 8,000,000 \$ (8,249,794) \$	18,979,785 \$ 2,000,000 \$ 8,000,000 \$	\$ 19,738,977 \$ 2,000,000 \$ 8,000,000 \$ (9,738,977) \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -
25	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 trolle coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance, and increase system reliability.	2В	67.2	\$	\$ -	\$ -	\$ - \$; - \$	- \$		\$				-	\$ -	\$ - 9	- \$	- \$	- \$	- \$; - \$	20,528,536 \$	21,349,677	\$ 22,203,664
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	·	- \$ - \$ - \$:	\$ \$ \$ \$: : :			\$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- - - - - - - - - - - -	- \$ - \$ - \$ - \$; - \$; - \$	- \$ - \$ - \$	20,528,536 \$ - \$ 12,500,000 \$	- 12,500,000	\$ 2,000,000
INFRAS CPT 527/ 413/311	TRUCTURE - Replacement Cont'd 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	\$ - \$	s - \$	- \$	58,623,176	\$	64,689,542		27/41 311	\$ -	\$ -	\$ - \$	- \$	- \$	- \$	\$	5 - \$	- \$	·	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ (6,066,366 \$ - \$ - \$ - \$ -	\$ 9,351,105 \$ 12,783,331 \$ 628,192	\$ 27,253,828 \$ 11,875,000 \$ 7,873,203 \$ (7,505,625)	\$ - \$ \$ - \$ \$ - \$ \$ - \$	- \$ - \$	- \$ - \$ - \$	8,501,395 (3,445,207)	\$ \$ \$ \$	(28,084,609) 36,604,933 24,658,331 8,501,395 (3,445,207)			-	\$ - \$ -	\$ - \$ \$ - \$	- \$ - \$ - \$	- \$	- \$ - \$ - \$ - \$; - \$; - \$	- \$ - \$ - \$	- \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -
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.	2В	67.2	\$ -	\$ -	\$ -	\$ 10,000,000 \$	\$ 10,000,000 \$	10,000,000 \$	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	5 13,685,691 \$	- \$	·	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Planned SURPLUS (DEFICIT)	2B 2B 2B 2B 2B	-	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ 10,000,000 \$ \$ 1,000,000 \$ \$ 8,000,000 \$ \$ (1,000,000) \$	5 10,000,000 \$ 5 1,000,000 \$ 5 8,000,000 \$ 6 (1,000,000) \$	10,000,000 \$ 1,000,000 \$ 8,000,000 \$ (1,000,000) \$	- 30,000,000 3,000,000 24,000,000 (3,000,000)	\$ \$ \$ \$ \$ \$ \$ \$ \$	30,000,000 3,000,000 24,000,000 (3,000,000)			\$ 1,000,000 \$ 8,000,000	\$ 10,816,000 \$ 1,000,000 \$ 8,000,000	\$ 11,248,640 \$ \$ 1,000,000 \$ \$ 8,000,000 \$ \$ (2,248,640) \$	11,698,586 \$ 1,000,000 \$ 8,000,000 \$ (2,698,586) \$	12,166,529 \$ 1,000,000 \$ 8,000,000 \$ (3,166,529)	- \$ 12,653,190 \$ 1,000,000 \$ 8,000,000 \$ (3,653,190) \$	13,159,318	5 13,685,691 \$ 5 1,000,000 \$ 5 8,000,000 \$ 6 (4,685,691) \$	- \$ - \$ - \$		\$ - \$ - \$ - \$ - \$ -
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 BALANCE UNFUNDED (1) Programmed (2) Planned	2B 2B 2B 2B		\$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ \$ - \$		- \$:	\$ \$ \$	- - -			\$ - \$ - \$ -		\$ - \$ \$ - \$	- \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$	·	- \$	- 14,802,443 - -	\$ - \$ 15,394,540 \$ - \$ -

REF NO). DIVISIOI	I 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	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	0	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 2B		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -			\$ -	\$	- \$	- \$	- \$ -	\$ -	\$ -	\$ -	\$ (14,233,118) \$	(14,802,443)	\$ (15,394,540)

DEL NO DIMEION	PROJECT DESCRIPTION	PROJECT SELECTIO CRITERIA IDENTIFIE	RANKING &	ACTUAL EXPENDITURES REVENUES		2007 2000	2000 2000	2000 2040	2040 2044	2044-2042	5 YEAR CIP	5-YEAR CIP Average Project	COST T	PROJECT	СРТ		2042 2042	2042 2044	204	4 2045	245 2045	2045 2047	2017-2018	2040 204		2040 2020	2020 2024	2024 2022	2000 2000
	RE - Replacement Cont'd	IDENTIFIE	R SCORE	as of 1/23/07	-	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Inci Pi	Y Actuals)	No.		2012-2013	2013-2014	201	4-2015 20	015-2016	2016-2017	2017-2018	2018-201	19 .	2019-2020	2020-2021	2021-2022	2022-2023
CPT 438/ TPD 579/425	RAIL REPLACEMENT 1998-2009 Phased design and replacement of the trackway and related systems serving the light rail and cabl car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.		74.8	\$ 63,939,5	\$	36,505,070 \$	43,238,709	\$ 35,611,635	\$ - 5	\$ - \$	115,355,41	4	\$	179,294,957	438/: 9/42:	57 5	\$ -	\$ -	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$ -
261 TPD	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) RAIL REPLACEMENT 2010-2019 Phased	2A 2A 2A 2A 2A	74.8	\$ (63,939,5 \$ - \$ \$ \$		(23,256,435) \$ 13,248,635 \$ 18,352,953 \$ 84,297 \$ 5,188,615 \$	43,238,709 16,050,000 1,200,000 (25,988,709)	\$ 35,611,635 \$ 2,250,000 \$ 8,500,000 \$ (24,861,635)	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$	(23,256,43; 92,098,97; 36,652,95; 9,784,29; (45,661,72;	9 3 7 9)	\$ \$ \$ \$	(87,195,978) 92,098,979 36,652,953 9,784,297 (45,661,729)			\$ - \$ - \$ - \$ -	\$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$ \$	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - -	\$ - \$ - \$ - \$ -
	design and replacement of the trackway and related systems serving the light rail and cabl car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.		14.0								60,000,000		•	0,000,000			\$ 31,200,000											-	
262 TPD	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT) RAIL REPLACEMENT 2020-2029 Phased	2A 2A 2A 2A 2A	74.8	\$ - \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ -	\$ 30,000,000 \$ 2,000,000 \$ 8,000,000 \$ (20,000,000)	\$ 30,000,000 \$ \$ 2,000,000 \$ \$ 8,000,000 \$ \$ (20,000,000) \$	60,000,000 4,000,000 16,000,000 (40,000,000	0	\$ \$ \$ \$ \$ \$ \$	60,000,000 4,000,000 16,000,000 (40,000,000)			31,200,000 \$ 2,000,000 \$ 8,000,000 \$ (21,200,000)	\$ 32,448,0 \$ 2,000,0 \$ 8,000,0	000 \$	2,000,000 \$ 8,000,000 \$	2,000,000 \$ 8,000,000 \$	2,000,000 8,000,000	\$ 37,959,577 \$ 2,000,000 \$ 8,000,000 \$ (27,959,577	39,47 2,5 2,00 3,8,00 4)\$ (29,47	- \$ 7,953 \$ 0,000 \$ 0,000 \$ 7,953) \$		- \$ - \$ - \$ - \$ - \$	44,407,328	\$ - \$ - \$ - \$ - \$ -
	design and replacement of the trackway and related systems serving the light rail and cabi car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.				l																								
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ -	\$ - : \$ - :	\$ - \$ \$ - \$	-	:	\$ \$ \$ \$:			\$ - \$ - \$ - \$ - \$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$	\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ 42,699,354 \$ - \$ 12,500,000 \$ (30,199,354) \$	-	
270 MUNI	EE - Replacement Cont'd 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.		82.8	\$ -	\$	- \$	1,819,000	\$ -	\$ - :	- \$	1,819,000	0	\$	1,819,000			\$ -	\$ -	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C		\$ - \$ - \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	-	\$ - \$ - \$ -	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$	1,819,000 (1,819,000	- -	\$ \$ \$ \$ \$ \$ \$	1,819,000 - - - (1,819,000)			\$ - \$ - \$ - \$ -	\$ - \$ - \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$.	\$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - -	\$ - \$ - \$ - \$ - \$ -
	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		91.2	\$	\$	- \$	15,300,000		- 9	· \$	15,300,000		\$	15,300,000				\$	- \$	- \$	- \$		\$.	\$	- \$	- \$	- \$		\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$	15,300,000 -	\$ - \$ - \$ -	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$		-	\$ \$ \$ \$ \$ \$	- 15,300,000 - - (15,300,000)			\$ - \$ - \$ - \$ -	\$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ -
	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.	1B	68.4	\$ -	\$	- \$	-	\$ 3,202,452	\$ - 5	5 - \$	3,202,452	2	\$	3,202,452			-	\$ -	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned	1B 1B		\$ - \$ - \$	\$ - \$ - \$	- \$ - \$ - \$		\$ 3,202,452 \$ -	\$ - : \$ - :	\$ - \$ \$ - \$		-	\$ \$ \$ \$	3,202,452 - 368,282			\$ - \$ - \$ - \$ -	\$ -	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$		\$ - \$	\$ \$ • \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	-	\$ - \$ - \$ -

REF N	D. DIVISIO	N 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)	C	:PT lo.	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 1B		\$ -	\$ -	\$ -	\$ (2,834,170)	\$ -	\$ -	\$ (2,834,170	0)	\$ (2,834,170)			\$ -	\$	- \$	• \$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

	1		1																						
		PROJECT SELECTION CRITERIA		ACTUAL EXPENDITURE REVENUES	5/						EAR CIP TOTAL PROJECT		PT												
REF NO. DIV	VISION PROJECT DESCRIPTION	IDENTIFIER		as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012		osts (Incl PY Actual		0.		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	CTURE - Replacement Cont'd																								
29 0 TPD	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 yare switches, and replacing train control switching at St. Francis Circle.	1A	100	\$	\$ 4,000,1	00 \$ 2,255,00	2,255,000	\$ 2,255,000 \$	- \$	10,765,000	\$ 10,765.	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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ \$ \$ \$ \$	\$ 4,000,0 \$ 1,422,0	00 \$ 2,255,00 48 \$ - \$	\$ - 0 \$ 2,255,000 - \$ - - \$ - 0) \$ (2,255,000)	\$ 2,255,000 : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$	1,422,548	\$ 10,765, \$ 1,422, \$ (9,342,	548 -		\$ \$ \$ \$	1,000,000 - - (1,000,000)	\$ -	1,081,600 \$ 5 - \$	1,124,864 \$ - \$ - \$	1,169,859 - -	\$ 1,216,653 \$ - \$ -	\$ 1,265,319 \$ - \$ -	\$ 1,315,932 \$ -	1,368,569 \$ - :	1,423,312 5 - 5 -	\$ - \$ -
CPT 560 TPD	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	\$ 546,8	51 \$ 9,133,	19 \$ 7,448,97	7 \$ 27,000,000	\$ 27,000,000 \$	\$ 27,000,000 \$	97,582,296	\$ 98,129,	5	60	\$	1,000,000	\$ 1,040,000	5 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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ (546,8 \$ \$ \$ \$		\$ 7,448,97 - \$ 762,04 - \$ 2,768,55	3 \$ - 4 \$ -	\$ 27,000,000 \$ - : \$ - :	\$ 27,000,000 \$ \$ - \$	88,448,977 762,048 2,768,554	\$ (9,680) \$ 88,448, \$ 762, \$ 2,768, \$ (84,918,	977 948 554		\$ \$ \$ \$		\$ 1,040,000 \$ - \$ \$ (1,040,000)	1,081,600 \$ 5 - \$	1,124,864 \$ - \$ - \$	1,169,859 - -	\$ - \$ -	\$ 1,265,319 \$ - \$ -	\$ 1,315,932 \$ - \$ -	\$ 1,368,569 \$ - :	1,423,312 5 -	\$ - \$ -
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	\$ 2,000,0	00 \$ 1,000,00	1,000,000	\$ 1,000,000 \$	\$ 1,000,000 \$	6,000,000	\$ 75,218,		17/31 1/386	\$	500,000	\$ 520,000	\$ 540,800 \$	562,432 \$	584,929	\$ 608,326	\$ 632,660	\$ 657,966	\$ 684,285	1,368,569	\$ 29,604,886
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ (69,218,2 \$ \$ \$ \$	\$ 800,0 - \$ - \$	00 \$ 1,000,00 - \$ - \$	- \$ - - \$ -	\$ 1,000,000 \$ - : \$ - :	\$ 1,000,000 \$ \$ - \$	4,800,000 - -	\$ (70,418, \$ 4,800, \$ \$ \$ (4,800,	000		\$ \$ \$ \$	500,000 - - - (500,000)	\$ - : \$ - :	· · · · · · · · · · · · · · · · · · ·	- \$ - \$		\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - : \$ - :	1,368,569 5 -	\$ 29,604,886 \$ - \$ - \$ - \$ (29,604,886)
INFRASTRU	CTURE - Replacement Cont'd	ZA																							
307 TPD		4A	35.2	\$	\$	\$ -	\$ -	\$ - 9	\$ - \$		\$			\$	10,000,000	\$ - :	s - \$	- \$	- 3	\$ -	\$ -	\$ -	- :	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A		\$ \$ \$ \$ \$	- \$	- \$	\$ - \$ - - \$ - - \$ -	\$ - :	\$ - \$	-	\$ \$ \$ \$			\$ \$ \$ \$	- 10,000,000 - - - (10,000,000)	\$ - : \$ - :	- \$	- \$ - \$			\$ -	\$ -	\$ - :	-	\$ - \$ - \$ - \$ - \$ -
253 TPD	ATCS SYSTEM MNGMENT CENTER: Replacement and upgrade of the existing ATCS software to current technology.	1A	100	\$	\$	\$ 10,000,00) \$ -	\$ - 5	\$ - \$	10,000,000	\$ 10,000,	000		\$	-	\$ - !	5 - \$	- \$	- 5	s -	\$ -	\$ -	\$ - !	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ \$ \$ \$ \$	\$ \$ \$. \$. \$. \$. \$. \$) \$ - - \$ - - \$ -	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$		\$ 10,000, \$ \$ \$ (10,000,			\$ \$ \$ \$	-	\$ - : \$ - : \$ - : \$ - :	- \$	- \$ - \$ - \$		\$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - : \$ - :	5 - 5 -	\$ - \$ - \$ - \$ - \$ -
CPT 535 TPD	RADIO REPLACEMENT PROGRAM 1) Replacement of the existing obsolete Radii 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	\$ 468,0	17 \$ 6,848, [,]	88 \$ 18,933,37	3 \$ 18,933,374	\$ 18,933,374	\$ 18,933,374 \$	82,581,983	\$ 83,050,	5	35	\$	5,000,000	\$ 1,000,000	5 1,040,000 \$	1,081,600 \$	1,124,864	\$ 6,083,265	\$ 1,265,319	\$ 1,315,932	\$ 1,368,569	1,423,312	\$ 7,401,221
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A		\$ (468,0 \$ \$ \$ \$	- \$ 4,017,0 - \$	00 \$ 18,933,37 66 \$ 17,941,69 - \$	3 \$ 17,941,698 - \$ -	\$ 18,933,374 \$ 17,941,698 \$ -	\$ 18,933,374 \$ \$ 17,941,698 \$	75,783,495 75,783,858 -	\$ (7,266, \$ 75,783, \$ 75,783, \$	195		\$ \$	5,000,000 - - (5,000,000)	\$ 1,000,000 \$ - \$ -	\$ 1,040,000 \$ \$ - \$ \$ - \$	1,081,600 \$ - \$ - \$	-	\$ 6,083,265 \$ - \$ -	\$ 1,265,319 \$ -	\$ 1,315,932 \$ - \$ -	\$ 1,368,569 \$ - :	1,423,312 5 - 5 -	\$ - \$ -

REF NO. DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER		ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP Average	EAR CIP TOTAL P	IRU 2012	CPT No.		2012-	2-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	RE - Replacement Cont'd				1				-		(- 7														
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 Graffit 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			\$ 2,4	,600,000 \$	2,704,000 \$	2,812,160 \$	5 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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified/ SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ - \$ -	\$ 2,500,000 \$ - \$ (2,500,000)	\$ 2,500,000 \$ \$ - \$ \$ - \$	2,500,000 : - :	\$ 2,500,000 \$ \$ - \$ \$ - \$	2,500,000 \$ - \$		\$ \$	- 12,500,000 - - - 12,500,000)			\$ \$	- ,600,000 - - \$,600,000)	- \$ - \$	2,812,160 \$ - \$ - \$	2,924,646	\$ 3,041,632 \$ - \$ -	\$ 3,163,298 \$ -	\$ 3,289,829 \$ - \$ -	\$ 3,421,423 \$ -	3,558,280 \$ 5 - \$ 5 - \$	-	\$ 3,848,635 \$ - \$ - \$ (3,848,635)
CPKA/ PKT CPKC	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			\$	- \$	- \$	- \$	- !	\$ -	\$ -	\$ -	\$ -	5 - \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ (337,663) \$ - \$ - \$ - \$ -	\$ (297,367) \$ \$ \$ \$	\$ - \$ \$ - \$ \$ - \$		\$ - \$	- \$ - \$ - \$	(297,367) - - - -	\$ \$ \$ \$	(635,030) - - - -			\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		 	\$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ -	- \$ 5 - \$ 5 - \$	-	\$ - \$ - \$ - \$ -
	MTA PORTAL: Replace the existing MTA intranet and internet with a professional porta 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			\$	- \$	- \$	- \$		-	\$ -	\$ -	\$ - :	s - \$		\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ - \$ -	\$ 100,000 \$ - \$ (100,000)	\$ 300,000 \$ \$ - \$ \$ - \$	300,000 : - :	\$ 200,000 \$ \$ - \$ \$ - \$	200,000 \$ - \$ - \$	1,100,000 - - (1,100,000)	\$ \$	- 1,100,000 - - - (1,100,000)			\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		 	\$ - \$ - \$ -	\$ -	*	\$ - \$ - \$ -	- \$ 5 - \$ 5 - \$	-	\$ - \$ - \$ - \$ -
	SUBTOTAL INFRASTRUCTURE REPLACEMENT LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Plannied (3) Unidentified SURPLUS (DEFICIT)	2A		\$ 192,266,661 \$ (192,266,661) \$ - \$ - \$ - \$ -	\$ 124,040,367 \$ (86,034,377) \$ 38,005,990 \$ 54,075,898 \$ 1,837,489 \$ 17,907,397	\$ - \$ \$ 143,565,924 \$ \$ 62,378,746 \$ \$ 11,841,757 \$	- 9 124,319,498 25,441,698 33,368,282	\$ - \$ \$ 115,405,411 \$ \$ 22,941,698 \$ \$ 24,000,000 \$	- \$ 99,633,374 \$ 22,941,698 \$ 24,000,000 \$	(86,034,377) 520,930,197 187,779,738 95,047,528	\$ (2° \$ 50° \$ 11° \$ 9°	99,231,235 78,301,038) 20,930,197 87,779,738 95,047,528 38,102,931)			\$ 76, \$ 5, \$ 24,	- \$,700,000 \$,000,000 \$	- \$ 65,168,000 \$ 5,000,000 \$ 24,000,000 \$	- \$ 67,774,720 \$ 5,000,000 \$ 24,000,000 \$	70,485,709 5,000,000 5 24,000,000	\$ - \$ 73,305,137 \$ 5,000,000 \$ 24,000,000	\$ 81,150,749 \$ 5,000,000 \$ 24,000,000	\$ - \$ 79,335,502 \$ 5,000,000	\$ - : \$ 82,508,923 \$ 5,000,000 \$ 24,000,000	85,809,279 \$ 5 - \$ 25,000,000 \$	- 89,898,563 - 25,000,000	-,,
INFRASTRUCTUR	RE - Rehabilitation													-												
	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			\$	- \$	- \$	- \$;	-	\$ -	\$ -	\$ - :	5 - \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified/ SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ - \$ -	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$	- :	\$ 1,065,776 \$ \$ - \$	- \$ - \$ - \$	1,065,776 - - (1,065,776)	\$ \$	1,065,776 - - (1,065,776)			\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$	 	\$ - \$ - \$ -	\$ - \$ -		\$ \$	- \$ 5 - \$ 5 - \$	- - -	\$ - \$ - \$ - \$ -
273 TPD	SUBWAY SEISMIC RETROFIT STUDY: Includes a study of the Market Street Subway Twin Peaks Tunnel, MMT, and Sunset Tunne to assess the seismic condition of these structures.	1B	45.6	\$ -	\$ 584,929	\$ - \$	- \$	\$ - \$	- \$	584,929	\$	584,929			\$	- \$	- \$	- \$	5 - !	\$ -	\$ -	\$ -	\$ - :	5 - \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ - \$ -	\$ 584,929 \$ - \$ \$ (584,929)	\$ - \$ \$ - \$ \$ - \$	- :	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	584,929 - - (584,929)	\$ \$ \$ \$ \$	584,929 - (584,929)			\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$	- \$	 	\$ - \$ - \$ -	\$ - \$ - \$ -	*	\$ \$	- \$ 5 - \$ 5 - \$	- - -	\$ - \$ - \$ - \$ -

