

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

REF NO.	DIVISION	PROJECT TYPE	PROJECT DESCRIPTION	ACTUAL EXPENDITURES/ REVENUES as of 1/23/07	5 YEAR CIP TOTAL					TOTAL PROJECT COST THRU 2012 (Incl PY Actuals)	PROJECT SELECTION CRITERIA IDENTIFIER	PROJECT RANKING & SCORE	
					2007-2008	2008-2009	2009-2010	2010-2011	2011-2012				
28	MUNI	EQUIPMENT	SHOP EQUIP PROGRAM: Ongoing acquisition and replacement of the equipment needed to support all aspects of Muni operations, maintenance, and admin functions. SIGNAL VITAL RELAY TEST SYSTEM - procurement of a computer based tester for subway surface signaling system relays; SPECIAL MACHINE SHOP HEATERS - Purchase of special machine shop heaters; SHOP HOIST REPLACEMENT - Purchase and replace four shop hoist.	\$ -	\$ 4,006,856	\$ 4,015,993	\$ 4,034,736	\$ 4,091,668	\$ 4,150,878	\$ 20,300,131	\$ 20,300,131	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 4,006,856	\$ 4,015,993	\$ 4,034,736	\$ 4,091,668	\$ 4,150,878	\$ 20,300,131	\$ 20,300,131	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ 375,000	\$ 375,000	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (4,006,856)	\$ (3,640,993)	\$ (4,034,736)	\$ (4,091,668)	\$ (4,150,878)	\$ (19,925,131)	\$ (19,925,131)	1A	0.0
CPT 398/444	ITS	SYSTEMS- MTA Wide	DATA PROCESSING & OFFICE EQUIP: Procurement and replacement of data processing and office equipment to support management, administration, planning, operations, and engineering services of the MTA.	\$ 3,802,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,802,446	1A	100.0
0	0	0	LESS FUNDED	\$ (3,802,446)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,802,446)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
CPT 474	MUNI	SYSTEMS- Muni	MIS: SCHEDULING SYS REPLACEMENT: Acquisition of an integrated, client-server based scheduling and dispatch system to replace the current RUCUS scheduling systems.	\$ 4,181,934	\$ 18,066	\$ -	\$ -	\$ -	\$ -	\$ 18,066	\$ 4,200,000	1A	100.0
0	0	0	LESS FUNDED	\$ (4,181,934)	\$ (18,066)	\$ -	\$ -	\$ -	\$ -	\$ (18,066)	\$ (4,200,000)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0

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107	ITS	SYSTEMS - MTA Wide	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.	\$	-	\$	300,000	\$	200,000	\$	200,000	\$	100,000	\$	100,000	\$	900,000	\$	900,000	1A	100.0
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	300,000	\$	200,000	\$	200,000	\$	100,000	\$	100,000	\$	900,000	\$	900,000	1A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(300,000)	\$	(200,000)	\$	(200,000)	\$	(100,000)	\$	(100,000)	\$	(900,000)	\$	(900,000)	1A	0.0
47	MUNI	EQUIPMENT	TRACTION POWER-HI-SPEED UNIT TRIP DEVICES - Purchase of equipment to improve the traction power system.	\$	-	\$	30,380	\$	-	\$	-	\$	-	\$	-	\$	30,380	\$	30,380	1A	100.0
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	30,380	\$	-	\$	-	\$	-	\$	-	\$	30,380	\$	30,380	1A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(30,380)	\$	-	\$	-	\$	-	\$	-	\$	(30,380)	\$	(30,380)	1A	0.0
7	MUNI	TRAINING	DRIVER TRAINING SIMULATORS: Purchase and install 360 degree computer based graphic training stations. These simulators will be used to train transit operators to provide control over difficult weather conditions, equipment malfunctions, traffic behaviors and other real-world hazard situations.	\$	-	\$	933,637	\$	-	\$	-	\$	-	\$	-	\$	933,637	\$	933,637	1A	100.0
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	933,637	\$	-	\$	-	\$	-	\$	-	\$	933,637	\$	933,637	1A	0.0