REF N	D. DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER		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
2	74 EX AFF	REGULATORY COMPLIANCE - SUBWAY STATION TALKING SIGNS Installation of "Talking Sign" infrared transmitters in subway stations. This project will improve accessibilit to the blind and visually impaired.	1B	91.2	\$ -	\$ -	\$ 3,374,592	\$ - \$	- \$	- \$	3,374,592		\$ 3,374,5	32		\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	\$ -	\$ - \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$ - \$ \$	\$ 3,374,592 \$ - \$ - \$ (3,374,592)	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	3,374,592 - - (3,374,592)		\$ 3,374,5 \$ - \$ - \$ (3,374,5			\$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$	-			\$ -	\$ - \$ \$ - \$ \$ - \$: :	\$ - \$ - \$ - \$ - \$ -
INFRA	STRUCTU	RE - 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	\$ 10,054,54	\$ 10,000,000	\$ 10,000,000 \$	10,000,000 \$	- \$	40,054,541		\$ 40,110,0	00	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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B		\$ (55,459) \$ - \$ - \$ - \$ -	\$ 10,054,54 \$ 3,500,000 \$	10,000,000 500,000 4,000,000	\$ 10,000,000 \$ \$ - \$	10,000,000 \$ - \$ 4,000,000 \$	- \$ - \$ - \$ - \$	40,054,541 4,000,000 12,000,000 (24,054,541)		\$ (55,4 \$ 40,054,5 \$ 4,000,0 \$ 12,000,0 \$ (24,054,5	41 00 00		\$ - \$ 500,000 \$ - \$ - \$ (500,000)	\$ - \$ -	\$ 540,800 \$ - \$ -	\$ 562,432 \$ \$ - \$ \$ - \$	584,929 -	\$ \$	\$ - \$ -	\$ 657,966 \$ - \$ -	\$ 684,285 \$ \$ - \$ \$ - \$	- 711,656 - - - (711,656)	\$ - \$ -
2	27 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		\$ 4,560,6	35		\$ 250,000	\$ 260,000	\$ 270,400	\$ 281,216 \$	292,465	\$ 304,163	\$ 316,330	\$ 328,983	\$ 342,142 \$	355,828	\$ 370,061
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ 1,164,527 \$	· \$ -	\$ 841,527 \$ \$ - \$ \$ - \$	841,527 \$ - \$ - \$	- \$ - \$	4,560,635 - - - (4,560,635)		\$ 4,560,6 \$ - \$ - \$ (4,560,6			\$ - \$ 250,000 \$ - \$ - \$ (250,000)	\$ - \$ -	\$ 270,400 \$ - \$ -	\$ 281,216 \$ \$ - \$ \$ - \$	292,465	\$ \$	\$ - \$ -	\$ 328,983 \$ - \$ -	\$ 342,142 \$ \$ - \$ \$ - \$:	\$ - \$ -
		SUBTOTAL INFRASTRUCTURE REHABILITATION LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ (55,459) \$ - \$ - \$ -	\$ - \$ 11,803,995 \$ 3,500,000 \$ -	\$ - 7 \$ 14,246,119 0 \$ 500,000 \$ 4,000,000	\$ 10,841,527 \$	- \$ 11,907,303 \$ - \$ 4,000,000 \$	- \$ - \$			\$ 49,695,9 \$ (55,4 \$ 49,640,4 \$ 4,000,0 \$ 12,000,0 \$ (33,640,4	59) 73 00		\$ 750,000 \$ - \$ 750,000 \$ - \$ - \$ (750,000)	\$ - \$ 780,000 \$ - \$ -	\$ - \$ 811,200 \$ - \$ -	\$ - \$ \$ 843,648 \$ \$ - \$	877,394 - -	\$ - \$ 912,490 \$ - \$ -	\$ - \$ 948,989 \$ - \$ -	\$ - \$ 986,949 \$ - \$ -	\$ - \$ \$ 1,026,427 \$ \$ - \$	- 1,067,484 - -	\$ - \$ -
		E - Enhancement																								
CPT 31: 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	\$ 20,291,600	\$ -	\$ -	\$ - \$	- \$	- \$			\$ 20,291,6		313/31 7/418	\$ <u>-</u>	\$ -	\$ -	\$ - \$	-	\$ <u>-</u>	\$ -	\$ -	\$ - \$	-	\$ <u>-</u>
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ (20,291,600) \$ - \$ - \$ - \$ -	\$ - \$ \$	\$ - \$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$		- - - - -		\$ (20,291,6 \$ - \$ - \$ 5 \$			\$ - \$ - \$ - \$ -	\$ - \$ -		\$ - \$ \$ - \$ \$ - \$	- -	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ \$ - \$ \$ - \$:	\$ - \$ - \$ - \$ - \$ -

			PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES							5 YEAR CIP	5-YEAR CIP Average Project		PROJECT THRU 2012	CP1														
	EX AFF	PROJECT DESCRIPTION METRO ACCESSIBILITY-BEYOND KEY STOPS: Includes accessibility improvements	IDENTIFIER 1B		as of 1/23/07	2007-2 \$ 1,7	72,809 \$	- \$	996,318 \$	2010-2011	1,077,618 \$	TOTAL 3,846,745	Costs		Y Actuals) 3,846,745	No.		2012-2013 \$ -	2013-201 \$ 1,120	0,723 \$		1,165,551 \$	2016-2017	2017-2018 \$ 1,212,174	2018-		1,260,660 \$	20-2021 2	1,311,087	2022-2023
		beyond key stops and to address the Metro Rail Accessibility Lawsuit Mitigation.																												
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified	1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$ \$	- \$ 772,809 \$ - \$ - \$ (72,809) \$	- \$ - \$ - \$ - \$	- \$ 996,318 \$ - \$ - \$ (996,318) \$	- \$ - \$ - \$ - \$		3,846,745 - - (3,846,745)		\$ \$ \$ \$ \$ \$ \$ \$	3,846,745 - - (3,846,745)			\$ -		- \$ 0,723 \$ - \$ - \$	- \$ - \$	- \$ 1,165,551 \$ - \$ - \$ (1,165,551) \$	- - - -	\$ 1,212,174 \$	4 \$ - \$ - \$	- \$ - \$	- \$ 1,260,660 \$ - \$ - \$ (1,260,660) \$	- \$ - \$ - \$ - \$	- ; 1,311,087 - ; - ; - ; (1,311,087)	\$ - \$ -
25:	TPD	SURPLUS (DEFICIT) MMX TERMINAL IMPROVEMENTS: Enhancement of Muni streetcar operations along the MNX corridor by constructing additional terminal tracks and loop in the vicinity of 6th and Berry street needed for the proposed E-Line HLRV service.	1B 4A	17.6	\$ -	\$	- \$	- \$	1,910,827 \$	1,910,827 \$	1,910,827 \$	5,732,481		\$	5,732,481			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ \$ - \$ \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ 1,910,827 \$ - \$ - \$ (1,910,827) \$	- \$ 1,910,827 \$ - \$ - \$ (1,910,827) \$		5,732,481 - - (5,732,481)		\$ \$ \$ \$	- 5,732,481 - - (5,732,481)					- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ - \$ -
		E - Enhancement Cont'd CABLE CAR RADIO Procurement and	2A	37.4	\$ -	\$ 1	95,770 \$	- \$	- \$	- \$	- \$	195,770		\$	195,770			\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	410,571	\$ -
		installation of fixed on-board radios for 40 Cable Cars (including hardware and software for central control), 4 spare sets to replace th existing handheld radios currently used by Cable Car Operators.																												
	EV AEE	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Inidentified SURPLUS (DEFICIT)	2A 2A 2A 2A 2A 2A		\$ - \$ - \$ - \$ -	\$ \$ \$ (1	95,770 \$ - \$ - \$ 95,770) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	195,770 - - (195,770)		\$ \$ \$ \$ \$ \$ \$	195,770 - - (195,770)					- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	410,571 - - - (410,571)	\$ - \$ -
23	EX AFF	CURB RAMP REMEDIATION: Repair or reconstruct curb ramps that are on the path o travel to MUNI Key transit stops and stations which FTA assessments have identified as non-ADA compliant.	1B	91.2	\$ -	\$ 1	50,000 \$	150,000 \$	- \$	- 5	- \$	300,000		\$	300,000			5 -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	5 -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$	- \$ 50,000 \$ - \$ 50,000 \$ - \$	- \$ 150,000 \$ - \$ 150,000 \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	300,000 - 300,000 -		6 4 4 4	300,000 - 300,000 -					- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - -	\$ - \$ - \$ - \$ - \$ -
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 bus bulbs and transit signal priority.	4A	35.2	\$	\$	77,000 \$	- \$	- \$	- \$	- \$	77,000		\$	77,000	578		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	-	· -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ (\$ \$ \$ \$	77,000) \$ - \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		(77,000) - - - -		\$ \$ \$ \$ \$	(77,000) - - - -			\$ -		- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - -	\$ - \$ \$	\$ \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	

			PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES						5-YEAR 01P Average Pr														
		PROJECT DESCRIPTION	IDENTIFIER		as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL Costs			2012-20	13 20	13-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
CPT 448		RE - Enhancement Cont'd TRANSIT PREFERENTIAL STREETS (TPS)	4A	35.2	\$ 1,526,927	\$ -	\$ -	\$ -	\$ -	\$ - \$		\$ 1,526,9	27 448	9		- \$	- \$	- \$; - <u>\$</u>	-	¢ .	\$ -	\$ -	\$ -	\$.
CF1 446	ורט	BUS STOP IMPROVEMENTS: Improvements to bus stops such as installation of bus bulbs and lengthened bus stops. Includes the design and construction or passenger boarding islands, throughout the Metro system at stops where passengers must now board and align in the streets.	44	35.2	\$ 1,320,92 <i>1</i>		• -	-	•	.		\$ 1,320,9	440	•	- \$	- \$	- •	- 3	3	· -	.	· -	-	• -	•
CPT 512	TOD	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentify SURPLUS (DEFICIT) TRANSIT PREFERENTIAL STREETS (TPS)	4A 4A 4A	25.0	\$ (1,526,927 \$ - \$ - \$ -	\$ - \$ \$ \$	- \$ - - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	7	\$ (1,526,9 \$ - \$ - \$ \$ \$	-	\$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$; - s; - s; - s; - s	5 -	\$ \$ \$	\$ - • \$ - • \$ - • \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ \$ \$	\$ - \$ - - \$ - - \$ -
GF1 512		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.		35.2	\$ 2,012,243	\$ 22,73	6 \$ 649,001	\$ -	\$ -	\$ - \$	671,757	\$ 2,004,0	512	•	- \$	- \$	- \$	- \$	· - \$	-	<u>-</u>	\$ -	\$ -	• -	•
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A		\$ (2,012,243 \$ - \$ - \$ - \$ -	\$ - \$ \$ 52,00 \$ 52,00	\$ 649,001 - \$ - 00 \$ - 00 \$ (649,001	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	649,001 - 52,000 (597,001)	\$ (2,034,9 \$ 649,0 \$ - \$ 52,0 \$ (597,0	00 00 01)	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$; - ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	5 - 5 -	\$ - \$ \$ \$	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ \$	\$ - \$ - \$ - \$ - \$ -
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	\$ -	\$ 9,523,10	5 \$ 40,315,907	\$ 13,897,261	\$ 16,623,450	\$ 12,450,300 \$	92,810,023	\$ 92,810,0	23	\$ 9,904	1,029 \$ -	41,928,543 \$	14,453,151 \$	17,288,388 \$	12,948,312	; -	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ -	\$ 9,523,10 \$ \$	- \$ - - \$ -	\$ 13,897,261 \$ - \$ 379,596	\$ 16,623,450 \$ - \$ -	\$ 12,450,300 \$ \$ - \$	92,810,023 - 379,596	\$ 92,810,0 \$ 92,810,0 \$ - \$ 379,5 \$ (92,430,4	96	\$ 9,904 \$ \$	- \$ - \$	- \$ - \$	- \$ - \$	17,288,388 \$ - \$ - \$	3 12,948,312	5 - 5 -	\$ - \$ \$	\$ - \$ - • \$ - • \$ -	\$ - \$ - \$ -		\$ - \$ - - \$ - - \$ -
INFRAST	TRUCTUR	RE - 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	\$ 4,393,01	6 \$ -	\$ -	\$ -	\$ - \$	4,393,016	\$ 15,795,0	540	\$	- \$	- \$	- \$	- \$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B		\$ (11,401,984 \$ - \$ - \$ - \$ -	\$ - \$ \$ \$	\$ - - \$ - - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$ \$ - \$	-	\$ (15,795,0 \$ - \$ - \$ - \$	-	\$ \$ \$ \$ \$ \$ \$ \$	- - - - - - - - - - - - - - - - -	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$; - s; - s; - s; - s	5 - 5 -	s - s s	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ \$	\$ - \$ - - \$ - - \$ -
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	\$ -	\$ 1,582,63	1,582,630	\$ 1,582,630	\$ 1,582,630	\$ 1,582,630 \$	7,913,150	\$ 7,913,1	50	\$ 1,000	\$	1,040,000 \$	1,081,600 \$	1,124,864 \$	1,169,859	1,216,653	\$ 1,265,31	1,315,932	\$ 1,368,569	1,423,3	2 \$ 1,480,244
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ - \$ - \$ -	\$ 1,582,63 \$ 601,92 \$	0 \$ 652,080 - \$ 2,000,000	\$ 1,582,630 \$ 677,160 \$ 2,000,000	\$ 1,582,630 \$ - \$ -	\$ 1,582,630 \$ \$ - \$	1,931,160 4,000,000	\$ 7,913,1 \$ 1,931,1 \$ 4,000,0 \$ (1,981,9	60 00	\$ \$	- \$ - \$	- \$ 1,040,000 \$ - \$ - \$ (1,040,000) \$	- \$ - \$	1,124,864 \$ - \$ - \$	3 1,169,859 3 6 - 3	5 - 5 -	\$ 1,265,31 \$ \$	1,315,932 - \$ - - \$ -	\$ 1,368,569 \$ - \$ -	1,423,31 \$ \$	\$ 1,480,244 - \$ - - \$ - - \$ (1,480,244

			PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES							5 YEAR CIP	5-YEAR CIP Average Projec	TOTAL PROJECT		CPT												
	D. DIVISION	PROJECT DESCRIPTION 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	as of 1/23/07 \$	\$		2,620,000 \$	- \$	2010-2011	2011-2012	TOTAL 2,620,000	Costs	(Incl PY Actuals) \$ 2,620,00	١	No.	2012-2013	2013-2014 \$ 2,724,800	<u>2014-2015</u>	2015-2016 \$ -	\$ -	\$ -	_	19 20 33,792 \$	- \$	- \$	<u>-</u>	\$.
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ \$ \$	- \$	- \$ 2,620,000 \$ - \$ 2,620,000 \$ - \$	- \$ - \$ - \$ - \$	- \$	- \$	2,620,000 - 2,620,000 -		\$ - \$ 2,620,00 \$ - \$ 2,620,00 \$			\$ - \$ - \$ - \$ -	\$ 2,724,800 \$ - \$ 2,620,000 \$ (104,800)	\$ - \$ \$	\$ - - \$ - \$		- \$	\$ 2,83 - \$ - \$ 2,62	- \$ 33,792 \$ - \$ 20,000 \$ 13,792) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :	\$ - \$ - \$ - \$ - \$ -
		RE - Enhancement Cont'd 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 of vehicles or portable devices in the yards.	4A	35.2	\$ -	\$	108,160 \$	- \$	- \$	- \$	· - \$	108,160		\$ 108,16	0		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ \$	- \$ 108,160 \$ - \$ - \$ 108,160) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$	- \$	- 108,160 - - (108,160)		\$ 108,16 \$ - \$ - \$ (108,16			\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$	- \$ - \$	\$ - \$ - \$ - \$ - \$ - \$ -		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -
:	20 TPD	BIKE PROGRAM PROJECTS (FUTURE): Improvements to various bike lanes, pavement markings, bike racks and other facilities.	4C	25.2	\$ -	\$ 5	500,000 \$	500,000 \$	4,000,000 \$	4,000,000 \$	4,000,000 \$	13,000,000		\$ 13,000,00	0		\$ 1,000,000	\$ 1,040,000	\$ 1,081,600) \$ 1,124,86	4 \$ 1,169,85	9 \$ 1,216,65	53 \$ 1,26	65,319 \$	1,315,932 \$	1,368,569 \$	1,423,312	\$ 1,480,244
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4C 4C 4C 4C 4C		\$ - \$ - \$ - \$ -	\$ \$	- \$ 500,000 \$ - \$ - \$ 500,000) \$	- \$ 500,000 \$ - \$ (500,000) \$		4,000,000 \$ - \$ - \$	4,000,000 \$ - \$ - \$	13,000,000 - - (13,000,000		\$ - \$ 13,000,00 \$ - \$ - \$ (13,000,00			\$ - \$ 1,000,000 \$ - \$ - \$ (1,000,000)	\$ - \$ -	\$ 1,081,600 \$ \$) \$ 1,124,86 - \$	\$ - 4 \$ 1,169,85 - \$ - \$ 4) \$ (1,169,85	9 \$ 1,216,65 - \$ - \$	- \$ - \$	- \$ - \$	- \$ 1,315,932 \$ - \$ - \$ (1,315,932) \$	- \$ 1,368,569 \$ - \$ - \$ (1,368,569) \$	- 1,423,312 - - (1,423,312)	\$ - \$ -
CPKL04 CPKL04 CPL05/ CPKV36		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		\$ 1,398,82	6		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	- \$	- \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ (197,686) \$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	(1,201,140) \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$	- \$	(1,201,140) - - - - -)	\$ (1,398,82 \$ - \$ - \$ - \$	-		\$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ \$	- \$ - \$	\$ - \$ - \$ - \$	- \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :	\$ - \$ - \$ - \$ - \$ -
	STRUCTUE	RE - Enhancement Cont'd RED LIGHT PHOTO ENFORCEMENT: Purchase and installation of Red Light Photo	1C	62.1	\$ -	\$ 2	200,000 \$	200,000 \$	200,000 \$	200,000 \$	200,000 \$	1,000,000		\$ 1,000,00	0		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	- \$	- \$	-	\$ -
		Systems at 10 new locations throughout the City. Cost approx. \$100,000 each. LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ - \$ - \$ - \$ -	\$ \$	- \$ 200,000 \$ - \$ - \$ 200,000) \$	- \$ 200,000 \$ - \$ - \$ (200,000) \$	200,000 \$ - \$ - \$	200,000 \$ - \$ - \$	200,000 \$ - \$ - \$	-		\$ - \$ 1,000,00 \$ - \$ 5 \$ (1,000,00			\$ - \$ - \$ - \$ -	\$ -	\$ - \$ \$	\$ - - \$ - \$	\$ - - \$	\$ - \$	\$ \$ \$ \$ - \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ -

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			PROJECT SELECTION	PROJECT	ACTUAL EXPENDITURES/							5-YEAR CIP	TOTAL PROJE													
REF N	D. DIVISION	N PROJECT DESCRIPTION	CRITERIA IDENTIFIER		REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP TOTAL	Average Projec Costs	COST THRU 20 (Incl PY Actual		CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	99 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	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
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4C 4C 4C 4C 4C		\$ - \$ - \$ - \$ -	\$ - \$ \$ 19,500,000 \$ \$ - \$ \$ - \$ \$ (19,500,000) \$	7,475,000 \$ - \$ - \$	12,975,000 \$ - \$ - \$	7,475,000 \$ - \$ - \$	7,475,000 \$ - \$ - \$	54,900,000 - - - (54,900,000)		\$ 54,900 \$ \$ \$ \$ (54,900	-		\$ - \$ -	\$ - \$ -	\$ 13,494,000 \$ - \$ -	\$ 7,774,000 - \$ - - \$ - 0) \$ (7,774,000)	\$ 7,774,000 \$ - \$ -	\$ 21,091,200 - \$ - - \$ -	\$ 8,084,960 \$ - \$ -	\$ 14,033,760 \$ -	\$ 8,084,960 \$ \$ - \$ \$ - \$	-	\$ 21,934,848 \$ - \$ - \$ (21,934,848)
CPKP/ CPKV	PKT	SFGO PROGRAM (CURRENT): 1) CPKP73 - Hazard Eliminiation Safety Project (HES) - SFGO 2) CPKV59 - SFGO - 3rd Street ITMS - Advanced Technology 3) CPKV61 - SFGO - Center to Center Communications	4A	35.2	\$ -	\$ 1,130,000 \$	- \$	- \$	- \$	- \$	1,130,000		\$ 1,130	000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - !	\$ - \$	-	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ (1,130,000) \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$	- \$ - \$ - \$	- \$	- \$ - \$	- \$ - \$ - \$ - \$	(1,130,000) - - - -)	\$ (1,130 \$ \$ \$ \$	000) - - - -			\$ - \$ -	\$ -	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ -	\$ - \$ - \$ - \$ -	\$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$	-	\$ - \$ - \$ - \$ - \$ -
INFR <i>A</i>	STRUCTU	IRE - Enhancement Cont'd																								
	00 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	10	62.1		\$ 9,140,000 \$	25,040,000 \$	15,140,000 \$	3,140,000 3	3,140,000 \$	66,100,000		\$ 66,100			\$ 5,000,000	3 24,401,000	13,143,000	3,303,600	3,300,000	9 5,000,024	25,460,004	9 10,010,424	\$ 9,885,824 \$	9,000,024	9 10,201,207
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C		\$ -	\$ - \$ \$ - \$ \$ (9,140,000) \$	23,540,000 \$ - \$ - \$ - \$ (23,540,000) \$	15,140,000 \$ - \$ - \$ - \$ - (15,140,000) \$	9,140,000 \$ - \$ - \$ (9,140,000) \$	- \$ (9,140,000) \$	- - (66,100,000))	\$ \$ (66,100	- - 0000)		\$ - \$ -	\$ - \$ -	\$ 15,745,600 \$ - \$ -	- \$ - - \$ - 0) \$ (9,505,600)	\$ 9,505,600 \$ - \$ - \$ (9,505,600	- \$ - \$ - 9) \$ (9,885,824)	\$ 25,460,864 \$ - \$ - \$ \$ - \$ (25,460,864)	\$ 16,375,424 \$ - : \$ - : \$ (16,375,424)	\$ - \$ \$ - \$ \$ (9,885,824) \$	- - (9,885,824)	\$ - \$ 10,281,257 \$ - \$ - \$ (10,281,257)
CPKXX. VAR. PROJ.	·-IPKT	SIGNAL PROGRAM (CURRENT): 1) CPKM45 - Signal at 16th and Dehard 2) CPKS84 - Bush/Various Signal Upgrading SFCTA 3) CPKS95 - Signal Upgrading CT31 - SFCTA 4) CPKV99 - New Signal C156 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, CPKV17 - All Way Signs 9) CPKW06 - Signal Upgrade - Mid Mission 14th-26th 10) CPKW17 - Market Street Calm The Safety Zone 11) CPKW18 - New Signal C59 Design 12) CPKW19 - New Signal C59 Design 12) CPKW19 - New Signal C57 Construction 13) CPKW25 - 3rd Street LRT Accessible Ped Signal 15) CPKC05 - West Approach - Overhead Signs	10	82.8	12,128,933	\$ 8,057,765 \$	217,876 \$	- \$	- \$	- \$	8,275,641		\$ 20,404	50/4		\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ -	\$ - S	5 - \$		
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ (12,128,933) \$ - \$ - \$ -	\$ (8,057,765) \$ - \$ \$ - \$ \$ \$ - \$ \$ \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$	- \$ - \$ - \$ - \$	(8,275,641) - - - -		\$ (20,404 \$ \$ \$ \$	574) - - - -		\$ -	\$ - \$ -	\$ - \$ - \$ -	\$ - \$ - - \$ - - \$ -	\$ - \$ - \$ -	\$ - \$ -		\$ \$ \$	\$ - \$ \$ - \$ \$ - \$	- - -	\$ - \$ - \$ - \$ - \$ -

REF NO DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07		007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP	5-YEAR CIP Average Project Costs		C	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	E - Enhancement Cont'd		555112	40 01 1/20/01			2000 2000	2000 2010	2010 2011	2011 2012			(morr i riotaalo)			2012 2010	2010 2017	2011 2010	2010 2010	2010 2011	2011 2010	2010 2010	2010 2020	1020 1021	2021 2022	2022 2020
210 PKT	PARKING STRIPING PROGRAM (FUTURE) - Include the striping of approx. 300 Miles over the next five year @\$3/FT. Project supported and partially funded by DPW	3C	30.6	\$ -	\$	940,000 \$	940,000 \$	940,000 \$	940,000 \$	\$ 940,000 \$	4,700,000		\$ 4,700,000	0		\$ 977,600	\$ 1,016,704	\$ 1,057,372	\$ 1,099,667	\$ 1,143,654	\$ 1,189,400	\$ 1,236,976	\$ 1,286,455	\$ 1,337,913 \$	1,391,430	\$ 1,447,087
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	3C 3C 3C 3C 3C		\$ - \$ - \$ \$ \$	\$ - - - - - - -	- \$ 940,000 \$ - \$ 940,000 \$	- \$ 940,000 \$ - \$ 940,000 \$ - \$	- \$	940,000	940,000 \$ \$ - \$ \$ 940,000 \$			\$ 4,700,000 \$ - \$ 4,700,000 \$			\$ - \$ 977,600 \$ - \$ 940,000 \$ (37,600)	\$ - \$ 940,000	\$ 1,057,372 \$ - \$ 940,000	\$ 1,099,667 \$ - \$ 940,000	\$ 1,143,654 \$ - \$ 940,000	\$ - \$ 940,000	\$ - \$ 940,000	\$ 1,286,455 \$ - \$ 940,000	\$ 1,337,913 \$ \$ - \$ \$ 940,000 \$	1,391,430 - 940,000	\$ - \$ 940,000
	PARKING STRIPING PROGRAM (CURRENT) - Includes various marking and striping of lanes at designated areas. 1) CPKM03 - Restore Utility Markings 2) CPKP74 - TEA Shared Lane Markings 3) CPKW03 - Townsend Street (4th-8th) Bi-	2B	50.4	\$ 596,64	\$	208,562 \$	337,852 \$	- \$	- \$	5 - \$	546,414		\$ 1,143,05	5		-	\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ -	\$ - \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B 2B 2B		\$ (596,64 \$ - \$ \$ \$	11) \$ \$ - \$ - \$	(208,562) \$ - \$ - \$ - \$ - \$	(337,852) \$ - \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- ;	s - s s - s			\$ (1,143,058 \$ - \$ - \$ - \$	5)		\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ -	\$ - \$ -	\$ -	\$ -	\$ - \$ - \$ - \$ -	\$ - \$ \$ - \$		\$ - \$ - \$ - \$ -
	PARKING & TRAFFIC PROJECTS- Includes various improvement projects: 1) CPKM44 - Westfield Parking Improvements 2) CPKP64 - Stockton Boarding Island - widen of street and remove boarding island. 3) CPKV60 - Fell/Oak ITMS Deployment 4) CPK525 - Traffic Control System	4A	26.4	\$ 501,09	98 \$	865,163 \$	1,500,000 \$	- \$	- \$	s - \$	2,365,163		\$ 2,866,26	1		-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ (501,09 \$ - \$ \$ \$	98) \$ \$ - \$ - \$	(865,163) \$ - \$ - \$ - \$ - \$	(1,500,000) \$ - \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- :	\$ - \$ \$ - \$	(2,365,163) - - - -		\$ (2,866,26° \$ - \$ - \$ - \$	1)		*	\$ - \$ - \$ - \$ -	\$ - \$ -	•	\$ - \$ -	\$ -	\$ - \$ -	*	\$ - \$		\$ - \$ - \$ - \$ - \$ -
	E - Enhancement Cont'd																									
	PARKING METERS - Purchase and installation of an additional 1,000 parking meters per year @ \$800 each.	4A	26.4	\$ -	\$	800,000 \$	800,000 \$	800,000 \$	800,000	800,000 \$	4,000,000		\$ 4,000,000	0		\$ 832,000	\$ 865,280	\$ 899,891	\$ 935,887	\$ 973,322	\$ 1,012,255	\$ 1,052,745	\$ 1,094,855	\$ 1,138,649 \$	1,184,195	\$ 1,231,563
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A		\$ - \$ \$ \$ \$	\$ - \$ - \$	- \$ 800,000 \$ - \$ - \$ (800,000) \$	- \$ 800,000 \$ - \$ - \$ (800,000) \$	- \$ 800,000 \$ - \$ - \$ (800,000) \$	800,000	\$ 800,000 \$ \$ - \$ \$ - \$			\$ 4,000,000 \$ - \$ - \$ (4,000,000			\$ - \$ 832,000 \$ - \$ - \$ (832,000)	\$ - \$ -	\$ 899,891 \$ - \$ -	\$ 935,887 \$ - \$ -	\$ 973,322 \$ - \$ -	\$ - \$ -	\$ 1,052,745 \$ - \$ -	\$ 1,094,855 \$ - \$ -	\$ 1,138,649 \$ \$ - \$ \$ - \$	1,184,195 - -	\$ - \$ -
	CURB BULBS: Purchase and installation of 100 per year @ \$30,000 each.	4A	26.4	\$ -	\$	3,000,000 \$	3,000,000 \$	3,000,000 \$	3,000,000	3,000,000 \$	15,000,000		\$ 15,000,000	0		\$ 3,120,000	\$ 3,244,800	\$ 3,374,592	\$ 3,509,576	\$ 3,649,959	\$ 3,795,957	\$ 3,947,795	\$ 4,105,707	\$ 4,269,935 \$	4,440,733	\$ 4,618,362
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A		\$ - \$ \$ \$ \$	- \$ - \$	3,000,000 \$ - \$ - \$	3,000,000 \$ - \$ - \$	3,000,000 \$ - \$ - \$	3,000,000		15,000,000 - -		\$ 15,000,000 \$ - \$ - \$ (15,000,000			\$ 3,120,000 \$ - \$ -	\$ 3,244,800 \$ - \$ -	\$ 3,374,592 \$ - \$ -	\$ 3,509,576 \$ - \$ -	\$ 3,649,959 \$ - \$ -	\$ 3,795,957 \$ - \$ -	\$ - \$ -	\$ 4,105,707 \$ - \$ -	\$ 4,269,935 \$ \$ - \$	4,440,733 - -	\$ - \$ -
	TRAFFIC CALMING DEVICES (FUTURE) Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City.	4A	26.4	\$ -	\$	1,700,000 \$	1,700,000 \$	1,700,000 \$	1,700,000 \$	\$ 1,700,000 \$	8,500,000		\$ 8,500,000	0		\$ 1,768,000	\$ 1,838,720	\$ 1,912,269	\$ 1,988,760	\$ 2,068,310	\$ 2,151,042	\$ 2,237,084	\$ 2,326,567	\$ 2,419,630 \$	2,516,415	\$ 2,617,072
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A			- \$ - \$	1,700,000 \$ - \$ - \$	1,700,000 \$ - \$ - \$	1,700,000 \$ - \$ - \$	1,700,000 ; - ;		8,500,000 - -		\$ 8,500,000 \$ - \$ - \$ (8,500,000			\$ 1,768,000 \$ - \$ -	\$ 1,838,720 \$ - \$ -	\$ 1,912,269 \$ - \$ -	\$ 1,988,760 \$ - \$ -	\$ 2,068,310 \$ - \$ -	\$ 2,151,042 \$ - \$ -	\$ 2,237,084 \$ - \$ -	\$ 2,326,567 \$ - \$ -		2,516,415 -	\$ - \$ -

555.10	20/40/04		PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES						5 YEAR CIP	5-YEAR CIP Average Projec	TOTAL PROJECT	2	СРТ			2244 2245								
REF NO CPK/GPK PPK		PROJECT DESCRIPTION TRAFFIC CALMING DEVICES (CURRENT) Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City. 1) CPKW37 - Install speedbumps and traffic island 2) GPKX01 - TC Project Brotherhood Way and Teresita 3) PPK003 - Livable Streets Program (RLC)	4A	26.4	as of 1/23/07 \$ 1,268,822	\$ 682,994	2008-2009 \$	2009-2010	2010-2011	2011-2012	TOTAL 682,994	Costs	(Incl PY Actuals) \$ 1,951,8		No.	\$ -	<u>2013-2014</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	2021-2022	\$
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ (1,268,822) \$ - \$ - \$ - \$ -	\$ - \$ - \$	\$ - \$ -	\$ - \$ \$ - \$ \$ - \$	5 - \$ 5 - \$ 5 - \$	- \$	(682,994) - - - -		\$ (1,951,8 \$ - \$ - \$ 5	-		\$ - \$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ -		\$ -	\$ - \$ - \$ -	\$ - \$ \$ - \$		\$ - \$ - \$ - \$ - \$ -
		RE - Enhancement Cont'd	- 10						2 222 222 4	0.000.000 0	40.000.000			00		• • • • • • • • • • • • • • • • • • • •	0.400.000	0.040.700	A 0.000 747	0.400.000	0.500.000		0.707.400	0.040.004.0	0.000.400	0.070.000
22	PKT	FLASHING BEACONS/PAVEMENT LIGHTS: Purchase and installation of flashin beacons and pavement lights at various locations in the City.	10	62.1	\$ -					2,000,000 \$	10,000,000		\$ 10,000,0	00										\$ 2,846,624 \$	2,960,489	\$ 3,078,908
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C		\$ - \$ - \$ -	\$ - \$ -	\$ 2,000,000	\$ 2,000,000 \$ \$ - \$ \$ - \$	2,000,000 \$ 5 - \$ 5 - \$	2,000,000 \$ - \$ - \$	10,000,000 - - (10,000,000)		\$ 10,000,0 \$ - \$ - \$ (10,000,0			\$ - \$ -	\$ 2,163,200 \$ - \$ -	\$ 2,249,728 \$ -	\$ - \$ -	\$ 2,433,306 \$.	\$ 2,530,638	\$ 2,631,864 \$ - \$ -	\$ 2,737,138 \$ -	\$ 2,846,624 \$ \$ - \$ \$ - \$		\$ 3,078,908 \$ - \$ - \$ (3,078,908)
28		TRANSIT SIGNAL PRIORITY (TSP) DEVICES: Purchase and install TSP at 600 intersections in the City. Costs approx. \$20,000 each.	1C 1A	100	\$ -	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000 \$	\$ 2,700,000 \$	2,700,000 \$	13,500,000		\$ 13,500,0	000		\$ 2,808,000	\$ 2,920,320	\$ 3,037,133	\$ 3,158,618	\$ 3,284,963	3 \$ 3,416,361	\$ 3,553,016	\$ 3,695,136	\$ 3,842,942 \$	3,996,660	\$ 4,156,526
		LESS FUNDED BALANCE UNFUNDED (1) Programmed	1A 1A 1A		\$ - \$ -		\$ - \$ 2,700,000 \$ -	\$ 2,700,000	\$ 2,700,000 \$		13,500,000		\$ \$ 13,500,0 \$	00		\$ - \$ 2,808,000 \$ -		\$ 3,037,133		\$ 3,284,963	\$ - 3 \$ 3,416,361 - \$ -		\$ - \$ 3,695,136 \$ -	\$ 3,842,942 \$		\$ - \$ 4,156,526 \$ -
		(2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A		\$ - \$ -		\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000) \$	(2,700,000) \$	(13,500,000)		\$ - \$ (13,500,0				\$ (2,920,320)	\$ (3,037,133	\$ -) \$ (3,158,618)	\$ (3,284,963	3) \$ (3,416,361) \$ (3,553,016	\$ -) \$ (3,695,136)	\$ (3,842,942) \$		
21	PKT	PEDESTRIAN REFUGE ISLANDS: Install 80 pedestrian refuge islands @ \$20,000 each	4B	30	5 -	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000 \$	1,600,000 \$	1,600,000 \$	8,000,000		\$ 8,000,0	00		\$ 1,664,000	\$ 1,730,560	\$ 1,799,782	\$ 1,871,774	\$ 1,946,645	5 \$ 2,024,510	\$ 2,105,491	\$ 2,189,710	\$ 2,277,299 \$	2,368,391	\$ 2,463,126
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B 4B		\$ - \$ - \$ 5 - \$ 5	\$ 1,600,000 \$ - \$ 5 \$ (1,600,000)	\$ 1,600,000 \$ - \$ -	\$ 1,600,000 \$ -	s - \$ s - \$	- \$ - \$	8,000,000 - - (8,000,000)		\$ 8,000,0 \$ - \$ 5 \$ (8,000,0			\$ 1,664,000 \$ - \$ - \$ (1,664,000)	\$ - \$ -	\$ \$	\$ 1,871,774 \$ - \$ - \$ 5) \$ (1,871,774)	\$ 1,946,645 \$.		\$ - \$ -	\$ 2,189,710 \$ -	\$ - \$ \$ - \$:	\$ - \$ -
INFRAS CPKV, CPKW, CPKC	TRUCTUF	RE - Enhancement Cont'd PEDESTRIAN SAFETY PROJECTS: Installation of bulbs and various pedestrian safety projects which are currently ongoing. 1) CPKV19 - Bulbout/Channelization 2) CPKV77 - Implementation of Anterials Bulbouts 3) CPKV78 - Traffic Islands/Pedestrian Signals 4) CPKW04 - Ped Safe Curb Bulbs Construction 5) CPKC14 - Leonard Flyn Safe Route to School	10	62.1	\$ 197,319	\$ 1,207,948	\$ -	\$ - \$	5 - \$	- \$	1,207,948		\$ 1,405,2	67		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	·	\$ -
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ (197,319) \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ -	\$ - \$ \$ - \$ \$ - \$	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	(1,207,948) - - - -		\$ (1,405,2 \$ - \$ - \$ \$	67)		\$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ - \$		\$ - \$ - \$	- <mark>\$ -</mark>	\$ - \$ - \$ -	\$ - \$ - \$ -			\$ - \$ - \$ - \$ - \$ -

REF I	D. DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER		ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009 2	2009-2010 20	010-2011 201		YEAR CIP TOTAL	5-YEAR CIP Average Projec Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CP.		2012-2013	2013-2014	4 2014-	2015 20 ⁻	15-2016 20	016-2017	2017-2018	2018-201	19 2019	9-2020 20	20-2021 20	21-2022	2022-2023
CPT 57	TPD	BALBOA PARK STATION AREA Conduct a conceptual engineering study of station are 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	\$ 22,738	\$ 21,012 \$	- \$	1,096,250 \$	- \$	- \$	1,117,262		\$ 1,140,00	576	S	-	\$	- \$	- \$	- \$	-	s -	\$	- \$	- \$	- \$	- \$	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ (22,738) \$ - \$ - \$ - \$ -	\$ (21,012) \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- \$ 1,096,250 \$ 1,296,250 \$ - \$ 200,000 \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	(21,012) 1,096,250 1,296,250 - 200,000		\$ (43,75 \$ 1,096,25 \$ 1,296,25 \$ - \$ 200,00	50	* * * * * *	:	\$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	<u>-</u> - - -	\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - 5 - 5 -
INFR	STRUCTU	RE - Enhancement Cont'd																										
	26 TPD	BALBOA PARK : Same as CPT #576. These projects will eventually be combined into one project.	4A	35.2	\$ -	\$ 850,000 \$	850,000 \$	- \$	- \$	- \$	1,700,000		\$ 1,700,00	0	\$	-	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	- \$	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 850,000 \$ \$ - \$ \$ 1,700,000 \$ \$ 850,000 \$	- \$ 850,000 \$ - \$ - \$ (850,000) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1,700,000 - 1,700,000 -		\$ 1,700,00 \$ - \$ 1,700,00 \$		\$ \$ \$ \$ \$ \$:	\$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - 5 - 5 - 5 -
	98 TPD	GLEN PARK STATION IMPROVEMENTS: Planning, environmental, design and construction of transportation improvements based on a community plan.	4A	35.2	\$ -	\$ 1,703,041 \$	1,737,527 \$	- \$	- \$	- \$	3,440,568		\$ 3,440,56	88	\$	-	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	- 4	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 1,703,041 \$ \$ 1,724,250 \$ \$ - \$ \$ 21,209 \$	931,095 \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	3,440,568 2,655,345 - (785,223)		\$ 3,440,56 \$ 2,655,34 \$ - \$ (785,22	5	\$ \$ \$ \$ \$ \$ \$:	\$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	*	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - 5 - 5 -
	40 TPD	GLEN PARK: Same as REF #298. These projects will eventually be combined into one project.	4A	35.2	\$ -	\$ 860,000 \$	- \$	- \$	- \$	- \$	860,000		\$ 860,00	0	\$	-	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	- \$	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 860,000 \$ \$ - \$ \$ 861,000 \$ \$ 1,000 \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	860,000 - 861,000 1,000		\$ 860,000 \$ - \$ 861,000 \$ 1,000	0	\$ \$ \$ \$ \$ \$:	•	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :		•	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - 5 - 5 - 5 -
	43 PKT	19TH & ROSSMOOR LRV GRADE CROSSING REDESIGN: Redesign and remove crosswalk and install new equipment per the 2004 DPT/MUNI Study.	1C	82.8	\$ -	\$ 1,000,000 \$	- \$	- \$	- \$	- \$	1,000,000		\$ 1,000,00	0	\$	-	\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	- \$	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C		\$ - \$ - \$ - \$ -	\$ 1,000,000 \$ \$ - \$ \$ - \$ \$ (1,000,000) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1,000,000 - - (1,000,000)		\$ 1,000,00 \$ - \$ (1,000,00		\$ \$ \$ \$ \$ \$ \$:	\$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - 5 - 5 -
INFR	STRUCTU	RE - Enhancement Cont'd																										
	09 PKT	19TH AVE. AUDIBLE PEDESTRIAN SIGNALS (APS) - Purchase and installation of equipment at 6 Intersections.	1B	91.2	\$ -	\$ 60,000 \$	- \$	- \$	- \$	- \$	60,000		\$ 60,00	0	\$		\$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	- 4	-
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$ - \$ \$ 60,000 \$ \$ - \$ \$ - \$ \$ (60,000) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- 60,000 - - (60,000)		\$ 60,000 \$ - \$ - \$ (60,000		\$ \$ \$ \$ \$ \$ \$:	\$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ -	*	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5 - 5 - 5 -

			PROJECT SELECTION CRITERIA	PROJECT RANKING &	ACTUAL EXPENDITURES/ REVENUES								5-YEAR CIP Average Projec	TOTAL PR	U 2012	СРТ														
	5 PKT	PROJECT DESCRIPTION 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	as of 1/23/07	\$	007-2008 20 160,400 \$	008-2009 : 820,300 \$	933,600 \$	2010-2011 2 754,900 \$	- \$	2,669,200	Costs	\$ 2	ctuals) 2,669,200	No.	Ī	\$	2012-2013 166,816 \$	2013-2014 \$ 853,112 \$			2016-2017	2017-2018 \$ 173,489	2018-201 \$ 887		19-2020 2 1,009,782 \$	816,500 \$	- \$	180,428
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1B 1B 1B 1B 1B		\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ 160,400 \$ - \$ - \$ (160,400) \$	- \$ 820,300 \$ - \$ - \$ (820,300) \$	- \$ 933,600 \$ - \$ - \$ (933,600) \$	- \$ 754,900 \$ - \$ - \$ (754,900) \$	- \$ - \$ - \$ - \$	2,669,200 - - (2,669,200)		\$ \$	- 2,669,200 - - 2,669,200)			\$ \$ \$ \$ \$	- \$ 166,816 \$ - \$ - \$ (166,816) \$	s - \$ s - \$	- \$ - \$	- \$ - \$:	\$ \$	\$ 887 \$ \$	- \$ - \$	- \$ 1,009,782 \$ - \$ - \$ (1,009,782) \$	- \$ 816,500 \$ - \$ - \$ (816,500) \$	- \$ - \$ - \$ - \$	180,428 - - - (180,428)
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 b 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 BALANCE UNFUNDED (1) Programmed (2) Pianned (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B 4B		\$ (2,303,187 \$ - \$ - \$ - \$ -	s s s s	- \$ - \$ - \$ - \$	(1,767,560) \$ 163,625 \$ - \$ 426,000 \$ 262,375 \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	(1,767,560) 163,625 - 426,000 262,375		\$ \$ \$	4,070,747) 163,625 - 426,000 262,375			\$ \$ \$ \$	- 9 - 9 - 9	5 - \$ 5 - \$ 5 - \$ 5 - \$	- \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ \$	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
INFRA CPT 584		RE - Enhancement Cont'd BAYVIEW OAKDALE RIDERSHIP STUDY: To project the ridership increases that could be anticipated on three Muni lines that serve the proposed Oakdale Avenue Caltrain	4B	22.5	\$ 3,366	\$	2,921 \$	- \$	- \$	- \$	- \$	2,921		\$	6,287	584		\$	- \$	- \$	- \$	- \$	-	\$ -	\$	- \$	- \$	- \$	- \$	-
		Station LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B 4B		\$ (3,366 \$ - \$ - \$ - \$ -	s s · s · s	(2,921) \$ - \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	(2,921) - - - -		\$ \$ \$ \$ \$	(6,287) - - - -			\$ \$ \$ \$ \$ \$ \$	- 9 - 9 - 9		- \$ - \$	- \$ - \$ - \$ - \$: : :		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
3	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 \$	600,536		\$	600,536			\$	124,911 \$	\$ 129,908 \$	135,104 \$	140,508 \$	146,129	\$ 151,974	\$ 158	3,053 \$	164,375 \$	170,950 \$	177,788 \$	184,899
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ 120,107 \$ - \$ 46,538 \$ (73,569) \$	- \$ 120,108 \$ - \$ 46,538 \$ (73,570) \$	- \$ 120,107 \$ - \$ 46,538 \$ (73,569) \$	- \$ 120,107 \$ - \$ 46,538 \$ (73,569) \$	- \$ 120,107 \$ - \$ 46,538 \$ (73,569) \$	600,536 - 232,690 (367,846)		\$ \$	- 600,536 - 232,690 (367,846)			\$ \$ \$ \$	- 124,911 3 46,538 3 (78,373) 3	5 - \$ 5 46,538 \$	- \$ 46,538 \$	- \$ 46,538 \$	146,129 - 46,538 (99,591)	\$ 46,538	\$ 158 \$ \$ \$	- \$ 3,053 \$ - \$ 5,538 \$ 1,515) \$	- \$ 164,375 \$ - \$ 46,538 \$ (117,837) \$	- \$ 170,950 \$ - \$ 46,538 \$ (124,412) \$	- \$ 177,788 \$ - \$ 46,538 \$ (131,250) \$	46,538
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 \$	9,222,368		\$ 9	9,684,275	455/55 0/553		\$	2,393,153	\$ 2,488,879 \$	2,588,435 \$	2,691,972 \$	2,799,651	\$ 2,911,637	\$ 3,028	3,102 \$	3,149,227 \$	3,275,196 \$	3,406,203 \$	3,542,452
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1C 1C 1C 1C 1C		\$ (461,907 \$ - \$ - \$ - \$ -	s s · s · s	- \$ - \$	2,411,395 \$ - \$	2,301,109 \$ 2,674,510 \$ - \$ 373,401 \$	2,301,109 \$ 668,628 \$ - \$ (1,632,481) \$	- \$ - \$	(17,932) 9,204,436 5,754,533 - (3,449,903)		\$ 5 \$ 5	(479,839) 9,204,436 5,754,533 - 3,449,903)			\$ \$ \$ \$ \$ \$ \$	- \$ - \$	- \$	2,588,435 \$ - \$ - \$	2,691,972 \$ - \$ - \$	2,799,651 - -	\$ 2,911,637 \$ - \$ -	\$ 3,028 \$ \$	- \$ - \$	- \$ 3,149,227 \$ - \$ - \$ (3,149,227) \$	3,275,196 \$ - \$ - \$ (3,275,196) \$	3,406,203 \$ - \$ - \$ (3,406,203) \$	-