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0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(933,637)	\$	-	\$	-	\$	-	\$	(933,637)	\$	(933,637)	1A	0.0		
19	MUNI	TRAINING	RAIL TRAINING SIMULATOR: To purchase and install full scale rail training simulator and virtual learning environment. Includes the purchase of Audio Visual and multimedia setup for 5 class rooms	\$	-	\$	950,000	\$	-	\$	-	\$	-	\$	950,000	\$	950,000	1A	100.0		
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	950,000	\$	-	\$	-	\$	-	\$	950,000	\$	950,000	1A	0.0		
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(950,000)	\$	-	\$	-	\$	-	\$	(950,000)	\$	(950,000)	1A	0.0		
CPT 358/432/4 40	TPD	BUILDING	ISLAIS CREEK FACILITY: Development of a maintenance facility to replace the Kirkland motor coach maintenance facility. The replacement facility will accommodate 165 standard motor coaches.	\$	12,828,318	\$	33,695,134	\$	13,613,689	\$	13,613,689	\$	13,613,689	\$	2,537,659	\$	77,073,860	\$	89,902,178	1A	100.0
0	0	0	LESS FUNDED	\$	(12,828,318)	\$	(33,695,134)	\$	-	\$	-	\$	-	\$	(33,695,134)	\$	(46,523,452)	1A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	13,613,689	\$	13,613,689	\$	13,613,689	\$	2,537,659	\$	43,378,726	\$	43,378,726	1A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	17,721,564	\$	4,862,320	\$	-	\$	22,583,884	\$	22,583,884	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	4,107,875	\$	(8,751,369)	\$	(13,613,689)	\$	(2,537,659)	\$	(20,794,842)	\$	(20,794,842)	1A	0.0
CPT 305/433/5 22	TPD	LIGHT RAIL	THIRD STREET PHASE 1 - IOS/MME: Construction of the Initial Operating Segment (IOS) which includes trackway and related facilities. Construction of the Metro East (MME) light rail Maintenance Facility. Purchase of 10 LRVs for expanded Mission Bay service. This line will extend from the end of the MMX at Fourth & King Street, across the Fourth Street bridge, along Third Street to terminus in the vicinity of the Bayshore Caltrain Station.	\$	479,780,018	\$	17,474,926	\$	56,065,935	\$	46,723,105	\$	-	\$	-	\$	120,263,966	\$	600,043,984	1A	100.0
0	0	0	LESS FUNDED	\$	(479,780,018)	\$	(17,474,926)	\$	-	\$	-	\$	-	\$	(17,474,926)	\$	(497,254,944)	1A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	56,065,935	\$	46,723,105	\$	-	\$	102,789,040	\$	102,789,040	1A	0.0		
0	0	0	(1) Programmed	\$	-	\$	-	\$	23,224,577	\$	4,519,731	\$	-	\$	27,744,308	\$	27,744,308	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	7,000,000	\$	22,645,107	\$	38,000,000	\$	-	\$	67,645,107	\$	67,645,107	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	7,000,000	\$	(10,196,251)	\$	(4,203,374)	\$	-	\$	(7,399,625)	\$	(7,399,625)	1A	0.0		

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CPT 580	TPD	LIGHT RAIL	THIRD STREET PHASE 1 - MB LOOP: Construction of a Third Street short line terminal loop in Mission Bay, near Third and 18th Street. The loop will allow for short line operation to serve anticipated heavy demand in the Mission Bay area.	\$ 6,662	\$ 231,338	\$ 3,662,000	\$ -	\$ -	\$ -	\$ 3,893,338	\$ 3,900,000	1A	100.0
0	0	0	LESS FUNDED	\$ (6,662)	\$ (231,338)	\$ -	\$ -	\$ -	\$ -	\$ (231,338)	\$ (238,000)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 3,662,000	\$ -	\$ -	\$ -	\$ 3,662,000	\$ 3,662,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ 1,815,605	\$ -	\$ -	\$ -	\$ -	\$ 1,815,605	\$ 1,815,605	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 1,815,605	\$ (3,662,000)	\$ 3,000,000	\$ -	\$ -	\$ 1,153,605	\$ 1,153,605	1A	0.0
CPT 544	TPD	LIGHT RAIL	THIRD STREET PHASE 2 - CENTRAL SUBWAY: Extension and construction of the Third Street Corridor project which includes the new Central Subway to Chinatown. Extension of the Third Street Light Street Line into a new subway generally a north-south alignment under Third Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes the procurement of four LRVs.	\$ 18,792,402	\$ 22,183,801	\$ 66,413,266	\$ 272,359,483	\$ 296,268,124	\$ 184,246,493	\$ 841,471,167	\$ 860,263,569	1A	100.0
0	0	0	LESS FUNDED	\$ (18,792,402)	\$ (22,183,801)	\$ -	\$ -	\$ -	\$ -	\$ (22,183,801)	\$ (40,976,203)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 66,413,266	\$ 272,359,483	\$ 296,268,124	\$ 184,246,493	\$ 819,287,366	\$ 819,287,366	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 37,982,000	\$ 29,851,000	\$ 30,747,000	\$ 24,559,000	\$ 123,139,000	\$ 123,139,000	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 230,000,000	\$ 162,200,000	\$ 160,000,000	\$ 130,000,000	\$ 682,200,000	\$ 682,200,000	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ 201,568,734	\$ (80,308,483)	\$ (105,521,124)	\$ (29,687,493)	\$ (13,948,366)	\$ (13,948,366)	1A	0.0
280	TPD	LIGHT RAIL	THIRD STREET PHASE 1 - TVMS: Procurement and installation of ticket vending machines to allow faster boarding at high volume stops by providing the option of paying before boarding on the Third Street IOS. This project will be combined with the procurement of TVM projects in the Metro System including 19th Avenue platforms on the M-Line.	\$ -	\$ 1,529,795	\$ 1,529,795	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,529,795	\$ 1,529,795	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ 3,059,590	\$ -	\$ -	\$ -	\$ -	\$ 3,059,590	\$ 3,059,590	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 1,529,795	\$ (1,529,795)	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
10	SEC	SAFETY & SECURITY	ELECTRONIC LED SIGNAGE SYSTEM: EXPANSION TO NEXTBUS - Purchase and installation of a public information signage structure that will be installed at the entrances of all subway stations to alert and inform Muni passengers of the status of Muni service (e.g., train delays, emergencies and other service related disruptions)	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1A	0.0

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0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	2,000,000	\$	-	\$	-	\$	-	\$	2,000,000	\$	2,000,000	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	1,958,000	\$	(224,000)	\$	(867,000)	\$	(867,000)	\$	-	\$	-	1A	0.0		
CPT 303	TPD	BUILDING	OPERATOR RESTROOMS - T LINE: Continue the construction of Muni-only restroom facilities at transit terminals to provide Muni operators with restroom facilities availability 24-hours a day.	\$	1,931,849	\$	3,264,987	\$	-	\$	-	\$	-	\$	382,804	\$	3,647,791	\$	5,579,640	1A	100.0
0	0	0	LESS FUNDED	\$	(1,931,849)	\$	(803,151)	\$	-	\$	-	\$	-	\$	(803,151)	\$	(2,735,000)	1A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	2,461,836	\$	-	\$	-	\$	-	\$	382,804	\$	2,844,640	1A	0.0		
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(2,461,836)	\$	-	\$	-	\$	-	\$	(382,804)	\$	(2,844,640)	1A	0.0		
167	MUNI	BUS - Safety & Security	BUS VIDEO SYSTEM REPLACEMENT: Replace on board video system. This project will be coordinated with Security.	\$	-	\$	847,200	\$	847,200	\$	847,200	\$	847,200	\$	847,200	\$	4,236,000	\$	4,236,000	1A	100.0
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	847,200	\$	847,200	\$	847,200	\$	847,200	\$	847,200	\$	4,236,000	1A	0.0		
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(847,200)	\$	(847,200)	\$	(847,200)	\$	(847,200)	\$	(847,200)	\$	(4,236,000)	1A	0.0		
135	MUNI	LIGHT RAIL	LRV-BREDA SAFETY MODIFICATIONS: Installations and Improvements to the BREDA Light Rail Vehicles such as auto drop pantograph, crew door control switch, emergency door release, interlock step cutout/door, lighting ballasts replacement, master controller modifications, onboard event recorder, and sensitive edge body seals.	\$	-	\$	3,373,715	\$	3,373,715	\$	3,373,715	\$	3,373,715	\$	3,373,715	\$	16,868,573	\$	16,868,573	1A	100.0
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	3,373,715	\$	3,373,715	\$	3,373,715	\$	3,373,715	\$	3,373,715	\$	16,868,573	1A	0.0		
0	0	0	(1) Programmed	\$	-	\$	3,125,000	\$	8,209,578	\$	-	\$	-	\$	-	\$	11,334,578	1A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	1,165,422	\$	-	\$	-	\$	-	\$	1,165,422	1A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(248,715)	\$	6,001,285	\$	(3,373,715)	\$	(3,373,715)	\$	(3,373,715)	\$	(4,368,573)	1A	0.0		
67	TPD	BUILDING	CENTRAL OPERATION UPGRADES TO EXISTING FACILITY: Major focus of this project is the rehabilitation of this facility. Includes minor improvements, replacement and installation of small equipments items such as: 1) Voice Data Recorder for Central Control 2) Voice Data Recorder Motive Power 3) Replacement of computers 4) Installation of Motive Power Maintenance Telephone System.	\$	-	\$	231,153	\$	1,147,000	\$	1,787,000	\$	4,000,000	\$	3,490,000	\$	10,655,153	\$	10,655,153	1A	100.0