REF NO. DIVISION PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	RANKING &	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 PROJ COST THRU 2 (Incl PY Actu	012	CPT No.	2012-2013	20	13-2014 2	014-2015 20	015-2016 2	2016-2017	2017-2018	2018-2019	2019-	-2020 20	120-2021	2021-2022	2022-2023
INFRASTRUCTURE - Enhancement Cont'd 291 PKT SOUTH EAST MISSION PLAN	4B	22.5	¢.			2 200 000 \$			•	2 200 000		\$ 3.20	0,000		•	•	6		•			•	•		¢		¢.
Implementation of traffic calming plan for South East Mission District.	4B	22.5	•	- \$	- \$	3,200,000 \$	- 9	- 3	\$ - \$	3,200,000		\$ 3,20	0,000	Ш	5 -	\$	- \$	- \$	- \$	-	\$ -	5 -	\$	- \$	- \$	-	.
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Plannee (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B		\$ \$ \$ \$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$		- ;	5 - ; 5 - ; 5 - ;	5 - \$ 5 - \$ 5 - \$	(3,200,000))	\$ \$ \$ (3,20	- 0,000 - - 0,000)	Ш	\$ - \$ - \$ \$ \$	\$ - - - - - - - -	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ -	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ - \$ -
292 PKT TENDERLOIN PEDESTRIAN SAFETY PLAN: Implementation of pedestrian safety plan for Tenderloin Neighborhood.	4A	35.2	\$ -	- \$	- \$	- \$	3,300,000 \$	- 9	\$ - \$	3,300,000		\$ 3,30	0,000	Ш	\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	٠	\$ -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planneo (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A		\$ - \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	3,300,000 \$ - \$ - \$	\$ - \ \$ - \ \$ - \	5 - \$ 5 - \$ 5 - \$	3,300,000 - - - (3,300,000		\$ \$	- 0,000 - - 0,000)		\$ - \$ - \$ \$ \$	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ -	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ - \$ -
293 PKT GOLDEN GATE PARK PEDESTRIAN SAFETY PLAN: Implementation of pedestrian safety plan for Golden Gate Park.	4A	26.4	\$ -	- \$	- \$	1,700,000 \$; - \$	5 - 5	- \$	1,700,000		\$ 1,70	0,000		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	-	\$ -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Plannee (3) Unidentified. SURPLUS (DEFICIT)			\$ - \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$	- ; - ;	5 - 3 5 - 3	5 - \$ 5 - \$ 5 - \$			\$	- 0,000 - - 0,000)	Ш	\$ - \$ - \$ \$ \$	\$ - - - - - - -	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ -	\$ - \$ \$	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :	\$ - \$ - \$ - \$ - \$ -
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 \$	i 100,000 \$	\$ 100,000 \$	\$ - \$	400,000		\$ 40	0,000		\$ -	\$	- \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$		\$ -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ 100,000 \$ - \$ - \$ (100,000) \$	- \$ 100,000 \$ - \$ - \$ (100,000) \$	100,000	\$ 100,000 \$ \$ - \$	5 - \$ 5 - \$ 5 - \$			\$ \$	- 0,000 - - 0,000)	Ш	\$ - \$ - \$ \$	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	-	\$ - \$ - \$ -	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$; ; ;	\$ - \$ - \$ - \$ - \$ -
308 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.		26.4		\$	800,000 \$	1,000,000 \$	1	. \$	s - \$	1,800,000		\$ 1,80	0,000		\$ -	\$. \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	·	\$ -
LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ - \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ 800,000 \$ - \$ - \$ (800,000) \$	- \$ - \$	- ; - ;	5 - 3 5 - 3	- \$ - \$ - \$			\$ \$	- 0,000 - - 0,000)		\$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	s - s - s -	s - s s s	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ -
SUBTOTAL INFRASTRUCTURE ENHANCEMENT LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned			\$ (52,914,4 \$ - \$ -	451) \$ - \$	(16,687,069) \$ 61,066,022 \$ 2,326,170 \$	(5,024,428) \$ 101,765,207 \$ 3,994,570 \$; - ; ; 71,293,102 ;	\$ - \ \$ 56,948,023 \ \$ 668,628 \	52,997,591 \$ 5 - \$	(21,711,497 344,069,945 11,637,288) ; ;	\$ 418,65 \$ (74,62 \$ 344,06 \$ 11,63 \$ 48 15,27	5,948) 9,945 7,288		\$ - \$ 57,624,11 \$ -	\$ 10 \$:	- \$	- \$	- \$	-	\$ - \$ 53,979,767 \$ -	\$ 59,748,61 \$ -	\$ 6 \$ 56,	- \$	- \$		\$ - \$ 58,697,017 \$ -

REF	IO. DIVI	SION	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	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)

DEE NO. DIVISIO	N PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	RANKING &	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007	-2008 2008	÷-2009 2	2000 2010 20	040 2044	2011-2012	5 YEAR CIP TOTAL	5-YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CF	РТ		2012-2013	2013-20	14 200	14-2015 2	015-2016	2016-2017	2017-2018	2018-2019	2019-2	020 20	020-2021	2021-2022	2022-2023
-	IRE - Expansion Cont'd	IDENTIFIEN	SCORE	as of 1/23/07	2007	-2008 2008	-2009 2	2009-2010 20	010-2011	2011-2012	TOTAL	Costs	(IIICI F i Actuals)	INC	<i>y.</i>		2012-2013	2013-20	14 20	14-2015 2	013-2016	2010-2017	2017-2016	2016-2019	2019-2	.020 20	120-2021	2021-2022	2022-2023
242 TPD	HISTORIC LRV EXTGOLDEN GATE PARK: Extension of track from the vicinity o existing tracks at Irving Street and 9th Avenu northward into Golden Gate Park to a termini 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 f it a	17.6	\$ -	\$	- \$	- \$	- \$	- \$	- \$	-		\$ -			S	-	\$	- \$	- \$	- \$	- s	-	\$ -	\$	- \$	- \$	·	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Plannec (3) Unidentified SURPLUS (DEFICIT,	9 4A 4 4A 4 4A 6 4A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :		\$ - \$ - \$ - \$ - \$ -			\$ \$ \$:	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ \$ \$
241 TPD	HISTORIC LRV EXTFT. 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 Va 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.		17.6	\$ -	\$	- \$	- \$	- \$	- \$	5,000,000 \$	5,000,000		\$ 5,000,000			\$	-	\$	- \$	- \$	- \$	- \$	-	\$ -	\$	- \$	151,911,000 \$	-	\$ -
	LESS FUNDER BALANCE UNFUNDER (1) Programmed (2) Plannee (3) Unidentified SURPLUS (DEFICIT,	0 4A 0 4A 1 4A 1 4A 1 4A 1 4A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$	- \$ 500,000 \$ - \$ 500,000 \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5,000,000 \$ - \$ - \$ (5,000,000) \$	5,000,000 500,000 - (4,500,000)		\$ 5,000,000 \$ 500,000 \$ - \$ (4,500,000)			\$ \$ \$ \$:	\$ \$ \$ \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$	- \$ 151,911,000 \$ - \$ - \$ 151,911,000) \$	<u>:</u> :	\$ - \$ - \$ \$ \$			
244 TPD	LRT-CHINATOWN/NORTH BEACH EXT: Extension of the Central Subway further nort from the planned terminal at Stockton/Clay into Chinatown, through North Beach and int Fisherman's Wharf.	4A	35.2	\$ -	\$	- \$	- \$	- \$	- \$	- \$	-		\$ -			\$	-	\$	- \$	- \$	- \$	- \$; -	\$ 1,265,31	9 \$ 19,73	38,977 \$ 2	220,259,541 \$	229,069,923	\$ 238,232,72
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT,	9 4A 4 4A 4 4A 6 4A		\$ - \$ - \$ - \$ - \$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :		\$ - \$ - \$ - \$ -			\$ \$ \$ \$:	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- 5 -	\$ 1,265,31 \$ \$	- \$ - \$	- \$ - \$	- \$ 220,259,541 \$ - \$ - \$ 220,259,541) \$	-	\$ \$
INFRASTRUCTU	IRE - Expansion Cont'd	44																											
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)	DI	17.6	\$ -	\$	- \$	- \$	- \$	- \$	- \$	-		\$ -			\$	-	\$	- \$	- \$	- \$	- \$	54,413,584	\$ 100,624,49	5 \$ 153,96	64,018 \$	169,151,029 \$	177,625,208	\$ 907,733,16
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Plannec (3) Unidentified SURPLUS (DEFICIT,			\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :		\$ - \$ - \$ - \$ -			\$ \$ \$ \$	- - -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- <mark>\$</mark> - \$	- -	\$ 100,624,49 \$	- \$ - \$	- \$ - \$	- \$ - \$	-	\$ \$
246 TPD	LIGHT RAIL TRANSIT (LRT) LINE- GENEVA/OCEAIN: Extension of service in this corridor using an exclusive ROW. The K Line would continue to operate on Ocean an an extension of the Third Street LRT would operate on Geneva with a terminal at Balboa Park BART or Phelan Loop.	c	17.6	\$ -	\$	- \$	- \$	- \$	- \$	- \$	-		\$ -			\$		\$	- \$	- \$	- \$	- s	· -	\$ -	\$	- \$	- \$	<u>-</u>	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT,			\$ - \$ - \$ - \$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	<u>:</u> :		\$ - \$ - \$ - \$ -			\$ \$ \$ \$:	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- 5 -	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ \$ \$			
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	\$ -	\$	- \$	- \$	- \$	- \$	- \$	-		\$ -			\$	-	\$	- \$	- \$	- \$	- \$; -	\$ -	\$	- \$	- \$	-	\$ -
	LESS FUNDEC BALANCE UNFUNDED (1) Programmed (2) Plannec (3) Unidentified SURPLUS (DEFICIT,	4A 4 4A		\$ - \$ - \$ - \$ - \$ -		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :		\$ - \$ - \$ - \$ - \$ -			\$ \$ \$ \$		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- -	\$ - \$ \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: :	\$ - \$ - \$ \$ \$			

				PROJECT SELECTION CRITERIA	PROJECT RANKING 8	ACTUAL EXPENDITURES/ REVENUES						5 YEAR CIP	5-YEAR CIP Average Project	TOTAL PROJECT COST THRU 2012	CF	т											
REF	NO. DIVIS	SION PROJE	JECT DESCRIPTION	IDENTIFIER	SCORE	as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL	Costs	(Incl PY Actuals)	No		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
				4A																							

REE NO. DIV	VISION 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	2013-20	114 2014	l-2015 201	5-2016 201	6-2017	2017-2018	2018-2019	2019-2020	2020	0-2021 202	:1-2022	2022-2023
	CTURE - Expansion Cont'd	IDENTIFIER	COOKE	us of 1/25/07	2001-2000	2000-2003	2003-2010	2010-2011	2011-2012	TOTAL	00313	(morr r Actuals)	INO.	2012-2013	2013-20	714 201-	2013	3-2010 201	0-2017	2017-2010	2010-2013	2013-2020	2020	2021	.1-2022	2022-2023
CPT 551 TPD	BUS RAPID TRANSIT (BRT) - GEARY. Design and implement a rail-ready BRT project on Geary Bivd. 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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (423,774) \$ - \$ - \$ - \$ -	\$ - \$ - \$	\$ 1,000,000 \$ 1,250,000 \$ 1,500,000	\$ 53,143,399 \$ 1,750,000 \$ 1,500,000	\$ 53,143,399 \$ \$ 17,500,000 \$ \$ 1,500,000 \$	17,500,000 \$	(39,416) 159,430,797 38,000,000 17,300,000 (104,130,797)		\$ (463,190) \$ 159,430,797 \$ 38,000,000 \$ 17,300,000 \$ (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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (95,352) \$ - \$ - \$ -	\$ 2,204,648 \$ 1,750,000 \$ - \$ (454,648)	\$ 21,700,000 \$ 19,000,000 \$ 15,000,000 \$ 12,300,000	\$ 21,700,000 \$ - : \$ - : \$ (21,700,000)	\$ 21,700,000 \$ \$ - \$ \$ - \$ \$ (21,700,000) \$	- \$ - \$ - \$	20,750,000 15,000,000 (31,554,648)		\$ (95,352 \$ 67,304,648 \$ 20,750,000 \$ 15,000,000 \$ (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 us of exclusive travel lanes, limited stops, signal priority, low-floor transit vehicles, prepaid fare systems, and passenger information. Corridors identified are Pottero Avenue, 19th Avenue, 16th Street, Folsom Street, and the Evans/Innes corridor to Hunters Point.	1A	100	\$	\$ -	\$ -	S - ·	5 7,258,890 \$	3,552,586 \$	10,811,477		\$ 10,811,477		\$ -	\$ 200,12	9,000 \$	- \$	- S	- \$		-	\$ -	- \$ 14	3,833,000 \$	- 5	•
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ -	\$ - : \$ - : \$ - :	\$ 7,258,890 \$ \$ 1,850,000 \$ \$ - \$	3,552,586 \$ - \$	10,811,477 1,850,000 - (8,961,477)		\$ 10,811,477 \$ 1,850,000 \$ - \$ (8,961,477		\$ - \$ - \$ \$ \$	\$ 200,12 - \$ - - \$ (200,12	- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ \$ - \$ - \$ - \$	1	\$ \$		- \$ - \$	- \$ 3,833,000 \$ - \$ - \$ 3,833,000 \$	- \$ - \$ - \$ - \$:
INFRASTRU 231 TPD	CTURE - Expansion Cont'd 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	0 \$	- \$	- \$	- \$	- \$	-	\$ -	\$ -	- \$	- \$	- \$	-
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ -	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- - - -		\$ - \$ - \$ - \$ - \$ -		\$ (44,550,000	- \$ - \$ 0) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - - - - - - - - - - - - - - -	:	\$ - \$: \$:	\$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-
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 stainwar south of Geneva Avenue leading to the BART mezzanine. Improves safety and travel time for passengers.	4A	17.6	\$ -	\$ -	\$ -	\$ - 5	\$ - \$	- \$	•		-		\$ 14,038,00	0 \$	- \$	- \$	- \$	- \$	•	\$ -	\$ -	- \$	- \$	- \$	
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -		\$ -	\$ - : \$ - : \$ - :	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- - - -		\$ - \$ - \$ - \$ - \$ -			- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - - - - - - - - - - - - - - -	: :	\$ - \$ - \$	\$ - \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-

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 2	2011-2012	5-YEAR CIP 5 YEAR CIP Average Projec TOTAL Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CPT No.	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017 20	017-2018	2018-2019	2019-2020	2020-2021 20	21-2022 20	022-2023
26	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	\$ -	\$ - \$	5 - \$	- \$	\$ - \$	149,292,172 \$	149,292,172	\$ 149,292,172		\$ 115,844,000	\$ -	233,142,000 \$	- \$	88,350,000 \$	- \$	63,794,000	\$ - \$	- \$	- \$ 1	196,829,000
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4B 4B 4B 4B 4B		\$	\$ - \$ \$ - \$ \$ - \$ \$ 2,600,000 \$ \$ 2,600,000 \$	- \$ 5 1,000,000 \$	3,500,000 \$ 2,600,000 \$	5 - \$ 5 - \$ 5 - \$	- \$ 149,292,172 \$ - \$ - \$ (149,292,172) \$	- 149,292,172 4,500,000 7,800,000 (136,992,172)	\$ 149,292,172 \$ 4,500,000 \$ 7,800,000 \$ (136,992,172)			\$ - ·	233,142,000 \$	- \$ - \$ - \$ - \$	88,350,000 - \$ (88,350,000)	- \$ - \$ - \$ - \$	63,794,000 - -	\$ - \$ \$ - \$ \$ - \$		- \$ - \$	- 196,829,000 - - 196,829,000)
INFRAS	TRUCTUR	RE - Expansion Cont'd																						
CPT 305/433/5 2	TPD 2	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 en 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 \$	5 56,065,935 \$	46,723,105 \$	5 - \$	- \$	120,263,966	\$ 600,043,984	305/43 3/522	\$ -	\$	- \$	- \$	- \$	- \$	-	\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Pianned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (479,780,018) \$ - \$ - \$ - \$ -	\$ - \$ \$ 7,000,000 \$	5 - \$ 5 56,065,935 \$ 5 23,224,577 \$ 5 22,645,107 \$ 5 (10,196,251) \$	46,723,105 \$ 4,519,731 \$ 38,000,000 \$	5 - \$ 5 - \$ 5 - \$	- \$ - \$ - \$ - \$	(17,474,926) 102,789,040 27,744,308 67,645,107 (7,399,625)	\$ (497,254,944) \$ 102,789,040 \$ 27,744,308 \$ 67,645,107 \$ (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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (6,662) \$ - \$ - \$ -	\$ - \$ \$ 1,815,605 \$ \$ - \$	3,662,000 \$	3,000,000 \$	5 - \$ 5 - \$ 5 - \$	- \$ - \$ - \$ - \$	(231,338) 3,662,000 1,815,605 3,000,000 1,153,605	\$ (238,000) \$ 3,662,000 \$ 1,815,605 \$ 3,000,000 \$ 1,153,605		\$ -	\$ - : \$ - : \$ - : \$ - :	- \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:
28	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 payin before boarding on the Third Street IOS. This project will be combined with the procuremen of TVM projects in the Metro System includin 19th Avenue platforms on the M-Line.	1A	100	-	\$ 1,529,795 \$	\$ 1,529,795 \$	- \$	· \$	- \$	3,059,590	\$ 3,059,590		\$ -	\$ -	- \$	- \$	- \$	- \$	-	· \$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$ 1,529,795 \$ \$ 3,059,590 \$ \$ - \$	1,529,795 \$	- \$ - \$ - \$	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$ - \$ - \$	3,059,590 3,059,590 - -	\$ 3,059,590 \$ 3,059,590 \$ - \$ -		\$ - \$ -	\$ - : \$ - : \$ - : \$ - :	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - - - - - - - - - - - - -	- - -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	
		RE - 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 \$	- \$	- s	- \$		\$	- \$	- \$	
		LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ (18,792,402) \$ - \$ - \$ -	\$ - \$ \$ - \$	66,413,266 \$ 37,982,000 \$ 230,000,000 \$	29,851,000 \$ 162,200,000 \$	\$ 296,268,124 \$ \$ 30,747,000 \$ \$ 160,000,000 \$ \$ (105,521,124) \$	24,559,000 \$ 130,000,000 \$	(22,183,801) 819,287,366 123,139,000 682,200,000 (13,948,366)	\$ (40,976,203) \$ 819,287,366 \$ 123,139,000 \$ 682,200,000 \$ (13,948,366)		\$ 147,082,000 \$ - \$ 160,000,000	\$ 223,687,000 \$ - \$ 130,000,000 \$ (93,687,000)	\$ 193,500,000 \$ \$ - \$ \$ 130,000,000 \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- - -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	

REF NO. DIVISION	PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07		7-2008 2	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP Averag	je Project C	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	CP1 No.		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 BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5,000,000 \$ - \$ - \$	5,000,000 \$ - \$	5,000,000 \$ - \$ - \$	15,000,000 - - (15,000,000)	\$ \$ \$ \$ \$	15,000,000 - - - (15,000,000)			5 -	•	5,624,320 5 -	\$ 5,849,293 \\$ - \\$ \$ - \\$	6,083,265 - - -	6,326,595 - -	\$ 6,579,659 \$ -	\$ 6,842,845 \$ \$ - \$ \$ - \$	7,116,559 \$ - \$ - \$	-	\$ - \$ -
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		S	-	\$ -	-	\$ - \$	- 4	-	\$ -	\$ - \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$	- \$ 600,000 \$ - \$ - \$ (600,000) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$	- \$ - \$	600,000 - - (600,000)	\$ \$ \$ \$ \$	600,000 - - (600,000)			- 5 -	\$ - : \$ - : \$ - : \$ - :	5 - 5 -	\$ - 3 \$ - 3 \$ - 3	- <mark> </mark>		\$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$	-	\$ - \$ - \$ - \$ - \$ -
32 0 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	s	1,500,000				\$ - :		\$ - \$. \$		\$	\$ - \$	· - \$		\$
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$	- \$ 300,000 \$ - \$ - \$ (300,000) \$	- \$ 500,000 \$ - \$ - \$ (500,000) \$	- \$ - \$	200,000 \$ - \$ - \$	100,000 \$ - \$ - \$	1,500,000 - - (1,500,000)	\$ \$ \$ \$	1,500,000 - - (1,500,000)			-	\$ - : \$ - : \$ - : \$ - :	- - -	\$ - \$ \$ - \$ \$ - \$	- <mark> </mark>		\$ - \$ -	\$ - \$ \$ - \$ \$ - \$	· · · · · · · · · · · · · · · · · · ·	-	\$ - \$ - \$ - \$ -
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 casy access to maps of Muni facilities and City demographics. New spatial layers would include accessible facilities, underground feeders, station plans, railfuracks 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	\$ -	S	300,000 \$	600,000 \$	300,000 \$	200,000 \$	200,000 \$	1,600,000	\$	1,600,000		9		\$ - :	-	\$ - \$	- \$		\$ -	\$ - \$	- \$	·	S -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ - \$ -	\$ \$ \$	- \$ 300,000 \$ - \$ - \$ (300,000) \$	- \$ 600,000 \$ - \$ - \$ (600,000) \$	300,000 \$ - \$ - \$	200,000 \$ - \$ - \$	200,000 \$ - \$ - \$		\$ \$ \$ \$ \$ \$	1,600,000 - - (1,600,000)			- - -	\$ - : \$ - : \$ - : \$ - :	- - -	\$ - 3 \$ - 3 \$ - 3	- <mark> </mark>	- - -	\$ - \$ - \$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	- - -	