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0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	231,153	\$	1,147,000	\$	1,787,000	\$	4,000,000	\$	3,490,000	\$	10,655,153	\$	10,655,153			1A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(231,153)	\$	(1,147,000)	\$	(1,787,000)	\$	(4,000,000)	\$	(3,490,000)	\$	(10,655,153)	\$	(10,655,153)			1A	0.0
158	MUNI	BUS	REAR WHEEL SAFETY GUARD: Purchase approximately 800 safety rear wheel guard devices for the motor and trolley coach fleet	\$	-	\$	1,200,000	\$	-	\$	-	\$	-	\$	-	\$	1,200,000	\$	1,200,000			1A	100.0
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	1,200,000	\$	-	\$	-	\$	-	\$	-	\$	1,200,000	\$	1,200,000			1A	0.0
0	0	0	(1) Programmed	\$	-	\$	1,200,000	\$	-	\$	-	\$	-	\$	-	\$	1,200,000	\$	1,200,000			1A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
29	TPD	SYSTEMS- 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.	\$	-	\$	108,160	\$	-	\$	-	\$	-	\$	-	\$	108,160	\$	108,160			1A	100.0
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	108,160	\$	-	\$	-	\$	-	\$	-	\$	108,160	\$	108,160			1A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(108,160)	\$	-	\$	-	\$	-	\$	-	\$	(108,160)	\$	(108,160)			1A	0.0
CPT 470	TPD	BUILDING	CENTRAL CONTROL - FACILITY: Design and construction of a new central control facility to replace the existing facility which is undersized for its existing use, contributing to inefficiencies.	\$	462,501	\$	950,035	\$	18,549,965	\$	18,500,000	\$	18,500,000	\$	18,500,000	\$	75,000,000	\$	75,462,501			1A	100.0
0	0	0	LESS FUNDED	\$	(462,501)	\$	(950,035)	\$	-	\$	-	\$	-	\$	-	\$	(950,035)	\$	(1,412,536)			1A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	18,549,965	\$	18,500,000	\$	18,500,000	\$	18,500,000	\$	74,049,965	\$	74,049,965			1A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	1A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	15,000,000	\$	-	\$	-	\$	-	\$	15,000,000	\$	15,000,000			1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	(3,549,965)	\$	(18,500,000)	\$	(18,500,000)	\$	(18,500,000)	\$	(59,049,965)	\$	(59,049,965)			1A	0.0

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CPT 535	TPD	SYSTEMS - TPD	RADIO REPLACEMENT PROGRAM: 1) Replacement of the existing obsolete Radio Voice/Data Communications and Computer Aided Dispatch (CAD) systems with a new state-of-the art radio communication system. The FCC requires MTA to migrate to a newer narrow band radio system before 2013. 2) Includes the purchase and replacement of handheld mobile radios for the Safety and Security staff.	\$ 468,017	\$ 6,848,488	\$ 18,933,373	\$ 18,933,374	\$ 18,933,374	\$ 18,933,374	\$ 18,933,374	\$ 82,581,983	\$ 83,050,000	1A	100.0
0	0	0	LESS FUNDED	\$ (468,017)	\$ (6,798,488)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (6,798,488)	\$ (7,266,505)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 50,000	\$ 18,933,373	\$ 18,933,374	\$ 18,933,374	\$ 18,933,374	\$ 18,933,374	\$ 75,783,495	\$ 75,783,495	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ 4,017,066	\$ 17,941,698	\$ 17,941,698	\$ 17,941,698	\$ 17,941,698	\$ 17,941,698	\$ 75,783,858	\$ 75,783,858	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 3,967,066	\$ (991,675)	\$ (991,676)	\$ (991,676)	\$ (991,676)	\$ (991,676)	\$ 363	\$ 363	1A	0.0
45	TPD	SYSTEMS - TPD	SUPERVISORY CONTROL & DATA ACQUISITION (SCADA SYSTEM) - Purchase and Installation of hardware and software to support the existing system.	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ 180,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ 180,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (180,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (180,000)	\$ (180,000)	1A	0.0
CPT 551	TPD	BUS	BUS RAPID TRANSIT (BRT) - GEARY: Design and implement a rail-ready BRT project on Geary Blvd. Project includes planning, environmental, engineering, and construction. Project elements may include a dedicated lanes, better shelters, and information systems. Includes the TPS treatments on Geary east of Van Ness.	\$ 423,774	\$ 39,416	\$ 1,000,000	\$ 53,143,399	\$ 53,143,399	\$ 52,143,999	\$ 159,470,213	\$ 159,893,987	\$ 159,893,987	1A	100.0
0	0	0	LESS FUNDED	\$ (423,774)	\$ (39,416)	\$ -	\$ -	\$ -	\$ -	\$ (39,416)	\$ (463,190)	\$ (463,190)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 1,000,000	\$ 53,143,399	\$ 53,143,399	\$ 52,143,999	\$ 159,430,797	\$ 159,430,797	\$ 159,430,797	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 1,250,000	\$ 1,750,000	\$ 17,500,000	\$ 17,500,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 12,800,000	\$ 17,300,000	\$ 17,300,000	\$ 17,300,000	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ 1,750,000	\$ (49,893,399)	\$ (34,143,399)	\$ (21,843,999)	\$ (104,130,797)	\$ (104,130,797)	\$ (104,130,797)	1A	0.0
CPT 552	TPD	BUS	BUS RAPID TRANSIT (BRT) - VAN NESS: Design and implement a BRT project on Van Ness Avenue from Mission to North Point. Project includes planning, environmental, engineering, and construction. Project elements would be limited to the roadway and will require coordination with DPW landscaping and resurfacing projects.	\$ 95,352	\$ 2,204,648	\$ 21,700,000	\$ 21,700,000	\$ 21,700,000	\$ -	\$ 67,304,648	\$ 67,400,000	\$ 67,400,000	1A	100.0
0	0	0	LESS FUNDED	\$ (95,352)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (95,352)	\$ (95,352)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 2,204,648	\$ 21,700,000	\$ 21,700,000	\$ 21,700,000	\$ -	\$ 67,304,648	\$ 67,304,648	\$ 67,304,648	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ 1,750,000	\$ 19,000,000	\$ -	\$ -	\$ -	\$ 20,750,000	\$ 20,750,000	\$ 20,750,000	1A	0.0