BEE NO. D	VISION PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIES		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)	CP No		2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
323 ITS		1A	100	as of 1123007 \$	\$ 500,000 \$				500,000 \$	4,000,000		\$ 4,000,000	No		520,000									740,122	
	LESS FUNDEC BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1 1A 1 1A 1 1A		\$ - \$ - \$ -	\$ - \$ \$ 500,000 \$ - \$ \$ - \$ \$ (500,000) \$	- \$ - \$	1,000,000 \$	500,000 \$ - \$ - \$	- \$ 500,000 \$ - \$ - \$ (500,000) \$	4,000,000 - - (4,000,000)		\$ 4,000,000 \$ - \$ - \$ (4,000,000)			5 - 5 520,000 5 - 5 - 6 (520,000)	\$ - : \$ - :	\$ 562,432 \$ \$ - \$ \$ - \$	584,929 \$ - \$ - \$		\$ - \$ -	\$ - : \$ - :	684,285 \$ - \$	- \$ - \$	- 740,122 - - (740,122)	\$ - \$ -
324 ІТЕ	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		•	5 104,000	\$ 108,160 \$	\$ 112,486 \$	116,986 \$	121,665	\$ 126,532	\$ 131,593 \$	136,857 \$	142,331 \$	148,024	\$ 153,945
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	2B 2B 2B 2B		\$ - \$ - \$ - \$ -	\$ - \$ \$ 300,000 \$ \$ - \$ \$ - \$ \$ (300,000) \$	300,000 \$ - \$ - \$	200,000 \$ - \$ - \$	100,000 \$ - \$ - \$	- \$ 100,000 \$ - \$ - \$ (100,000) \$	1,000,000 - - (1,000,000)		\$ 1,000,000 \$ - \$ - \$ (1,000,000)			5 - 104,000 5 - 5 - (104,000)	\$ - : \$ - :	\$ 112,486 \$ \$ - \$ \$ - \$	116,986 \$ - \$ - \$	-	\$ - \$ -	\$ 131,593 \$ - 1	136,857 \$ - \$ - \$	142,331 \$ - \$ - \$	- 148,024 - - (148,024)	\$ - \$ -
328 TTS	TRANSLINK: Monitoring the ERG contractor for device installation on rolling stock, including QIA 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 stakeholde outreach and fare incentives. Also included it he Regional Fare Study which MTA heads. Not included are the annual transaction fees. Also, if the MTA was to go 100% TransLink a 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 FUNDEC BALANCE UNFUNDED (1) Programmed (2) Plannec (3) Unidentified SURPLUS (DEFICIT)	1A 1 1A 1 1A 1 1A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 1,000,000 \$ \$ - \$ \$ - \$ \$ (1,000,000) \$	300,000 \$ - \$ - \$	200,000 \$ - \$ - \$	100,000 \$ - \$ - \$	- \$ 100,000 \$ - \$ - \$ (100,000) \$	1,700,000 - - (1,700,000)		\$ - \$ 1,700,000 \$ - \$ - \$ (1,700,000			5 - 5 -	\$ -	\$ 1,081,600 \$ \$ - \$	1,124,864 \$ - \$ - \$	1,169,859 - -	\$ 1,216,653 \$ - \$ -	\$ 1,265,319	1,315,932 \$ - \$	1,368,569 \$ - \$ - \$	- 1,423,312 - - (1,423,312)	\$ - \$ -
326 ІТЯ	SHOPS EXPANSION: Expand SHOPS (Maintenance Management & Inventory System to include Facilities Maintenance, Overhead Lines, Tracks, Motive Power, Signal and the DPT Shops. Mulitiple division have requested inventory management sysems. Our current software licence would support expansion. Project include hardware needed for expansion, training, handhelds, bic 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			-	\$ - !	\$ - \$	- \$	-	\$ -	\$ - 5	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	1A 1 1A 1 1A 1 1A		\$ - \$ - \$ - \$ -	\$ - \$ \$ 300,000 \$ \$ - \$ \$ - \$ \$ (300,000) \$	300,000 \$ - \$ - \$	200,000 \$ - \$ - \$	100,000 \$ - \$ - \$	- \$ 100,000 \$ - \$ - \$ (100,000) \$	1,000,000 - - (1,000,000)		\$ 1,000,000 \$ - \$ - \$ (1,000,000)			5 - 5 - 5 -	\$ -	\$ - \$ \$ - \$ \$ - \$	- \$ - \$ - \$	-	\$ -	\$ - : \$ - : \$ - :	- \$ - \$ - \$	- \$ - \$ - \$: :	\$ - \$ - \$ - \$ - \$ - \$ -

REF NO. DIVISION	N PROJECT DESCRIPTION	PROJECT SELECTION CRITERIA IDENTIFIER		ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	5 YEAR CIP Average	je Project Co	OTAL PROJECT OST THRU 2012 ncl PY Actuals)	CPT No.	201	12-2013	2013-2014	2014-2	2015 201	5-2016 2	016-2017	2017-2018	2018-20	019 2019	3-2020 2	020-2021	2021-2022	2022-2023
327 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 vechile etc.). Establish reporting to track and improve on service levels.	4A	17.6	\$ -	\$ 100,000					600,000	\$	600,000		\$	- \$		\$	- \$	- \$	- \$	-		- \$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$) \$ 100,000 \$ - \$ - \$ - \$ - \$	200,000 \$ 5 - \$ 5 - \$	- \$ - \$	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 certificatio records. Distribution training information across the entire organzation, 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	\$ -	\$ 100,00	O \$ 400,000 \$	3 200,000 \$	100,000 \$	100,000 \$	900,000	S	900,000		\$	- \$		- \$	- \$	- \$	- \$		S	- \$	- \$	- \$,	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A		\$ - \$ - \$ - \$ - \$ -	\$	0 \$ 400,000 \$ - \$ - \$ - \$ - \$	200,000 \$ 5 - \$ 5 - \$	- \$ - \$	- \$ - \$	900,000 - - (900,000)	\$ \$ \$ \$	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 / disciplinar action history, Provde a "performance profile" based on the employee data and the indicators above. Include detail information or 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 seniorit (length of service). Build these standardized reports that include employee 'report cards," letting each employee know where they stand in comparison with their peers.	44	17.6	\$ -	\$ 100,000	300,000 \$	\$ 200,000 \$	100,000 \$	- \$	700,000	\$	700,000		\$	- \$		\$	- \$	- \$	- \$		\$	- \$	- \$	- \$		\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ - \$ -	\$ 100,000 \$	- \$ - \$ - \$ - \$	200,000 \$ 5 - \$ 5 - \$	100,000 \$ - \$ - \$	- \$ - \$ - \$	700,000 - -	\$ \$ \$ \$	700,000 - - (700,000		\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	-	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	-		- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- :	\$ -

REF NO. DIVISIO	N 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 Projec Costs	TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)		CPT No.	2012-2013	2013	3-2014	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 1 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			\$ -	\$	- \$	·	· -	\$ -	\$ -	\$	- \$	- \$	- \$	-	S -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)	4A 4A 4A 4A 4A		\$ - \$ - \$ - \$ -	\$ 100,000 \$ - \$ (100,000)	\$ \$	\$ 100,000 \$ \$ - \$ \$ - \$			650,000 - - (650,000)		\$ 650,000 \$ - \$ - \$ (650,000			\$ - \$ - \$ - \$ -	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$:		\$	\$ - \$ - \$ - \$ - \$ - \$ -	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$: : :	\$ - \$ - \$ - \$ -
333 ITS	TRAPEZE - Finalize Trapeze implemention, 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	0		\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$	- \$	- \$	- \$	-	\$ -
	LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)	1A 1A 1A 1A 1A		\$ - \$ - \$ - \$ -	\$ 300,000 \$ - \$ \$ (300,000)	s	\$ - \$ \$ - \$	\$ - \$ \$ - \$	- \$	600,000 - - (600,000)		\$ 600,000 \$ - \$ - \$ (600,000			\$ - \$ - \$ - \$ -	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ -	\$.	\$ - \$ - \$ \$ • \$	\$ \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- - - -	\$ - \$ - \$ - \$ -
	SUBTOTAL INFRASTRUCTURE EXPANSION LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified, SURPLUS (DEFICIT)			\$ 499,098,208) \$ (499,098,208) \$ - \$ - \$ -	\$ 7,734,443 \$ 7,125,195 \$ 9,600,000	\$ 155,220,996 \$ 82,456,577 \$ 271,745,107	\$ - \$ \$ 402,025,987 \$ \$ 39,620,731 \$ \$ 207,300,000 \$		- \$ 400,585,250 \$ 42,059,000 \$ 142,800,000 \$	(39,929,481) 1,350,487,089 221,358,503 792,945,107	,	\$ 1,889,514,77. \$ (539,027,68 \$ 1,350,487,08 \$ 221,358,50 \$ 792,945,10 \$ (336,183,47)	9) 9 3 7		\$ - \$ 328,338,000 \$ - \$ 160,000,000	\$ 430 \$ 130	- \$ 0,912,960 \$ - \$ 0,000,000 \$	- 434,022,838 - 130,000,000	\$ - \$ 7,676,072 \$ - \$ -	\$ - \$ 96,333,115 \$ - \$ -	\$ - \$ 62,716,02 \$ - \$ -	\$ 3 \$ 174 \$ \$	- \$ 4,318,351 \$ - \$ - \$	- \$ 182,682,913 \$ - \$ - \$		- 416,407,810 - -	\$ - \$ 1,352,896,070 \$ - \$ -
	TOTAL INFRASTRUCTURE LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified SURPLUS (DEFICIT)			\$ 744,334,779 \$ (744,334,779) \$ - \$ - \$ - \$ -	\$ (142,650,927) \$ 118,610,452 \$ 67,027,263 \$ 15,187,027	(5,024,428) 5	\$ - \$ \$ 608,480,114 \$ \$ 69,710,349 \$ \$ 248,034,416 \$	s - s	- \$ 554,057,742 \$ 65,000,698 \$ 167,786,538 \$	(147,675,355) 2,265,127,704 424,775,529 915,263,921)	\$ 3,157,137,83 \$ (892,010,13 \$ 2,265,127,70 \$ 424,775,52 \$ 915,263,92 \$ (925,088,25	4) <i>4</i> 9		\$ - \$ 463,412,110 \$ 5,000,000 \$ 184,986,538	\$ 594 0 \$ 594 0 \$ 5	- \$ 4,222,109 \$ 5,000,000 \$ 7,606,538 \$	566,489,960 5,000,000 154,986,538	\$ - \$ 135,510,271 \$ 5,000,000 \$ 24,986,538	\$ - \$ 221,529,212 \$ 5,000,000 \$ 24,986,538	\$ - 2 \$ 198,759,02 5 5,000,00 3 \$ 24,986,53	\$ 9 \$ 314 0 \$ 5 8 \$ 27	- \$ 4,351,459 \$ 5,000,000 \$ 7,606,538 \$	- \$ 322,239,446 \$ 5,000,000 \$ 24,986,538 \$	824,432,951 \$ - \$ 824,432,951 \$ - \$ 25,986,538 \$ (798,446,413) \$	- 552,355,226 - 25,986,538	\$ - \$ 1,540,300,327
	GRAND TOTAL LESS FUNDED BALANCE UNFUNDED (1) Programmed (2) Planned (3) Unidentified. SURPLUS (DEFICIT)			\$ 1,831,119,251 \$ (1,831,119,251) \$ - \$ - \$ - \$ -	\$ 534,344,417 \$ (256,529,994) \$ 277,814,423 \$ 83,822,879 \$ 83,995,280 \$ (109,996,264)	(8,293,264) \$ 763,894,032 \$ 209,118,789 \$ 382,618,320	\$ 955,049,344 \$ 86,885,467 \$ 349,671,933 \$	\$ - \$ \$ 857,923,716 \$ \$ 88,921,456 \$ \$ 333,197,069 \$	- \$ 830,294,135 \$ 75,319,064 \$ 231,112,825 \$	(264,823,258) 3,684,975,650 544,067,655 1,380,595,427)	\$ 5,780,918,15 \$ (2,095,942,50 \$ 3,684,975,65 \$ 544,067,65 \$ 1,380,595,42 \$ (1,760,312,56	9) 0 5 7		\$ - \$ 540,836,563 \$ 5,000,000 \$ 188,261,538	\$ \$ 702 0 \$ 5 3 \$ 187	- \$ 2,192,556 \$ 5,000,000 \$ 7,273,538 \$	868,604,197 5,399,575 211,101,340	\$ - \$ 564,055,602 \$ 5,000,000 \$ 179,675,538	\$ - \$ 328,486,882 \$ 5,886,555 \$ 179,831,053	\$ - 2 \$ 294,514,36 5 \$ 5,000,00 3 \$ 98,288,73	\$ 1 \$ 595 0 \$ 5 8 \$ 155	- \$ 5,455,701 \$ 5,000,000 \$ 5,720,538 \$	- \$ 429,738,178 \$ 5,399,575 \$ 134,254,553 \$	1,065,476,196 \$ - \$ 1,065,476,196 \$ - \$ 135,542,538 \$ (929,933,658) \$	- 810,170,497 886,555 108,926,053	\$ - \$ 1,712,079,888 \$ 2,000,000 \$ 120,880,426

TOTAL PROJECT COST THRU 2020 (Incl PY Actuals	20 YEAR CIP TOTAL	2026-2027	:	2025-2026	2024-2025		2023-2024	:
\$ 1,290,73	•	- \$	\$	-	- \$	\$	-	\$
\$ (1,290,73 \$ - \$ - \$ - \$:	- \$ - \$ - \$ - \$	\$ \$ • \$ • \$	- :	- \$ - \$ - \$ - \$	\$ \$ \$ \$:	\$ \$ \$ \$
\$ 106,740,21	106,740,219	7,475,497 \$	3 \$	7,187,978	6,911,517 \$	\$	6,645,689	\$
\$ - \$ 106,740,21 \$ 375,00 \$ 16,000,00 \$ (90,365,21	106,740,219 375,000 16,000,000 (90,365,219)	7,475,497 \$ - \$ 1,000,000 \$ (6,475,497) \$	\$ - \$) \$	7,187,978 - 1,000,000 (6,187,978)	6,911,517 \$ 6,910,000 \$ 1,000,000 \$ (5,911,517) \$	\$ \$	6,645,689 - 1,000,000 (5,645,689)	\$ \$ \$ \$ \$ \$ \$
\$ 350,95	350,958	- \$	\$	-	- \$	\$	-	\$
\$ - \$ 350,98 \$ - \$ - \$ (350,98	350,958 - - (350,958)	- \$ - \$ - \$ - \$	\$ \$. \$. \$	- - -	- \$ - \$ - \$ - \$	\$ \$ \$ \$ \$ \$: :	\$ \$ \$ \$
\$ 126,53	126,532	- \$	\$	-	- \$	\$	-	\$
\$ - \$ 126,53 \$ - \$ (126,53	126,532 - - (126,532)	- \$ - \$ - \$ - \$	\$ \$. \$. \$	-	- \$ - \$ - \$ - \$	\$ \$ \$ \$		\$ \$ \$ \$
\$ 143,273,15	143,273,195	10,043,197 \$	\$	9,656,921	9,285,501 \$	\$	8,928,366	\$
\$ - \$ 143,273,15 \$ - \$ - \$ (143,273,15	143,273,195 - - (143,273,195)	- \$ 10,043,197 \$ - \$ - \$ (10,043,197) \$	\$	9,656,921	9,285,501 \$ - \$ (9,285,501) \$	\$	8,928,366 - - (8,928,366)	\$ \$ \$ \$
\$ 3,802,44		- \$	\$	-	- \$	\$	-	\$
\$ (3,802,44 \$ - \$ - \$ -	:	- \$ - \$ - \$	\$ \$ • \$ • \$ ₅₈	٠.	- \$ - \$ - \$	\$ \$ \$		\$ \$ \$

2023-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	TOTAL PROJI COST THRU 2 (Incl PY Actu	026
\$	-	\$	-	\$	-	\$	•	\$ -	\$	-

	2023-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	C	OTAL PROJECT OST THRU 2026 ncl PY Actuals)
\$	-	\$	-	\$	-	\$		\$	18,066	\$	4,200,000
\$ \$ \$ \$ \$ \$	- - -	\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$	- - -	\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$ \$ \$	(18,066) - - - - - 108,160	\$ \$ \$ \$ \$	(4,200,000 - - - - - 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
\$ \$ \$ \$ \$ \$	15,574,055 - 15,574,055	\$ \$ \$ \$ \$	16,197,018	\$ \$ \$ \$ \$	16,844,898 - 16,844,898	\$ \$ \$ \$	17,518,694 - 17,518,694 - 1,000,000 (16,518,694)	\$ \$ \$ \$ \$	252,417,130 (18,066) 252,399,064 375,000 16,000,000 (236,024,064)	\$ \$ \$ \$ \$ \$	261,692,24: (9,293,17: 252,399,06- 375,000 16,000,000 (236,024,064)

	2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2020 (Incl PY Actuals)
\$	- \$	- \$	- \$	1,731,676 \$	5,633,992	\$ 5,633,98
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ 1,731,676 \$ - \$ - \$ (1,731,676) \$	5,633,992 - -	\$ 5,633,98 \$ - \$ - \$ (5,633,98
\$	- \$	- \$	- \$	- \$		\$ -
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ 5 \$
\$	- \$	- \$	- \$	- \$	378,560	\$ 378,56
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	378,560 - -	\$ - \$ 378,56 \$ - \$ - \$ (378,56
\$	- \$	- \$	- \$	- \$	1,000,000	\$ 1,000,00
\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ 1,000,00 \$ - \$ - \$ (1,000,00
\$	- \$	- \$	- \$	- \$	86,528	\$ 86,52
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	86,528 - -	\$ -5 \$ 86,52 \$ -5 \$ (86,52

TAL PROJECT ST THRU 2020 cl PY Actuals	COS	20 YEAR CIP TOTAL	:	2026-2027		2025-2026		2024-2025		2023-2024	
324,48	\$	324,480	\$	-	\$	-	\$	-	\$	-	\$
- 324,48 - - - (324,48	\$ \$ \$ \$ \$	324,480 - - (324,480)	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$: : :	\$ \$ \$ \$
4,681,84	\$	4,681,842	\$	2,078,012	\$	-	\$	-	\$	-	\$
- 4,681,84 - - - (4,681,84	\$ \$ \$ \$ \$	4,681,842 - - (4,681,842)	\$ \$	2,078,012 - - - (2,078,012)	\$ \$ \$ \$; :	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$
180,00	\$	180,000	\$	<u> </u>	\$	<u> </u>	\$	-	\$	-	\$
- 180,00 - - (180,00	\$ \$ \$ \$ \$ \$ \$ \$	180,000 - (180,000)	\$ \$ \$ \$	- - - -	\$ \$ \$ \$: : : :	\$ \$ \$ \$: : :	\$ \$ \$ \$: : :	\$ \$ \$ \$
- 30,38 - - (30,38 25,023,58	\$ \$ \$ \$ \$ \$	30,380 - (30,380) 25,023,588	\$ \$ \$ \$ \$	1,731,676	\$ \$ \$ \$ \$	1,665,074	\$ \$ \$ \$ \$	1,601,032	\$ \$ \$ \$	1,539,454	\$ \$ \$
 25,023,58 300,00 - (24,723,58	* * * * *	25,023,588 300,000 (24,723,588)	\$ \$ \$ \$ \$ \$	1,731,676 - (1,731,676)	\$ \$ \$ \$ \$	1,665,074 - (1,665,074)	\$ \$ \$ \$ \$ \$	1,601,032 - (1,601,032)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1,539,454 - - (1,539,454)	\$ \$ \$ \$ \$ \$ \$

	2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$	- \$	- \$	- \$	- \$	1,000,000	\$ 1,000,00
\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1,000,000	\$ - \$ 1,000,00 \$ - \$ (1,000,00
\$	- \$	- \$	- \$	- \$	250,000	\$ 250,00
\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	250,000 - - - (250,000)	\$ - \$ 250,00 \$ - \$ (250,00
\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	5,000,000	\$ 5,000,00 \$ - \$ (5,000,00
\$	3,078,908 \$	- \$	- \$	- \$	4,012,545	\$ 4,012,54
\$ \$ \$ \$ \$ \$ \$	- \$ 3,078,908 \$ - \$ - \$ (3,078,908) \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- (4,012,545)	\$ \$ 4,012,54 \$ \$ (4,012,54
\$ \$ \$ \$ \$ \$	- \$ 3,078,908 \$ - \$ (3,078,908) \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	4,028,908 - - - - (4,028,908)	\$ - \$ 4,028,90 \$ - \$ (4,028,90
\$ \$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ -

2023-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	TOTAL PRO COST THRI (Incl PY Ac	J 2026
\$	- ;	\$	-	\$	-	\$	-	\$ -	\$	

	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
\$ \$ \$ \$ \$ \$ \$: :	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ 2,540,983 \$ - \$ -	\$ 2,540,983 \$ - \$ - \$ (2,540,983)
\$	-	\$	- \$	- \$	- (\$ 368,000	\$ 368,000
\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - ; - ;		\$ - \$ 368,000 \$ - \$ - \$ (368,000)
,		•	,	·	·	(===,===,	(===,===,
\$	-	\$	- \$	- \$	- \$		\$ 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
\$ \$ \$ \$	-	\$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	- ;	\$ - \$ 2,000,000 \$ -	\$ 2,000,000 \$ - \$ 2,000,000 \$ -
\$		\$	- \$	- \$ - \$	- \$	\$ 10,000,000	\$ 10,000,000
\$ \$	٠.	\$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$	- ;	\$ 10,000,000 \$ - \$ 7,500,000	\$ - \$ 10,000,000 \$ - \$ 7,500,000 \$ (2,500,000)
\$ \$ \$ \$	-	\$ \$	- \$ - \$	- \$ - \$ - \$	- ;	\$ 7,500,000 \$ (2,500,000)	\$ 7,500,000 \$ (2,500,000)
				ŭ			- '

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

20 YEAR CIP 2023-2024 2024-2025 2025-2026 2026-2027 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	CC	TAL PROJEC OST THRU 202 ncl PY Actuals
									Т	
\$	-	\$	- \$	<u>-</u>	\$	-	\$	2,000,000	\$	2,000,0
\$ \$ \$ \$ \$	1,539,454	\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$	- - - -	\$ \$ \$ \$	1,731,676	\$ \$ \$ \$ \$	2,000,000 - 2,000,000 -	\$ \$ \$ \$	2,000,0 - 2,000,0 194,123,5
										,
\$ \$	- 1,539,454	\$ \$	- \$ 1,601,032 \$		\$ \$	- 1,731,676	\$ \$	194,123,588	\$	- 194,123,5
\$ \$	-	\$ \$	- \$ - \$		\$ \$	-	\$ \$	47,500,000	\$ \$	47,500,0
\$	(1,539,454)	\$	(1,601,032) \$	(1,665,074)	\$	(1,731,676)	\$	(146,623,588)	\$	(146,623,5
\$	-	\$	- \$	-	\$	·	\$	100,000	\$	100,0
\$	-	\$	- \$		\$	-	\$		\$	-
\$ \$		\$ \$	- \$ - \$		\$ \$	٠.	\$ \$	100,000	\$	100,0
\$ \$	-	\$	- \$ - \$		\$	-	\$	100,000	\$	100,0
		•			•		•	0.000.000		2 222 2
\$	-	\$	- \$	-	\$		\$	2,000,000	\$	2,000,0
\$ \$	-	\$ \$	- s - \$		\$ \$	-	\$ \$	2,000,000	\$ \$	2,000,0
\$ \$ \$	-	\$	- \$ - \$		\$	-	\$	200,000	\$	200,0
\$	-	\$	- \$		\$	-	\$	(1,800,000)	\$	(1,800,0
\$	-	\$	- \$	-	\$	-	\$	2,000,000	\$	2,000,0
		•								
\$ \$ \$ \$	- - - -	\$ \$ \$ \$	- \$ - \$ - \$	- - -	\$ \$ \$ \$:	\$ \$ \$ \$	2,000,000 - 2,000,000	\$ \$ \$ \$	2,000,0 - 2,000,0