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0	0	0	(2) Planned	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (454,648)	\$ 12,300,000	\$ (21,700,000)	\$ (21,700,000)	\$ -	\$ (31,554,648)	\$ (31,554,648)	1A	0.0
230	TPD	BUS	BUS RAPID TRANSIT PROGRAM (BRT): Design and implement BRT in San Francisco to improve service reliability, reduce travel time, and improve passenger comfort. BRT is a rubber-tired vehicle operations configured to increase speeds and capacity through the use of exclusive travel lanes, limited stops, signal priority, low-floor transit vehicles, prepaid fare systems, and passenger information. Corridors identified are Potrero Avenue, 19th Avenue, 16th Street, Folsom Street, and the Evans/Innes corridor to Hunters Point.	\$ -	\$ -	\$ -	\$ -	\$ 7,258,890	\$ 3,552,586	\$ 10,811,477	\$ 10,811,477	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ 7,258,890	\$ 3,552,586	\$ 10,811,477	\$ 10,811,477	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ 1,850,000	\$ -	\$ 1,850,000	\$ 1,850,000	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ (5,408,890)	\$ (3,552,586)	\$ (8,961,477)	\$ (8,961,477)	1A	0.0
60	TPD	BUILDING	BUS RAPID TRANSIT (BRT) FACILITY: Develop maintenance facilities and yard at the Kirkland yard for the new VanNess BRT and Geary BRT Lines.	\$ -	\$ 440,000	\$ 1,580,000	\$ 8,000,000	\$ 4,990,000	\$ 4,990,000	\$ 20,000,000	\$ 20,000,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 440,000	\$ 1,580,000	\$ 8,000,000	\$ 4,990,000	\$ 4,990,000	\$ 20,000,000	\$ 20,000,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (440,000)	\$ (1,580,000)	\$ (8,000,000)	\$ (4,990,000)	\$ (4,990,000)	\$ (20,000,000)	\$ (20,000,000)	1A	0.0
CPT 542	MUNI	BUILDING	POTRERO/PRESIDIO-TC LIFTS: Purchase and install lifts at the Potrero and Presidio Maintenance Facilities to replace the existing lifts. These lifts are used to raise the ETI Trolley Coaches to allow maintenance activities from under the vehicle and side compartment access.	\$ 34,615	\$ 345,385	\$ 3,125,000	\$ -	\$ -	\$ -	\$ 3,470,385	\$ 3,505,000	1A	100.0
0	0	0	LESS FUNDED	\$ (34,615)	\$ (345,385)	\$ -	\$ -	\$ -	\$ -	\$ (345,385)	\$ (380,000)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 3,125,000	\$ -	\$ -	\$ -	\$ 3,125,000	\$ 3,125,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 3,125,000	\$ -	\$ -	\$ -	\$ 3,125,000	\$ 3,125,000	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0

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78	MUNI	BUILDING	CABLE CAR VENTILATION SYSTEM: Installation and replacement of the fresh air and exhaust ventilation systems for the cable car machinery area.	\$ -	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ 115,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ 115,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (115,000)	\$ -	\$ -	\$ -	\$ -	\$ (115,000)	\$ (115,000)	1A	0.0
101	TPD	LIGHT RAIL	MUNI METRO EAST - RESTORE SCOPE: To restore the scope of work to the project to ensure a fully functional maintenance facility.	\$ -	\$ 750,000	\$ 4,200,000	\$ 22,475,000	\$ 15,000,000	\$ 7,575,000	\$ 50,000,000	\$ 50,000,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 750,000	\$ 4,200,000	\$ 22,475,000	\$ 15,000,000	\$ 7,575,000	\$ 50,000,000	\$ 50,000,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ 29,000,000	\$ -	\$ -	\$ -	\$ -	\$ 29,000,000	\$ 29,000,000	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 28,250,000	\$ (4,200,000)	\$ (22,475,000)	\$ (15,000,000)	\$ (7,575,000)	\$ (21,000,000)	\$ (21,000,000)	1A	0.0
CPT 581	MUNI	BUS	MC REPLACE-30 HYBRIDS (30'): Replacement of 30 motor coaches 30-foot 1990 Orions with 30-foot Hybrid-Electric vehicles.	\$ 17,588,128	\$ 5,304,053	\$ 7,882,543	\$ -	\$ -	\$ -	\$ 13,186,596	\$ 30,774,724	1A	100.0
0	0	0	LESS FUNDED	\$ (17,588,128)	\$ (5,304,053)	\$ -	\$ -	\$ -	\$ -	\$ (5,304,053)	\$ (22,892,181)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 7,882,543	\$ -	\$ -	\$ -	\$ 7,882,543	\$ 7,882,543	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (7,882,543)	\$ -	\$ -	\$ -	\$ (7,882,543)	\$ (7,882,543)	1A	0.0
CPT 554	MUNI	BUS	MC REPLACE-56 HYBRIDS (40'): Replacement of 56 motor coaches with 51 Hybrid-electric 40-foot 1988/1989 New Flyers and 5 30-foot 1990 Orions vehicle.	\$ 33,376,050	\$ 13,479,222	\$ 4,730,511	\$ -	\$ -	\$ -	\$ 18,209,733	\$ 51,585,783	1A	100.0
0	0	0	LESS FUNDED	\$ (33,376,050)	\$ (13,479,222)	\$ -	\$ -	\$ -	\$ -	\$ (13,479,222)	\$ (46,855,272)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 4,730,511	\$ -	\$ -	\$ -	\$ 4,730,511	\$ 4,730,511	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (4,730,511)	\$ -	\$ -	\$ -	\$ (4,730,511)	\$ (4,730,511)	1A	0.0

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CPT 385/ 375	MUNI	LIGHT RAIL	LRV BREA PROCUREMENT - 128 +8: Purchase 128 Light Rail Vehicles to replace the 128 Boeing-Vertol SLRVs and 8 LRVs to be used for expansion of service on the Metro Turnback and Extension.	\$ 515,281,420	\$ 10,281,878	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,281,878	\$ 525,563,298	1A	100.0
0	0	0	LESS FUNDED	\$ (515,281,420)	\$ (10,281,878)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (10,281,878)	\$ (525,563,298)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
128	TPD	REVENUE	FAREBOXES-REPLACEMENT PROGRAM: Procure new fareboxes and replace existing fareboxes which has reached their useful life.	\$ -	\$ -	\$ 32,270,228	\$ -	\$ -	\$ -	\$ -	\$ 32,270,228	\$ 32,270,228	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 32,270,228	\$ -	\$ -	\$ -	\$ -	\$ 32,270,228	\$ 32,270,228	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 7,422,153	\$ -	\$ -	\$ -	\$ -	\$ 7,422,153	\$ 7,422,153	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (9,848,075)	\$ -	\$ -	\$ -	\$ -	\$ (9,848,075)	\$ (9,848,075)	1A	0.0
137	MUNI	LIGHT RAIL	LRV-OVERHAUL PROGRAM: Systematic rehab and overhaul of all light rail vehicles every five years including HVAC, brakes, couplers, pantograph, propulsion, doors, car body, seats and cab, to improve a high state of reliability throughout the useful life of the vehicles and reduce maintenance costs.	\$ -	\$ 18,274,223	\$ 18,687,899	\$ 16,321,660	\$ 20,858,146	\$ 11,965,143	\$ -	\$ 86,107,071	\$ 86,107,071	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 18,274,223	\$ 18,687,899	\$ 16,321,660	\$ 20,858,146	\$ 11,965,143	\$ -	\$ 86,107,071	\$ 86,107,071	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ 2,068,792	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 10,568,792	\$ 10,568,792	1A	0.0
0	0	0	(2) Planned	\$ -	\$ 517,198	\$ 18,375,000	\$ 16,250,000	\$ 16,250,000	\$ 16,250,000	\$ -	\$ 67,642,198	\$ 67,642,198	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (15,688,233)	\$ 8,187,101	\$ (71,660)	\$ (4,608,146)	\$ 4,284,857	\$ -	\$ (7,896,081)	\$ (7,896,081)	1A	0.0
290	TPD	SYSTEMS/ LIGHT RAIL - 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, signaling and electrifying Green yard switches, and replacing train control switching at St. Francis Circle.	\$ -	\$ 4,000,000	\$ 2,255,000	\$ 2,255,000	\$ 2,255,000	\$ -	\$ -	\$ 10,765,000	\$ 10,765,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 4,000,000	\$ 2,255,000	\$ 2,255,000	\$ 2,255,000	\$ -	\$ -	\$ 10,765,000	\$ 10,765,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ 1,422,548	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422,548	\$ 1,422,548	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (2,577,452)	\$ (2,255,000)	\$ (2,255,000)	\$ (2,255,000)	\$ -	\$ -	\$ (9,342,452)	\$ (9,342,452)	1A	0.0