	2023-2024		2024-2025	2025-2026		2026-2027		20 YEAR CIP TOTAL	CC	TAL PROJECT OST THRU 2026 ncl PY Actuals)
\$	- :	\$	- \$	-	\$	- \$	\$	100,000	\$	100,000
\$ \$ \$	-	\$ \$	- \$ - \$ - \$	<u>.</u>	\$ \$ \$	- 9 - 3 - 3	\$	100,000	\$ \$	100,000
\$	-	\$ \$	- \$ - \$	-	\$	- \$ - \$	\$	100,000	\$	100,000
\$	- :	\$	- \$	-	\$	- \$	\$	200,000	\$	200,000
\$ \$ \$ \$	- ·	\$ \$ \$ \$	- \$ - \$ - \$ - \$:	\$ \$ \$ \$	- \$	\$ \$ \$	200,000 - 200,000 -	\$ \$ \$ \$	200,000 - 200,000
\$	- :	\$	- \$	-	\$	- 4	\$	2,500,000	\$	4,378,789
\$ \$ \$ \$		\$ \$ \$ \$	- \$ - \$ - \$ - \$	- - - -	\$ \$ \$ \$	- \$ - \$ - \$ - \$	\$ \$ \$	(35,574) 2,464,426 - 2,500,000 35,574	* * * * *	(1,914,363 2,464,420 - 2,500,000 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 \$ - \$ - \$ (33,301,470) \$	34,633,529 - - (34,633,529	\$ \$	- \$ 36,018,870 \$ - \$ - \$ (36,018,870) \$	\$ \$ \$	516,490,623 - 55,000,000 (461,490,623)	\$ \$ \$ \$	516,490,623 - 55,000,000 (461,490,623
\$ \$ \$ \$	- 41,257,368 - -	\$ \$ \$ \$	36,503,535 \$ - \$ 36,503,535 \$ - \$ - \$	37,963,676 - 37,963,676 -	\$ \$ \$	- \$ 44,157,749 \$ - \$ - \$	\$ \$	789,054,016 (35,574) 789,018,442 300,000 122,100,000	\$ \$ \$ \$	790,932,805 (1,914,365 789,018,442 300,000 122,100,000
\$	56,831,424		(36,503,535) \$	54,808,574		61,676,443		1,041,471,146	\$	1,052,625,046
\$ \$ \$ \$		\$	- \$ 52,700,552 \$ - \$ 1,000,000 \$ (51,700,552) \$	54,808,574 1,000,000 (53,808,574	\$	- \$ 61,676,443 \$ 1,000,000 \$ (60,676,443) \$	\$ \$	(53,640) 1,041,417,506 675,000 138,100,000 (902,642,506)	\$ \$ \$ \$	(11,207,54(1,041,417,50(675,00(138,100,00((902,642,506
\$	- :	\$	- \$	-	\$	- \$	\$	3,936,051	\$	14,231,000
\$ \$ \$ \$		\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	<u>:</u> :	\$ \$ \$ \$	- \$	\$ \$ \$	(430,051) 3,506,000 3,506,000 -	\$ \$ \$ \$	(10,725,000 3,506,000 3,506,000 -

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

	2023-2024		2024-2025	2025-2026	2026-2027	:	20 YEAR CIP TOTAL	cos	AL PROJECT T THRU 2026 I 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) 4,336,036 3,592,236 - (743,800)	\$ \$ \$ \$	(23,265,362) 4,336,036 3,592,236 - (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 1,875,000 - 50,021	\$ \$ \$ \$	- 1,824,979 1,875,000 - 50,021
=	\$ -	\$	- \$	·	\$ -	\$	7,271,700	\$	7,271,700
_	\$ - \$ \$ \$ \$ \$	\$ - \$ - \$ - \$	- \$ - \$ - \$ - \$		\$ - \$ \$ \$ \$	\$ - \$ - \$ - \$	7,271,700 - - (7,271,700)	\$ \$ \$ \$	7,271,700 - - (7,271,700

	2023-2024		2024-2025			2025-2026			2026-2027	2	0 YEAR CIP TOTAL	CC	TAL PROJEC OST THRU 202 ncl PY Actuals
\$	-	\$		-	\$	-		\$	- \$	\$	39,477,953	\$	39,477,9
\$ \$ \$	-	\$ \$			\$ \$ \$	-		\$ \$ \$ \$	- ; - ;	\$ \$ \$	39,477,953 - -	\$ \$ \$ \$	39,477,S
\$	-	\$		-	\$		-	\$		\$	(39,477,953)	\$	(39,477,9
\$	-	\$		-	\$	-		\$	- \$	\$	115,000	\$	115,¢
\$ \$ \$ \$	- - - -	\$ \$ \$ \$			\$ \$ \$ \$	-		\$ \$ \$ \$	- ; - ;	\$ \$ \$ \$	115,000 - - (115,000)	\$ \$ \$ \$ \$	115,((115,(
\$	-	\$		-	\$	-		\$	- \$	\$	50,000,000	\$	50,000,0
\$ \$ \$ \$	- - - -	\$ \$ \$ \$			\$ \$ \$ \$	-		\$ \$ \$ \$ \$	- ; - ;	\$ \$ \$ \$	50,000,000 - 29,000,000 (21,000,000)	\$ \$ \$ \$ \$	50,000,0 29,000,0 (21,000,0
\$	-	\$		-	\$	-		\$	- \$	\$		\$	
\$ \$ \$ \$ \$ \$	- - - -	\$			\$ \$ \$ \$	-		\$ \$ \$ \$ \$	- ; - ;	\$ \$ \$ \$:	\$ \$ \$ \$ \$:
\$	-	\$		-	\$	-		\$		\$	282,422,951	\$	330,827,1
\$ \$ \$ \$: : :	\$ \$ \$ \$			\$ \$ \$ \$	- - -	-	\$ \$ \$ \$	- ; - ;	\$ \$ \$ \$	(38,526,017) 243,896,934 39,039,520 48,400,000 (156,457,414)	\$ \$ \$ \$	(86,930,2 243,896,5 39,039,5 48,400,6 (156,457,4
\$	-	\$		-	\$	-		\$	2,737,138	\$	13,443,071	\$	13,443,0
\$ \$ \$	- -				\$ \$ \$	-	-	\$ \$ \$	2,737,138	\$ \$	- 13,443,071 -	\$ \$ \$	13,443,0

2023-2024	2024-2025		2025-2026		2026-2027	20 YEAR CIP TOTAL	co	TAL PROJECT ST THRU 2026 ICI PY Actuals)
\$ -	\$	•	\$	-	\$ (2,737,138) \$	\$ (13,443,071)	\$	(13,443,071)

	2023-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	CO	TAL PROJECT ST THRU 2026 ICI PY Actuals)
\$	-	\$	-	\$	-	\$	8,658,382	\$	19,907,022	\$	19,907,022
\$ \$ \$ \$	- - - -	\$ \$ \$ \$	- - - -	\$ \$ \$ \$	- - - -	\$ \$ \$ \$	8,658,382 - - - (8,658,382)	\$ \$ \$ \$	19,907,022 - - (19,907,022)	\$ \$ \$ \$	- 19,907,022 - - (19,907,022
\$	1,601,032	\$	1,665,074	\$	1,731,676	\$	1,800,944	\$	28,035,988	\$	28,035,984
\$ \$ \$ \$	1,601,032 - - (1,601,032)	\$ \$	1,665,074 - - (1,665,074)	\$ \$	1,731,676 - - (1,731,676)	\$ \$	1,800,944 - - (1,800,944)	\$ \$	(637,915) 27,398,073 - - (27,398,073)	\$ \$ \$ \$	(637,911 27,398,073 - - - (27,398,073
\$	8,065,104		8,387,708	\$	8,723,216	\$	9,072,145	\$	125,746,156	\$	139,954,835
\$ \$ \$ \$	8,065,104 - - (8,065,104)	\$ \$	8,387,708 - - (8,387,708)	\$ \$	8,723,216 - - - (8,723,216)	\$ \$	9,072,145 - - (9,072,145)	\$ \$	(9,896) 125,736,260 - - (125,736,260)	\$ \$ \$ \$	(14,218,575 125,736,266 - - (125,736,260
\$	-	\$	-	\$	-	\$	-	\$	3,650,000	\$	3,650,000
\$ \$ \$ \$ \$	- - - - -	\$ \$ \$ \$ \$: : :	\$ \$ \$ \$ \$: : :	\$ \$ \$ \$ \$ \$ \$: : :	\$ \$ \$ \$ \$	3,650,000 - - (3,650,000) 6,436,997	****	3,650,000 - (3,650,000 9,232,999
\$ \$ \$	- - - - -	\$ \$ \$ \$	- - - -	\$ \$ \$ \$ \$	- - - - -	\$ \$ \$ \$ \$ \$	- - - -	\$ \$ \$ \$	(2,042,803) 4,394,194 - 3,000,000 (1,394,194) 1,169,859	\$ \$ \$ \$ \$ \$	(4,838,805 4,394,194 - 3,000,000 (1,394,194
\$ \$ \$ \$ \$	- - - - -	\$ \$ \$ \$ \$	- - - - -	\$ \$ \$ \$ \$		\$ \$ \$ \$		\$ \$ \$ \$ \$	1,169,859 - - (1,169,859)	* * * * *	1,169,858 - - (1,169,858

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

\$ \$ \$	\$	\$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	
- - :	-	- - - - -	-	- - - -	-	- - - - -	-	608,326 - - (608,326)	608,326		-	2023-2024
\$ \$ \$	\$	\$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$	\$	
	=		-		-	: :	-	632,660 - - (632,660)	632,660		-	2024-2025
\$ \$ \$	\$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	
- \$ - \$ - \$ - \$-	- \$	- \$ - \$ - \$ - \$	- \$	- \$ - \$ - \$ - \$	- \$	- \$ - \$ - \$ - \$	- \$	- \$ 657,966 \$ - \$ - \$ (657,966) \$	657,966 \$	- \$ - \$ - \$ - \$	- \$	2025-2026
- - - - -	-	· ·	-		-		-	684,285 - - (684,285)	684,285		-	2026-2027
\$ \$ \$	\$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	
- 10,000,000 - -	10,000,000	10,655,153 - (10,655,153)	10,655,153	14,000,000 - 14,000,000 -	14,000,000	(226,925) 4,403,000 652,322 - (3,750,678)	4,629,925	11,305,474 - - (11,305,474)	11,305,474	(243,464) - - - -	243,464	20 YEAR CIP TOTAL
\$ \$ \$	\$	* * * * *	\$	\$ \$ \$ \$	\$	* * * * *	\$	\$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	CO
- 10,000,000 - -	10,000,000	10,655,153 - (10,655,153)	10,655,153	14,000,000 - 14,000,000 -	14,000,000	(570,925) 4,403,000 652,322 - (3,750,678)	4,973,925	(2,464,712) 11,305,474 - - (11,305,474)	13,770,186	(2,623,808) - - - - -	2,623,808	TAL PROJECT ST THRU 2026 cl PY Actuals)

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

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

	2023-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	c	OTAL PROJECTOST THRU 20
\$	- 9	\$		\$		\$		\$	5,000,000	\$	5,000,
φ	- ,	₽	-	Þ	-	Ф	-	φ	5,000,000	*	5,000,
\$ \$ \$	- ;	\$ \$		\$ \$ \$	-	\$ \$ \$	-	\$ \$ \$	5,000,000	\$ \$ \$	5,000,
\$ \$	- ;	\$:	\$ \$	-	\$	-	\$ \$	2,000,000 (3,000,000)	\$ \$	2,000, (3,000,
\$	- 5	\$	-	\$	-	\$	-	\$	18,000,000	\$	18,000,
\$		\$	-	\$		\$	-	\$		\$	
\$	- ;	\$		\$	-	\$	-	\$	18,000,000	\$	18,000,
\$ \$		\$	-	\$		\$	-	\$ \$	(18,000,000)	\$	(18,000,
\$	- 5	\$	-	\$	-	\$	684,285	\$	5,901,874	\$	5,901,
\$		\$	_	\$	_	\$	_	\$		\$	
\$ \$	- ;	\$ \$:	\$ \$	-	\$ \$	-	\$ \$	5,901,874	\$ \$	5,901,
\$ \$		\$	-	\$ \$		\$	(684,285)	\$ \$	- (5,901,874)	\$	(5,901,
\$	-	\$	-	\$	-	\$	-	\$	20,000,000	\$	20,000,
\$ \$	- ;	\$	-	\$	-	\$ \$	-	\$	20,000,000	\$	20,000,
\$ \$ \$	- :	\$ \$ \$		\$ \$ \$	-	\$ \$ \$		\$ \$ \$	- - (20,000,000)	\$ \$ \$	(20,000,
Ÿ		۰		Ą		φ		Ý	(20,000,000)	Ĺ	(20,000,
\$	- (\$	-	\$	-	\$	-	\$	3,109,000	\$	3,109,
\$ \$		\$ \$		\$ \$		\$ \$		\$ \$	- 3,109,000	\$	3,109,
\$ \$	- ;	\$ \$		\$ \$		\$ \$	-	\$ \$	3,059,000	\$ \$	3,059,
\$	- ;	\$	-	\$	-	\$	-	\$	(50,000)	\$	(50,
\$	- \$	\$	-	\$	-	\$	-	\$	3,000,000	\$	3,000,
\$ \$ \$	- :	\$ \$ \$		\$ \$ \$	-	\$ \$ \$		\$ \$ \$	3,000,000	\$ \$ \$	3,000,
\$	- :	\$:	\$	-	\$	-	\$	(3,000,000)	\$	(3,000,
\$	10,274,462	\$	10,685,441	\$	11,112,859	\$	23,637,178	\$	304,233,983	\$	326,427,
\$		\$	_	\$		\$	-	\$	(3,161,003)	\$	(25,354,
\$ \$		\$	10,685,441	\$	-	\$ \$ \$	23,637,178	\$	301,072,980 652,322	\$	301,072, 652,
\$	- ;	\$	-	\$	-	\$7	6 -	\$	22,059,000	\$	22,059,



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

\$ \$ \$	\$ \$ \$	\$ \$	\$ \$ \$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	
- - :	- -	-		-	: :	-	: :	-		-	2023-2024
\$ \$ \$	\$ \$ \$	\$ \$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	
-	-	-		-	-	-		-	-	-	2024-2025
\$ - \$ - \$	- \$ - \$ - \$	\$ - \$	\$ \$ \$ \$ \$ \$	\$	\$ - \$ - \$ - \$	\$	\$ - \$ - \$ - \$	- \$	\$ - \$ - \$	\$	
-		-		-		-				-	2025-2026
\$ - \$ - \$ - \$ ₇	- \$ - \$ - \$	\$ - \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$	\$ \$ \$ - \$ \$ - \$ \$	\$	\$ \$ \$ - \$ \$ - \$ \$ - \$	- \$ \$	\$ - \$ - \$	\$	
-	-	-		-		-		-		-	2026-2027
\$ - \$ - \$	- \$ - \$ - \$	\$ - \$	\$ - \$ - \$ - \$	\$	\$ - \$ - \$ - \$	\$	\$ - \$ - \$ - \$	- \$	\$ - \$ - \$	\$	
1,731,164				449,946	- 1	112,915	925,173 - -		2,844,640 - -	3,647,791	20 YEAR CIP TOTAL
\$ \$ \$ \$	\$ \$ \$	\$ \$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$	\$	\$ \$ \$ \$ \$ \$ \$	\$	\$ \$ \$ \$	\$	CO
(4,150,000) 1,731,164 - -	- - - 5,881,164	:	449,946 - - (449,946)	449,946	(4,250,000) - - - - -	4,250,000	- 925,173 - - (925,173)	925,173	(2,735,000) 2,844,640 - -	5,579,640	TAL PROJECT ST THRU 2026 cl PY Actuals)

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)

TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)	20 YEAR CIP TOTAL		2026-2027		2025-2026	024-2025		2023-2024	
\$ 304,163	304,163	\$	-	\$	-	- \$	\$	-	\$
\$ - \$ 304,163 \$ 304,163 \$ - \$ (0	304,163 304,163 - (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 -	\$ \$ \$ \$		\$ - \$ - \$ - \$	-	- \$ - \$ - \$ - \$ - \$	\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$
\$ 10,687,560	10,687,560	\$	745,326	59 \$	716,65	689,096 \$	\$	662,592	\$
\$ - \$ 10,687,560 \$ 2,049,265 \$ - \$ (8,638,295	10,687,560 2,049,265 - (8,638,295)	\$ \$		- \$ - \$ 59) \$	716,65 (716,65	- \$ 689,096 \$ - \$ (689,096) \$	\$ \$	- - (662,592)	\$ \$ \$ \$ \$ \$ \$ \$
\$ - \$ 108,864 \$ - \$ - \$ (108,864	108,864 - (108,864)	\$ \$ \$ \$ \$	- - -	\$ - \$ - \$ - \$	-	- \$ - \$ - \$ - \$	\$ \$ \$ \$ \$	- - -	\$ \$ \$ \$ \$ \$
\$ 101,670	101,670	\$	-	\$		- \$	\$	-	\$
\$ - \$ 101,670 \$ - \$ - \$ (101,670	101,670 - - (101,670)	\$ \$ \$ \$	-	\$ - \$ - \$ - \$	-	- \$ - \$ - \$ - \$	\$ \$ \$ \$	-	\$ \$ \$ \$

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

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

2023-2024	2024-2025	20	25-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$ -	\$	- \$	- \$	- \$	600,000	\$ 600,000
\$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	(20,000) 580,000 750,000 - 170,000	\$ (20,000 \$ 580,000 \$ 750,000 \$ - \$ 170,000
\$ -	\$	- \$	- \$	- \$	110,323	\$ 110,323
\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	110,323 - - (110,323)	\$ - \$ 110,32: \$ - \$ (110,32:
\$ -	\$	- \$	- \$	- \$	20,000,000	\$ 20,000,000
\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- 20,000,000 - 5,000,000 (15,000,000)	\$ - \$ 20,000,000 \$ - \$ 5,000,000 \$ (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
\$ -	\$	- \$	- \$	- \$		s -
\$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$:	\$ - \$ - \$ - \$ -

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)
\$	- \$	- \$	- \$	- \$	2,833,996	\$ 2,833,996
\$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	(2,833,996) - - - -	\$ (2,833,99 \$ - \$ - \$ -
\$	- \$	- \$	- \$	- \$		\$ -
\$	- \$	- \$	- \$	- \$		s -
\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	• •	\$ - \$ -
\$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$:	\$ - \$
\$	662,592 \$	689,096 \$	716,659 \$	745,326 \$ - \$	66,686,881 (7,038,898)	\$ 73,636,97
\$ \$ \$	- \$ 662,592 \$ - \$	- \$ 689,096 \$ - \$	716,659 \$ - \$	745,326 \$ - \$	59,647,983 3,103,428	\$ (13,988,996) \$ 59,647,985 \$ 3,103,426
\$	- \$ (662,592) \$	- \$ (689,096) \$	- \$ (716,659) \$	- \$ (745,326) \$	6,000,000 (50,544,555)	\$ 6,000,000 \$ (50,544,55
,	(,, 7	(,, +	(* , , ,	(* 11,121)	(==,==,,===)	(**),***
\$	10,937,054 \$	11,374,537 \$	11,829,518 \$	24,382,504 \$	653,343,816	\$ 730,891,878
\$	- \$ 10,937,054 \$	- \$ 11,374,537 \$	- \$ 11,829,518 \$	- \$ 24,382,504 \$	(48,725,918) 604,617,898	\$ (126,273,986 \$ 604,617,896
\$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	42,795,270 76,459,000	\$ 42,795,270 \$ 76,459,000
\$	(10,937,054) \$	(11,374,537) \$	(11,829,518) \$	(24,382,504) \$	(485,363,628)	\$ (485,363,62
\$	- \$	- \$	- \$	- \$	13,186,596	\$ 30,774,724
\$	- \$	- \$	- \$	- \$	(5,304,053)	\$ (22,892,18°
\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	7,882,543	\$ 7,882,545 \$ -
\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- (7,882,543)	\$ - \$ (7,882,543
\$	- \$	- \$	- \$	- \$	18,209,733	\$ 51,585,783
\$	- \$	- \$	- \$	- \$	(13,479,222)	\$ (46,855,27:
\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	4,730,511	\$ (46,833,27) \$ 4,730,51 \$ -
\$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	(4,730,511)	\$ - \$ (4,730,51
۴	- 4	- 4	- 4	- 4	(4,730,311)	\$ (4,730,31
\$	- \$	- \$	- \$	- \$	4,869,799	\$ 167,655,952
\$	- \$	- \$	- \$	- \$	(3,184,540)	\$ (165,970,693
\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	1,685,259 1,898,726	\$ 1,685,255 \$ 1,898,726
\$ \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	406,219 619,686	\$ 406,219 \$ 619,686

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

TAL PROJECT ST THRU 2026 ICI PY Actuals)	CC	20 YEAR CIP TOTAL	:	2026-2027		2025-2026		2024-2025		2023-2024	
234,584,193	\$	10,142,740	\$	-	\$	-	\$	-	\$	-	Б
	L										
(234,584,193	\$	(10,142,740)	\$	-	\$	-	\$	-	\$	_	6
-	\$	- 1	\$	-	\$	-	\$	-	\$	-	\$
-	\$		\$ \$	-	\$ \$	-	\$ \$	-	\$	-	\$
	\$:	\$:	\$	-	\$:	\$ \$		\$
425,759,387	\$	425,759,387	\$	-	\$	-	\$	98,566,000	\$	-	6
	L										
- 425,759,387	\$	- 425,759,387	\$ \$	-	\$ \$	-	\$ \$	- 98,566,000	\$ \$		\$
10,318,366	\$	10,318,366	\$	-	\$	-	\$	-	\$	-	\$
368,993,688	\$	368,993,688	\$	-	\$	25,000,000	\$	25,000,000	\$	25,000,000	\$
(46,447,333	\$	(46,447,333)	\$	-	\$	25,000,000	\$	(73,566,000)	\$	25,000,000	\$
191,846,620	\$	191,846,620	\$	13,378,943	\$	12,864,368	\$	12,369,585	\$	11,893,831	\$
- 191,846,620	\$ \$ \$	- 191,846,620	\$	- 13,378,943	\$ \$ \$	- 12,864,368	\$ \$ \$	12,369,585	\$	11,893,831	5
2,000,000	\$	2,000,000	\$ \$		\$		\$		\$ \$		\$
(189,846,620	\$	(189,846,620)		(13,378,943)		(12,864,368)		(12,369,585)		(11,893,831)	\$
33,808,228	\$	33,808,228	\$			-	\$	1,538,000	\$	-	6
			•		•		•		•		
33,808,228	\$	33,808,228	\$ \$	-	\$ \$	-	\$ \$	1,538,000	\$ \$		§ \$
7,422,153	\$	7,422,153	\$	-	\$	-	\$	-	\$	-	\$
15,000,000	\$	15,000,000	\$	-	\$	-	\$	(4 500 000)	\$	-	\$
(11,386,075	\$	(11,386,075)	\$	-	\$	-	\$	(1,538,000)	\$	•	\$
2,638,800	\$	2,638,800	\$	-	\$	-	\$	-	\$	-	Б
-	\$	-	\$	-	\$	-	\$	-	\$	-	5
2,638,800	\$	2,638,800	\$ \$		\$ \$		\$ \$	٠.	\$ \$	٠.	\$
-	\$	-	\$	-	\$	-	\$	-	\$	-	\$
(2,638,800	\$	(2,638,800)	\$	-	\$	-	\$	-	\$	•	\$
5,997,095	\$	5,997,095	\$	136,857	\$	131,593	\$	126,532	\$	121,665	6
			•		•				•		
-	\$ \$	5,997,095	\$ \$	136,857	\$ \$	131,593	\$ \$	126,532	\$ \$	121,665	\$ \$
5,997,095			\$	-	\$	-	\$	-	\$	-	\$
5,997,095 -	\$			-	\$	-	\$	- (126,532)	\$ \$	(121,665)	\$
	\$ \$ \$	(5,997,095)	\$ \$	(136,857)	\$	(131,593)	\$	(120,002)	,	, ,,	
-	\$		\$	(136,857)					\$	44,483,497	
3,029,451,583 (997,065,637	\$ \$ \$ \$	2,074,836,615 (42,450,669)	\$	16,731,901	\$	63,449,961 -	\$	607,821,155	\$ \$	44,483,497	\$
3,029,451,583 (997,065,637 2,032,385,946	\$ \$ \$ \$	2,074,836,615 (42,450,669) 2,032,385,946	\$ \$ \$ \$	16,731,901 - 16,731,901	\$ \$ \$	63,449,961 - 63,449,961	\$ \$ \$	607,821,155 - 607,821,155	\$ \$ \$		\$
3,029,451,583 (997,065,637	\$ \$ \$ \$	2,074,836,615 (42,450,669)	\$ \$ \$ \$	16,731,901	\$	63,449,961 -	\$ \$ \$ \$	607,821,155	\$ \$ \$ \$	44,483,497	\$

	_									_
OTAL PROJECT OST THRU 2026 Incl PY Actuals)	CC	20 YEAR CIP TOTAL		2026-2027	26	2	2024-2025		2023-2024	
365,650,57	\$	365,650,577	\$	13,459,159	52,578 \$	\$	18,359,648	\$	21,021,345	\$
365,650,57 10,568,79 67,642,19 (287,439,58	\$ \$ \$ \$ \$ \$	365,650,577 10,568,792 67,642,198 (287,439,587)	\$ \$	-	- \$ 62,578 \$ - \$ - \$ 62,578) \$	\$ \$	18,359,648	\$ \$	21,021,345 - - (21,021,345)	\$ \$ \$ \$
5,241,25	\$	542,015	\$	-	- \$	\$	-	\$	-	\$
(5,241,25) - - -	\$ \$ \$ \$	(542,015) - - - -	\$ \$ \$ \$: : :	- \$ - \$ - \$ - \$	\$ \$ \$ \$	- :	\$ \$ \$ \$:	\$ \$ \$ \$
336,792,51	\$	336,792,514	\$	-	- \$	\$	76,252,000	\$	101,323,000	\$
336,792,51 - 25,000,00 (311,792,51	\$ \$ \$ \$ \$ \$ \$	336,792,514 - 25,000,000 (311,792,514)	\$ \$ \$ \$ \$:	- \$ - \$ - \$ - \$	\$ \$ \$ \$ \$	76,252,000 -	\$ \$	101,323,000 - - (101,323,000)	\$ \$ \$ \$ \$
4,622,08	\$	866,837	\$	-	- \$	\$	· · ·	\$	-	\$
(4,622,08 - - -	* * * * *	(866,837) - - - -	\$ \$ \$ \$ \$:	- \$ - \$ - \$ - \$	\$ \$ \$ \$ \$	- :	\$ \$ \$ \$ \$ \$	<u>:</u> :	\$ \$ \$ \$ \$
108,161,59	\$	108,161,597	\$	7,542,941	52,828 \$	\$	6,973,873	\$	6,705,647	\$
108,161,59 - (108,161,59 49,811,628	\$ \$ \$ \$ \$	108,161,597 - - (108,161,597) 40,257,366		7,542,941 - (7,542,941) 2,775,492	- \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		6,973,873 -		6,705,647 - - (6,705,647) 2,467,402	\$ \$ \$ \$ \$
(10,781,25- 39,030,37- 2,438,800 22,016,43: (14,575,14:	\$ \$ \$ \$	(1,226,992) 39,030,374 2,438,800 22,016,432 (14,575,142)	\$ \$ \$ \$	2,775,492 - - - (2,775,492)	- \$ 68,742 \$ - \$ - \$ 68,742) \$	\$ \$ \$ \$	2,566,098 -	\$ \$ \$ \$	2,467,402 - (2,467,402)	\$ \$ \$ \$

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)
\$	- \$	- \$	- \$	- \$	123,386,657	\$ 123,386,657
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	123,386,657 - - 20,000,000 (103,386,657)	\$ - \$ 123,386,657 \$ 20,000,000 \$ (103,386,657
\$	- \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	6,616,491 6,616,491	\$ 6,788,000 \$ (171,500 \$ 6,616,49
\$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$	4,500,000 - (2,116,491)	\$ 4,500,000 \$ - \$ (2,116,491
\$	- \$	- \$	- \$	- \$	13,185,502	\$ 16,699,827
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	(13,185,502) - - - - -	\$ (16,699,827 \$ - \$ - \$ - \$
\$	- \$	- \$	6,836,000 \$	- \$	122,895,648	\$ 122,895,648
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ 6,836,000 \$ - \$ 10,239,000 \$ 3,403,000 \$	- \$ - \$ - \$ - \$		\$ (5,407,608 \$ 117,488,046 \$ 10,743,682 \$ 114,245,796 \$ 7,501,438
\$ \$ \$ \$ \$	131,517,394 \$	104,151,619 \$	40,220,148 \$ - \$ 40,220,148 \$ - \$ 10,239,000 \$ (29,981,148) \$	23,777,592 \$ - \$ 23,777,592 \$ - \$ - \$ (23,777,592) \$	(21,228,954) 1,097,126,251 28,251,274 248,904,426	\$ 1,140,049,786 \$ (42,923,525 \$ 1,097,126,55 \$ 28,251,274 \$ 248,904,426 \$ (819,970,55
\$	- \$	- \$	- \$	- \$	13,007,152	\$ 13,020,004
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	132,055	\$ (1,030,903 \$ 11,989,101 \$ - \$ 132,055 \$ (11,857,046

OTAL PROJEC	0 YEAR CIP	2								
Incl PY Actuals	TOTAL		2026-2027		2025-2026		2024-2025		2023-2024	-
87,124,5	87,124,598	69 \$	6,075,869	\$	5,842,182	\$	5,617,483	\$	5,401,426	\$
87,124,5 11,334,5 1,165,4 (74,624,5	87,124,598 11,334,578 1,165,422 (74,624,598)	69 \$ - \$ - \$	6,075,869 - (6,075,869	\$ \$ \$ \$	5,842,182 - - - (5,842,182)	\$ \$	5,617,483 - - (5,617,483)	\$ \$ \$ \$	5,401,426 - - (5,401,426)	\$ \$ \$ \$
283,5	283,535	\$	-	\$	-	\$	-	\$	-	\$
283,5 - (283,5	- 283,535 - - (283,535)	\$ \$ - \$ - \$: : :	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$	- - - -	\$ \$ \$ \$
6,898,1	2,063,697	\$	-	\$	-	\$	-	\$	-	\$
(6,799,6 98,4 - 98,4	(1,965,238) 98,459 - 98,459	\$ - \$ - \$		\$ \$ \$ \$:	\$ \$ \$ \$: : :	\$ \$ \$ \$ \$ \$	- - - -	\$ \$ \$ \$
513,3	513,327	\$	-	\$	-	\$	-	\$	-	\$
513,3 - - (513,3	513,327 - - (513,327)	\$ - \$ - \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$
8,707,1	585,416	\$	-	\$	-	\$	-	\$	-	\$
(8,707,1 - - - -	(585,416) - - - -	\$ \$ - \$ - \$: : :	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$
1,200,0	1,200,000	\$	-	\$	-	\$	-	\$	-	\$
1,200,0 1,200,0 -	- 1,200,000 1,200,000 - -	\$ - \$ - \$:	\$ \$ \$ \$	- - - -	\$ \$ \$ \$	- - - -	\$ \$ \$ \$:	\$ \$ \$

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

	2023-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	co	TAL PROJECT ST THRU 2026 cl PY Actuals)
\$	-	\$	-	\$	-	\$	-	\$	71,837,886	\$	123,527,81
\$ \$ \$ \$	<u>:</u> :	\$ \$ \$ \$: :	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$	(23,330,525) 48,507,361 35,500,000 9,625,000 (3,382,361)	\$ \$ \$ \$ \$ \$	(75,020,45 48,507,36 35,500,00 9,625,00 (3,382,36
\$	-	\$	-	\$	-	\$	-	\$	168,213,394	\$	168,213,39
\$ \$ \$ \$		\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$ \$	168,213,394 22,000,000 88,000,000 (58,213,394)	\$ \$ \$ \$ \$ \$	- 168,213,39 22,000,00 88,000,00 (58,213,39
\$	23,091,811	\$	24,015,483	\$	24,976,103	\$	25,975,147	\$	162,140,421	\$	162,140,42
\$ \$ \$ \$ \$ \$	23,091,811 2,000,000 8,000,000 (13,091,811)		24,015,483 - 12,500,000 (11,515,483)		24,976,103 - 12,500,000 (12,476,103)	\$ \$ \$ \$ \$ \$	25,975,147 25,900,000 (13,475,147)	\$ \$ \$ \$ \$	162,140,421 4,000,000 78,500,000 (79,640,421)	\$ \$ \$ \$	- 1 <i>62,140,42</i> 4,000,00 78,500,00 (79,640,42
\$	-	\$	-	\$	-	\$	-	\$	58,623,176	\$	64,689,54
\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$	(22,018,243) 36,604,933 24,658,331 8,501,395 (3,445,207)	\$ \$ \$ \$ \$	(28,084,60 36,604,93 24,658,33 8,501,39 (3,445,20
\$	-	\$	-	\$	-	\$	-	\$	125,827,953	\$	125,827,95
\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$	125,827,953 11,000,000 88,000,000 (26,827,953)	\$ \$ \$ \$ \$ \$	- 125,827,95 11,000,00 88,000,00 (26,827,95
\$	16,010,322	\$	16,650,735	\$	17,316,764	\$	18,009,435	\$	112,417,357	\$	112,417,35
\$ \$ \$	- 16,010,322 - -	\$ \$ \$	16,650,735 - -	\$ \$ \$	17,316,764 - -	\$ \$ \$ \$	18,009,435 - - -	\$ \$ \$	- 112,417,357 - -	\$ \$ \$	- 112,417,35 - -

2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	١.	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)

	2023-2024	2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	CC	OTAL PROJECT OST THRU 2026 ncl PY Actuals)
\$	- 1	В	- \$	-	\$	-	\$	115,355,414	\$	179,294,957
\$ \$ \$ \$	- - -	5 5 5	- \$ - \$ - \$ - \$:	\$ \$ \$ \$	- - - -	\$ \$ \$ \$	(23,256,435) 92,098,979 36,652,953 9,784,297 (45,661,729)	\$ \$ \$ \$	(87,195,978) 92,098,979 36,652,953 9,784,297 (45,661,729)
\$	- :	5	- \$	-	\$	-	\$	347,483,859	\$	347,483,859
\$ \$ \$ \$		5 5 5 5	- \$ - \$ - \$ - \$:	\$ \$ \$ \$ \$:	\$ \$ \$ \$	347,483,859 20,000,000 80,000,000 (247,483,859)	\$ \$ \$ \$	- 347,483,859 20,000,000 80,000,000 (247,483,859)
\$	48,030,966			51,950,293		54,028,305		337,252,072	\$	337,252,072
\$ \$ \$	48,030,966	\$ 49,952,2 \$	- \$ 205 \$ - \$	51,950,293	\$ \$ \$	54,028,305	\$ \$ \$	337,252,072	\$ \$ \$	337,252,072
\$		\$ 12,500,0	000 \$	12,500,000 (39,450,293)	\$	12,500,000 (41,528,305)	\$	87,500,000 (249,752,072)	\$	87,500,000 (249,752,072)
\$	÷ :	5	- \$	-	\$	-	\$	1,819,000	\$	1,819,000
\$ \$ \$ \$		5 5 5	- \$ - \$ - \$ - \$	- - - -	\$ \$ \$ \$	· ·	\$ \$ \$ \$	1,819,000 - - - (1,819,000)	\$ \$ \$ \$	- 1,819,000 - - - (1,819,000)
\$	- :	5	- \$		\$	8,658,382	\$	23,958,382	\$	23,958,382
\$ \$ \$		5 5 5	- \$ - \$ - \$:	\$ \$ \$	8,658,382 - - - - - -	\$ \$:	\$ \$ \$	- 23,958,382 - - - (23,058,382)
\$	-	\$	- \$	-	\$	(8,658,382)		(23,958,382)	\$	(23,958,382)
\$	- ;	\$	- \$	-	\$		\$	3,202,452	\$	3,202,452
\$ \$	-	\$ \$	- \$ - \$	-	\$ \$	-	\$ \$ \$	- 3,202,452	\$ \$	- 3,202,452
\$ \$ \$		\$	- \$ - \$ - \$	-	\$ \$92	2 -	\$ \$	368,282	\$	- 368,282

20	23-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	С	OTAL PROJECT OST THRU 2026 Incl PY Actuals)
\$		- \$		-	\$	-	\$	-	\$ (2,834,170)	\$	(2,834,170)

	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	\$ 30,788,58
\$ \$ \$ \$ \$ \$ \$ \$	1,539,454 \$ - \$ (1,539,454) \$	- \$ 1,601,032 \$ - \$ - \$ (1,601,032) \$	- \$ 1,665,074 \$ - \$ - \$ (1,665,074) \$	- \$ - \$ (1,731,676) \$	30,788,588 5 1,422,548 5 - 6 (29,366,040)	\$ 30,788,56 \$ 1,422,54 \$ - \$ (29,366,04
\$ \$ \$ \$ \$	- \$ 15,394,541 \$ - \$ (15,394,541) \$	- \$ 16,010,323 \$ - \$ (16,010,323) \$	- \$ 16,650,736 \$ - \$ (16,650,736) \$	- \$ (17,316,765) \$	5 167,307,693 5 762,048 5 2,768,554 5 (163,777,091)	\$ (9,680,17 \$ 167,307,66 \$ 762,04 \$ 2,768,55 \$ (163,777,05
\$ \$ \$ \$ \$ \$	30,789,081 \$ - \$ (30,789,081) \$	- \$ 32,020,645 \$ - \$ - \$ (32,020,645) \$	33,301,470 \$ - \$ - \$ (33,301,470) \$	- \$ - \$ - \$ - \$	5 137,176,049 5 -	\$ (70,418,28 \$ 137,176,04 \$ - \$ 5 \$ (137,176,04
\$	- \$	- \$	- \$	- \$		\$ 10,000,00
\$ \$ \$ \$	- \$ - \$ - \$	- \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$	5 10,000,000 5 - 5 - 5 (10,000,000)	\$ 10,000,00 \$ - \$ - \$ (10,000,00
\$	- \$	- \$	- \$	- \$		\$ 10,000,00
\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$	5 10,000,000 5 - 5 -	\$ 10,000,000 \$ - \$ 5 \$ (10,000,000
\$	1,539,454 \$	1,601,032 \$	1,665,073 \$	1,731,676 \$	5 117,223,301	\$ 117,691,31
\$ \$ \$ \$ \$	- \$ 1,539,454 \$ - \$ - \$ (1,539,454) \$	- \$ 1,601,032 \$ - \$ - \$ (1,601,032) \$	- \$ 1,665,073 \$ - \$ - \$ (1,665,073) \$	- \$ - \$	110,424,813 5 75,783,858 5 -	\$ (7,266,50 \$ 110,424,81 \$ 75,783,85 \$ - \$ (34,640,95

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

OTAL PROJECT OST THRU 2026 Incl PY Actuals)	CO	20 YEAR CIP TOTAL	:	2026-2027		2025-2026		2024-2025		2023-2024	
3,374,59	\$	3,374,592	\$	-	\$	-	\$		\$	-	\$
3,374,59; - - (3,374,59;	\$ \$ \$ \$	3,374,592 - (3,374,592)	\$ \$ \$ \$:	\$ \$ • \$ • \$: : :	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$
50,121,794	\$	50,066,335	\$	865,838	* \$	832,537	\$	800,516	\$	769,727	\$
(55,45	\$		\$		\$	- -	\$		\$		\$
50,066,333 4,000,000 12,000,000	\$ \$ \$	50,066,335 4,000,000 12,000,000	\$ \$ \$	865,838 - -	. \$	832,537 - -	\$	800,516 - -	\$	769,727 - -	\$ \$ \$
(34,066,33	\$	(34,066,335)		(865,838)		(832,537)		(800,516)		(769,727)	\$
9,566,53	\$	9,566,532	\$	432,919	3 \$	416,268	\$	400,258	\$	384,864	\$
-	\$		\$	-	\$	=	\$	-	\$	-	\$
9,566,532	\$	9,566,532	\$ \$	432,919 -	. \$	416,268 -	\$ \$	400,258	\$ \$	384,864 -	\$ \$
(9,566,532	\$	(9,566,532)	\$ \$	(432,919)		(416,268)	\$ \$	(400,258)	\$ \$	(384,864)	\$
64,713,623	\$	64,658,164	\$	1,298,757	5 \$	1,248,805	\$	1,200,774	\$	1,154,591	\$
(55,459 64,658,16	\$ \$	- 64,658,164	\$ \$	- 1,298,757	\$	- 1,248,805	\$ \$	- 1,200,774	\$ \$	- 1,154,591	\$
4,000,000	\$	4,000,000	\$	-	\$	-	\$	-	\$	-	\$
12,000,000 (48,658,164	\$	12,000,000 (48,658,164)	\$	- (1,298,757)	5) \$	- (1,248,805)	\$	- (1,200,774)	\$	- (1,154,591)	\$
(-,, -											
	s		\$	-	\$	-	\$	-	\$	-	\$
20,291,600	\$	-	\$	-	\$	-	\$	-	\$	-	\$
	\$ \$ \$ \$ \$ \$ \$		\$ \$	-	\$ \$ \$ \$ \$ • \$ \$	-	\$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$	-	\$ \$ \$ \$ \$ \$

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)		20 YEAR CIP TOTAL		2026-2027		2025-2026		2024-2025		2023-2024	
-		12,698,542 12,698,542 (12,698,542)	- \$ - \$ - \$ - \$ - \$		\$ 2 \$ - \$ - \$		\$ \$ \$ \$ \$ \$: : : : : : : : : : : : : : : : : : : :	\$ \$ \$ \$ \$	1,363,530 1,363,530 - (1,363,530)	\$ \$ \$ \$
5,732,481 - (5,732,481	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	5,732,481 - (5,732,481)	- \$ - \$ - \$ - \$		\$ - \$ - \$:	\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$ \$
606,341	\$	606,341	- \$		\$	-	\$	-	\$	-	\$
- 606,341 - - (606,341) 300,000	\$ \$ \$ \$	606,341 - - (606,341)	- \$ - \$ - \$ - \$		\$ - \$ - \$: : : :	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$
	9 5 9 9	300,000 300,000	- \$ - \$ - \$ - \$		\$ - \$ - \$:	\$:	\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$ \$
77,000 (77,000 - - -	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	77,000 (77,000)	- \$ - \$ - \$ - \$ - \$		\$ \$ \$ \$ \$ \$ \$ \$	-	\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$

TAL PROJECT ST THRU 2020 ICI PY Actuals	CO	20 YEAR CIP TOTAL		2026-2027		2025-2026		2024-2025		2023-2024	
1,526,92	\$		\$	-	\$	-	\$	-	\$	-	\$
(1,526,92 - - - -	\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$: : :	\$ \$ • \$ • \$: : :	\$ - \$ - \$: : :	\$ \$ \$ \$ \$: : :	\$ \$ \$ \$
2,684,00	\$	671,757	\$	<u>-</u>	\$	- -	\$	-	\$	-	\$
(2,034,95 649,00 - 52,00 (597,00	\$ \$ \$ \$ \$	(22,756) 649,001 - 52,000 (597,001)	\$ \$ \$ \$: : :	\$ \$ • \$ • \$:	\$ - \$ - \$:	\$ \$ \$ \$:	\$ \$ \$ \$
189,332,44	\$	189,332,447	\$	-	\$	-	\$	-	\$	-	\$
- 189,332,44 - 379,56 (188,952,88	\$ \$ \$ \$ \$	189,332,447 - 379,596 (188,952,851)	\$ \$ \$ \$ \$	- - - - -	\$ \$ \$ \$ \$ \$	- - - -	\$ - \$ - \$:	\$ \$ \$ \$	- - - -	\$ \$ \$ \$ \$
	H										
15,795,00	\$	4,393,016	\$	-	\$	-	\$	-	\$	-	\$
(15,795,00 - - - -	\$ \$ \$ \$	(4,393,016) - - - -	\$ \$ \$ \$		\$ \$ • \$ • \$	-	\$ - \$ - \$:	\$ \$ \$:	\$ \$ \$ \$
27,936,73	\$	27,936,738	\$	1,731,676	\$	1,665,074	32 \$	1,601,032	\$	1,539,454	\$
- 27,936,7: 1,931,16 4,000,00 (22,005,57	\$ \$ \$ \$ \$	27,936,738 1,931,160 4,000,000 (22,005,578)	\$ \$ \$	1,731,676 - - (1,731,676)	; \$ - \$ - \$	1,665,074 - - (1,665,074)	- \$ - \$	1,601,032 - (1,601,032	\$ \$ \$	1,539,454 - - (1,539,454)	\$ \$ \$ \$

TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)		20 YEAR CIP TOTAL		2026-2027		2025-2026		2024-2025		2023-2024	
11,125,73(11,125,736	\$	-	\$	-	\$	-	\$	2,947,144	\$
11,125,730 - 10,480,000		11,125,736 - 10,480,000 (645,736)	\$ - \$ - \$:	\$ \$ \$ \$: :	\$ \$ \$ \$:	\$ \$	- 2,947,144 - 2,620,000 (327,144)	\$ \$ \$ \$
108,166	**	108,160	\$	-	\$	-	\$	-	\$	-	\$
108,166		- 108,160 - - (108,160)	\$ - \$ - \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$: : :	\$ \$ \$ \$
33,023,586		33,023,588	6 \$	1,731,676	\$	1,665,074	\$	1,601,032	\$	1,539,454	\$
33,023,586		33,023,588 - - (33,023,588)	- \$ - \$	1,731,676 - - - (1,731,676	\$ \$	1,665,074 - - (1,665,074)	\$ \$	1,601,032 - - (1,601,032)	\$ \$	1,539,454 - - (1,539,454)	\$ \$ \$ \$
1,398,820		1,201,140	\$	-	\$	-	\$	-	\$	-	\$
-		(1,201,140) - - - -	\$ - \$ - \$	- - - - -	\$ \$ \$ \$	- - - - -	\$ \$ \$ \$	- - - - -	\$ \$ \$ \$	- - - - -	\$ \$ \$ \$
1,000,000		1,000,000	\$	-	\$	-	\$	-	\$	-	\$
1,000,000		1,000,000 - (1,000,000)	\$ - \$ - \$: :	\$ \$ \$ \$: : :	\$ \$ \$ \$: : : : : : : : : : : : : : : : : : : :	\$ \$ \$ \$: : :	\$ \$ \$ \$ \$

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET TOTAL PROJECT COST THRU 2026 (Incl PY Actuals) 20 YEAR CIP TOTAL 2023-2024 2024-2025 2025-2026 \$ 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) \$ 26,479,299 \$ 17,030,441 \$ 10,281,257 \$ 10,281,257 \$ 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 \$ (20,404,574)

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

TAL PROJEC [*] ST THRU 2020 cl PY Actuals	cos	20 YEAR CIP TOTAL		2026-2027		2025-2026		2024-2025		2023-2024	
1,951,81	\$	682,994	\$	-	\$	-	\$	-	\$	-	\$
(1,951,81 - - - -	\$ \$ \$ \$	(682,994) - - - - -	\$ \$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$
51,649,0€	\$	51,649,062	\$	3,601,887	\$	3,463,353	\$	3,330,147	\$	3,202,064	\$
- 51,649,06 - - - (51,649,06	\$ \$ \$ \$ \$	51,649,062 - - (51,649,062)	\$ \$	3,601,887 - (3,601,887)	\$ \$	3,463,353 - (3,463,353)	\$ \$	3,330,147 - (3,330,147)	\$ \$	3,202,064 - - (3,202,064)	\$ \$ \$ \$
69,726,23	\$	69,726,234	\$	4,862,547	\$	4,675,526	\$	4,495,698	\$	4,322,787	\$
69,726,23 - - (69,726,23 41,319,25	\$ \$ \$ \$	69,726,234 - (69,726,234) 41,319,250		4,862,547 - - (4,862,547) 2,881,510		4,675,526 - (4,675,526) 2,770,682		4,495,698 - (4,495,698) 2,664,118		- 4,322,787 - - (4,322,787) 2,561,652	\$ \$ \$ \$
- 41,319,25 - - - (41,319,25	\$ \$ \$ \$	41,319,250 - (41,319,250)	\$	2,881,510 - - - (2,881,510)	\$ \$	2,770,682 - - (2,770,682)	\$ \$ \$ \$	2,664,118 - - (2,664,118)	\$ \$ \$ \$	2,561,652 - - - (2,561,652)	\$ \$ \$ \$
1,405,26	\$	1,207,948	\$	-	\$	-	\$	-	\$	-	\$
(1,405,26 - - - -	\$ \$ \$ \$ \$	(1,207,948) - - - - -	\$ \$ \$ \$ \$: : :	\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$: : :	\$ \$ \$ \$ \$	<u>:</u> : :	\$ \$ \$ \$

	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
\$ \$ \$ \$	<u>:</u> :	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	(21,012) 1,096,250 1,296,250 - 200,000	\$ (43,75) \$ 1,096,25 \$ 1,296,25 \$ - \$ 200,000
\$	-	\$	- \$	- \$	- \$	1,700,000	\$ 1,700,000
\$ \$ \$ \$: : :	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1,700,000 - 1,700,000 -	\$ 1,700,000 \$ - \$ 1,700,000 \$
\$	-	\$	- \$	- \$	- \$	3,440,568	\$ 3,440,560
\$ \$ \$ \$: : :	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	3,440,568 2,655,345 - (785,223)	\$ 3,440,56i \$ 2,655,34i \$ - \$ (785,22:
\$	-	\$	- \$	- \$	- \$	860,000	\$ 860,000
\$ \$ \$ \$:	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	860,000 - 861,000 1,000	\$ - \$ 860,000 \$ - \$ 861,000 \$ 1,000
\$	-	\$	- \$	- \$	- \$	1,000,000	\$ 1,000,000
\$ \$ \$ \$: : : :	\$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1,000,000 - - (1,000,000)	\$ - \$ 1,000,000 \$ - \$ - \$ (1,000,000
\$	-	\$	- \$	- \$	- \$	60,000	\$ 60,000
\$ \$ \$ \$:	\$ \$ \$ \$ \$	- S - S - S - S - S	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	60,000 - - (60,000)	\$ 60,000 \$ - \$ (60,000

AL PROJECT T THRU 2026 I PY Actuals)	cos	20 YEAR CIP TOTAL		2026-2027		2025-2026		2024-2025		2023-2024	
11,334,662	\$	11,334,662	\$	-	\$	849,160	\$	1,050,173	\$	922,726	\$
- 11,334,662 - - - (11,334,662	\$ \$ \$ \$	- 11,334,662 - - (11,334,662)	\$ \$ \$ \$:	\$ \$	849,160 - - (849,160)	\$ \$		\$ \$	922,726 - - (922,726)	\$ \$ \$ \$
4,234,372	\$	1,931,185	\$	-	\$		\$	_	\$	-	\$
(4,070,747 163,624 - 426,000 262,378	\$ \$ \$ \$ \$ \$	(1,767,560) 163,625 - 426,000 262,375	\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$:	\$ \$ \$ \$		\$ \$ \$ \$:	\$ \$ \$ \$
6,287	\$	2,921	\$	-	\$	-	\$	-	\$	-	\$
(6,287 - - - - 3,101,708	\$ \$ \$ \$ \$	(2,921) - - - - - - - 3,101,708	\$ \$ \$ \$ \$	216,306	\$ \$ \$ \$	207,986	\$ \$ \$ \$ \$		\$ \$ \$ \$ \$		\$ \$ \$ \$ \$
- 3,101,708 - 930,760 (2,170,948	\$ \$ \$ \$		\$ \$ \$ \$		\$ \$ \$	207,986 - 46,538 (161,448)	\$ \$ \$	199,987 - 46,538 (153,449)	\$ \$ \$	192,295 46,538 (145,757)	\$ \$ \$ \$ \$ \$
57,603,791	\$	57,141,884	\$	4,144,167	\$	3,984,776	\$	3,831,516	\$	3,684,150	\$
(479,839 57,123,952 5,754,533 - (51,369,419	\$ \$ \$ \$	5,754,533	\$ \$ \$	4,144,167 - - (4,144,167)	\$ \$ \$	3,984,776 - - (3,984,776)	\$ \$ \$	3,831,516 - - (3,831,516)	\$ \$ \$	3,684,150 - - (3,684,150)	\$ \$ \$ \$

	2023-2024	2024-2025	2025-2026	2026-2027	20 YEAR CIP TOTAL	TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
\$	- \$	- \$	- 5	-	\$ 3,200,000	\$ 3,200,000
\$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- ; - ;	5 - 5 - 5 -	\$ - \$ 3,200,000 \$ - \$ (3,200,000) \$ 3,300,000	\$ - \$ 3,200,000 \$ - \$ (3,200,000
****	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- ; - ;	5 - 5 - 5 -	\$ \$ 3,300,000 \$ \$. \$ (3,300,000)	\$ 3,300,000 \$ - \$ (3,300,000
* * * * * * *	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- ;	6 - 5 - 5 -	\$ 1,700,000 \$ - \$ 1,700,000 \$ - \$ (1,700,000)	\$ 1,700,000 \$ - \$ 1,700,000 \$ - \$ - \$ (1,700,000
\$	- \$	- \$	- \$	-	\$ 400,000	\$ 400,000
\$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- ; - ;	6 - 5 - 5 - 5 -	\$ - \$ 400,000 \$ - \$ (400,000)	\$ - \$ 400,000 \$ - \$ (400,000
\$	- \$	- \$	- \$	-	\$ 1,800,000	\$ 1,800,000
* * * * * *	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- ; - ;	5 - 5 - 5 -	\$ - \$ 1,800,000 \$ - \$ 5 \$ (1,800,000)	\$ 1,800,000 \$ - \$ (1,800,000
\$ \$ \$ \$	67,473,560 \$ - \$ 67,473,560 \$ - \$ 3,606,538 \$	61,122,328 \$ - \$ 61,122,328 \$ - \$ 986,538 \$	50,541,314	\$ - \$ 49,457,462 \$ -	\$ (21,711,497) \$ 1,215,620,468 \$ 11,637,288	\$ 1,290,246,416 \$ (74,625,948 \$ 1,215,620,468 \$ 11,637,288 \$ 37,929,356

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)	\$ (1,166,053,82

2023-2024		2024-2025		2025-2026		2026-2027		20 YEAR CIP TOTAL	CC	OTAL PROJECT OST THRU 2026 ncl PY Actuals)
-	\$	-	\$	-	\$		\$		\$	
:	\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$ \$ \$:	\$ \$ \$ \$ \$ \$ \$ \$: : : :	\$ \$ \$ \$ \$	156,911,000	*****	- - - - - 156,911,000
:	\$ \$ \$ \$ \$		\$ \$ \$ \$:	\$ \$ \$ \$:	\$ \$ \$ \$	156,911,000 500,000 -	***	156,911,00 500,00
247,762,028	\$	257,672,509	\$	-	\$	-	\$	1,214,001,017	\$	1,214,001,01
247,762,028 - - (247,762,028)	\$ \$ \$ \$	257,672,509 - - (257,672,509)	\$ \$ \$ \$ \$:	\$ \$ \$ \$ \$: : :	\$ \$ \$ \$	1,214,001,017 - - - (1,214,001,017)	* * * * *	1,214,001,01 - - (1,214,001,01
991,336,058	\$	1,082,638,800	\$	591,176,023	\$	-	\$	4,228,662,378	\$	4,228,662,37
-	\$ \$	(1,082,638,800)	\$ \$	-	\$ \$: :	\$ \$ \$ \$		\$ \$	4,228,662,37 (4,228,662,37
: : :	\$	-	\$ \$ \$ \$ \$ \$	2,233,032,000		-	\$ \$ \$ \$ \$	2,233,032,000	****	- - - - 2,233,032,00
: : :	\$ \$ \$ \$ \$: : :	\$ \$ \$ \$ \$ \$ \$	2,233,032,000 - - (2,233,032,000)	\$ \$ \$		\$ \$ \$ \$ \$	2,233,032,000 - - (2,233,032,000)	\$ \$ \$ \$ \$ \$	- 2,233,032,00 - - (2,233,032,00

FY 2007/2008 ANNUAL CAPITAL IMPROVEMENT BUDGET

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

TOTAL PROJEC COST THRU 202 (Incl PY Actuals	C	20 YEAR CIP TOTAL	2027		2025-2026		2024-2025		2023-2024	
\$ 159,893,9	\$	159,470,213	- \$	\$	-	\$	- -	\$	-	\$
\$ 159,430,7: \$ 38,000,00 \$ 17,300,00 \$ (104,130,7:	\$ \$ \$ \$ \$ \$	(39,416) 159,430,797 38,000,000 17,300,000 (104,130,797) 67,304,648	- \$ - \$ - \$ - \$	\$ \$ \$ \$ \$: : :	\$ \$ \$ - \$ - \$:	\$ \$ \$ \$
\$ (95,3: \$ 67,304,6 \$ 20,750,0 \$ 15,000,0	\$ \$ \$ \$	67,304,648 20,750,000 15,000,000	- \$ - \$ - \$	\$ \$ \$ \$:	\$ \$ - \$	-	\$ \$ - \$:	\$ \$ \$
	\$	343,962,000	- \$	\$	-	- \$	-	- \$	-	\$
\$ 343,962,0 \$ - \$ -	\$ \$ \$ \$ \$ \$ \$	343,962,000 - - - (343,962,000)	- \$ - \$ - \$ - \$	\$ \$ \$ \$ \$ \$:	\$ \$ - \$ - \$		\$ - - - - - - -	: . :	\$ \$ \$ \$
\$ 44,550,0	\$	44,550,000	- \$	\$	-	\$	-	\$	-	\$
\$ 44,550,0 \$ - \$ -	\$ \$ \$ \$	44,550,000 - - (44,550,000)	- \$ - \$ - \$ - \$	\$ \$ \$ \$	- - - - -	\$ - \$ - \$:	\$ - \$ - \$:	\$ \$ \$ \$
\$ 14,038,0	\$	14,038,000	- \$	\$		\$	-	\$	-	\$
\$ 14,038,0	\$ \$ \$ \$ \$	14,038,000 - - (14,038,000)	- \$ - \$ - \$ - \$	\$ \$ \$ \$:	\$ - \$ - \$:	\$ \$ - \$ - \$: : :	\$ \$ \$ \$

	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 \$ - \$ - \$ (115,844,000) \$	4,500,000 7,800,000	\$ - \$ 963,095,172 \$ 4,500,000 \$ 7,800,000 \$ (950,795,172)
\$	- \$	- \$	- \$	- \$	120,263,966	\$ 600,043,984
\$ \$ \$ \$	- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	27,744,308 67,645,107	\$ (497,254,944) \$ 102,789,040 \$ 27,744,308 \$ 67,645,107 \$ (7,399,625)
\$	- \$	- \$	- \$	- \$	3,893,338	\$ 3,900,000
\$ \$ \$ \$	- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	1,815,605 3,000,000	\$ (238,000) \$ 3,662,000 \$ 1,815,605 \$ 3,000,000 \$ 1,153,605
\$	- \$	- \$	- \$	- \$	3,059,590	\$ 3,059,590
\$ \$ \$ \$	- \$ - \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	3,059,590	\$ - \$ 3,059,590 \$ 3,059,590 \$ - \$ -
\$	- \$	- \$	- \$	- \$	1,405,740,167	\$ 1,424,532,569
\$ \$ \$ \$ \$ \$	- \$	- \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$ - \$	- \$ - \$ - \$ - \$	123,139,000 1,102,200,000	\$ (40,976,203) \$ 1,383,556,366 \$ 123,139,000 \$ 1,102,200,000 \$ (158,217,366)

											_
TOTAL PROJEC COST THRU 202 (Incl PY Actuals		20 YEAR CIP TOTAL		2026-2027		2025-2026		2024-2025		2023-2024	
\$ 119,122,65	_	119,122,656	\$								\$
•			\$	_	\$	_	\$	_	e	_	\$
\$ - \$ 119,122,65 \$ -	\$	119,122,656		9,004,718		8,658,382		8,325,368	\$ \$ \$	8,005,161	\$ \$
\$ -	\$		\$	-	\$	-	\$	-	\$	-	\$
\$ (119,122,65	\$	(119,122,656)	\$	(9,004,718)) \$	(8,658,382)	\$	(8,325,368)	\$	(8,005,161)	\$
\$ 600,00	\$	600,000	\$	-	\$	-	\$	-	\$	-	\$
\$ -			\$	-	\$	-	\$	-	\$	-	\$
\$ 600,00 \$ -	\$	600,000	\$ \$	٠.	\$ \$	-	\$ \$	٠.	\$ \$	٠.	\$ \$
\$ - \$ (600,00	\$	(600,000)	\$ \$		\$ \$		\$		\$ \$		\$ \$
\$ 1,500,00		1,500,000	\$		\$		\$		\$		\$
			\$		\$						
\$ - \$ 1,500,00 \$ -	\$	1,500,000	\$ \$	-	\$ \$	-	\$ \$ \$	•	\$ \$ \$	-	\$ \$ \$
\$ -	\$		\$	-	\$	-	\$	-	\$	-	\$
\$ (1,500,00	*	(1,500,000)	\$	•	\$	-	\$	•	\$	-	\$
\$ 1,600,00		1,600,000	\$		\$		\$		\$		\$
\$ 1,600,00 \$ -	\$	1,600,000	\$ \$	-	\$	-	\$ \$	-	\$ \$	•	\$ \$ \$ \$
\$ 1,600,00 \$ - \$ - \$ (1,600,00	\$	(1,600,000)	\$	-	\$ \$ \$	-	\$	-	\$ \$ \$ \$	-	\$
. (-,2)0			_		_		_		_		,
	_										_

City County of San Francisco MUNICIPAL TRANSPORTATION AGENCY FY 2

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

				2026-2027 \$ 900,472		TOTAL PROJECT COST THRU 2026 (Incl PY Actuals)
*	800,516	832,537	\$ 800,838	\$ 900.4/2	\$ 14,412,266	\$ 14,412,26
\$ \$ \$ \$ \$ \$	800,516 · · · · · · · · · · · · · · · · · · ·	\$ 832,537 \$ - \$ - \$ (832,537)	\$ 865,838 \$ - \$ - \$ (865,838)	\$ 900,472 \$ - \$ - \$ (900,472)	\$ 14,412,266 \$ - \$ - \$ (14,412,266)	\$ - \$ 14,412,26 \$ - \$ - \$ (14,412,26
\$	160,103 \$	\$ 166,507	\$ 173,168	\$ 180,094	\$ 3,082,453	\$ 3,082,45
\$ \$ \$ \$	160,103 	\$ 166,507 \$ -	\$ 173,168 \$ -	\$ 180,094 \$ -	\$ 3,082,453 \$ -	\$ - \$ 3,082,45 \$ - \$ -
\$	(160,103)	\$ (166,507)	\$ (173,168)	\$ (180,094)	\$ - \$ (3,082,453)	\$ (3,082,45
					\$ 21,723,588	\$ 21,723,58
\$ \$ \$	1,539,454 -	\$ 1,601,032	\$ 1,665,074 \$ -	\$ 1,731,676 \$ -	\$ -	\$ - \$ 21,723,58 \$ - \$ -
\$	(1,539,454)	\$ (1,601,032)	\$ (1,665,074)	\$ (1,731,676)	\$ (21,723,588)	\$ (21,723,58
\$	- (· ·	\$ -	\$ -	\$ 1,000,000	\$ 1,000,00
\$ \$ \$	- :	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ 1,000,000 \$ - \$ - \$ (1,000,000)	\$ - \$ 1,000,00 \$ - \$ (1,000,00

2023	3-2024		2024-2025	2025-2026		2026-2027	20 YEAR CIP TOTAL	c	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

									20 YEAR CIP			OTAL PROJECT
	2023-2024		2024-2025		2025-2026		2026-2027		TOTAL			ncl PY Actuals)
\$	- 9		- \$			\$		\$	650,000	ŀ	\$	650,00
•	·		·						30,000		•	333,03
\$ \$ \$ \$ \$	- \$ - \$	5 5 5	- \$ - \$ - \$ - \$	5 5	: : :	\$ \$ \$ \$:	\$ \$ \$ \$	650,000 - - (650,000)		\$ \$ \$ \$	- 650,00 - - - (650,00
\$	- 9	6	- \$	5		\$		\$	600,000	+	\$	600,00
\$ \$	- 9	5	- \$ - \$		-	\$ \$	- -	\$ \$	- 600,000		\$	- 600,00
\$	- \$	\$	- \$	\$	-	\$	-	\$	-		\$	-
\$	- \$	\$	- \$	5	-	\$	-	\$			\$	-
\$		\$	- \$		-	\$	-	\$	(600,000)		\$	(600,00
\$	1,249,603,321	\$	1,351,236,753	5	2,835,570,485	\$	127,660,960	\$	11,135,285,927		\$	11,634,384,13
\$	- 5	e	- 3	ŧ	_	\$	_	\$	(39,929,481)		\$	(539,027,68
	1,249,603,321		1,351,236,753		2,835,570,485	\$	127,660,960	\$	11,095,356,446		\$	11,095,356,44
\$	- 9		- \$		-	\$	-	\$	221,358,503		\$	221,358,50
\$	- \$	5	- \$	•	-	\$	-	\$	1,212,945,107		\$	1,212,945,10
\$	(1,249,603,321) \$	\$	(1,351,236,753) \$	\$	(2,835,570,485)	\$	(127,660,960)	\$	(9,661,052,836)		\$	(9,661,052,83
\$	1,458,629,682	6	1,559,573,994 \$	5	3,039,215,308	\$	310,370,924	\$	14,514,195,066	+	\$	15,258,529,84
\$	- 5		- \$		_	\$,,-	\$	(147,675,355)		\$	(892,010,13
	1,458,629,682		1,559,573,994		3,039,215,308	\$	310,370,924	\$	14,366,519,711		\$	14,366,519,71
\$	2,000,000		- \$		•	\$	•	\$	468,775,529		\$	468,775,52
\$	24,106,538	5	25,986,538 \$,	25,986,538	\$	25,986,538	\$	1,715,921,991		\$	1,715,921,99
\$	(1,432,523,144)	\$	(1,533,587,456) \$	5	(3,013,228,770)	\$	(284,384,386)	\$	(12,181,822,191)	ı	\$	(12,181,822,19
										ı		
_										T		
										ı		
¢	1,707,800,477		2,341,239,339 \$		3,215,365,692	\$	443,015,233	e	19,568,830,269	4	\$	21,399,949,52
	1,707,800,477				3,213,363,692		443,015,233			ш		
\$	- 5	5	- \$		-	\$		\$	(264,823,258)		\$	(2,095,942,50
\$	1,707,800,477 \$ 2,000,000 \$		2,341,239,339 \$ 399,575 \$		3,215,365,692	\$	443,015,233	\$	19,304,007,011		\$	19,304,007,01 591,926,04
\$	2,000,000 \$ 137,483,538 \$		399,575 \$ 181,493,553 \$		201,036,538	\$	886,555 29,758,053	\$	591,926,045 3,630,122,962		\$	3,630,122,96
	137,483,538 (1,568,316,939)		(2,159,346,211)		(3,014,329,154)	•	(412,370,625)		(15,081,958,004)		\$	(15,081,958,00
Ģ	(1,000,010,009)		(2,105,540,211) \$		(0,014,025,154)	Ģ	(+12,370,023)	φ	(10,001,930,004)		9	(13,001,330,00