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253	TPD	SYSTEMS/ LIGHT RAIL - TPD	ATCS SYSTEM MNGMENT CENTER: Replacement and upgrade of the existing ATCS software to current technology.	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (10,000,000)	\$ -	\$ -	\$ -	\$ (10,000,000)	\$ (10,000,000)	1A	0.0
288	PKT	PARKING AND TRAFFIC	TRANSIT SIGNAL PRIORITY (TSP) DEVICES: Purchase and install TSP at 600 intersections in the City. Costs approx. \$20,000 each.	\$ -	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 13,500,000	\$ 13,500,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 13,500,000	\$ 13,500,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (13,500,000)	\$ (13,500,000)	1A	0.0
301	TPD	PLANNING	SHORT RANGE TRANSIT PLAN (SRTP): Preparation of the biennial updates to the SRTP (MTA's primary planning document) and the Capital Improvement Plan (CIP). The CIP identifies and provides details of the MTA's future capital investments.	\$ -	\$ 120,107	\$ 120,108	\$ 120,107	\$ 120,107	\$ 120,107	\$ 600,536	\$ 600,536	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 120,107	\$ 120,108	\$ 120,107	\$ 120,107	\$ 120,107	\$ 600,536	\$ 600,536	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 46,538	\$ 232,690	\$ 232,690	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (73,569)	\$ (73,570)	\$ (73,569)	\$ (73,569)	\$ (73,569)	\$ (367,846)	\$ (367,846)	1A	0.0

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320	ITS	SYSTEMS - MTA Wide	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.	\$ -	\$ 300,000	\$ 500,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 1,500,000	\$ 1,500,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 500,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 1,500,000	\$ 1,500,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (300,000)	\$ (500,000)	\$ (400,000)	\$ (200,000)	\$ (100,000)	\$ (1,500,000)	\$ (1,500,000)	1A	0.0
322	ITS	SYSTEMS - MTA Wide	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.	\$ -	\$ 300,000	\$ 600,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 1,600,000	\$ 1,600,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 600,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 1,600,000	\$ 1,600,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (300,000)	\$ (600,000)	\$ (300,000)	\$ (200,000)	\$ (200,000)	\$ (1,600,000)	\$ (1,600,000)	1A	0.0

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323	ITS	SYSTEMS - MTA Wide	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.	\$ -	\$ 500,000	\$ 1,500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 500,000	\$ 1,500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (500,000)	\$ (1,500,000)	\$ (1,000,000)	\$ (500,000)	\$ (500,000)	\$ (4,000,000)	\$ (4,000,000)	1A	0.0
325	ITS	SYSTEMS - MTA Wide	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)	\$ -	\$ 1,000,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,700,000	\$ 1,700,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,000,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,700,000	\$ 1,700,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,000,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (1,700,000)	\$ (1,700,000)	1A	0.0

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326	ITS	SYSTEMS - MTA Wide	SHOPS EXPANSION: Expand SHOPS (Maintenance Management & Inventory System to include Facilities Maintenance, Overhead Lines, Tracks, Motive Power, Signal and the DPT Shops. Multiple divisions have requested inventory management systems. Our current software license would support expansion. Project include hardware needed for expansion, training, handhelds, bar coding for inventory and assets, as well as kiosks for data entry.	\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (300,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (1,000,000)	\$ (1,000,000)	1A	0.0
333	ITS	SYSTEMS - MTA Wide	TRAPEZE - Finalize Trapeze implementation, integration to 311, add the DPT workforce in the Trapeze application. Includes labor, hardware and software changes.	\$ -	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ 600,000	\$ 600,000	1A	100.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ 600,000	\$ 600,000	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ -	\$ -	\$ (600,000)	\$ (600,000)	1A	0.0
0	0	0	SUBTOTAL	\$ 1,089,053,486	\$ 159,153,603	\$ 302,227,219	\$ 510,154,467	\$ 489,720,312	\$ 320,608,958	\$ 1,781,864,559	\$ 2,870,918,045	0	0.0
0	0	0	PROJECTS WITH SCORES IN THE 100'S										
0	0	0	LESS FUNDED	\$ (1,089,053,486)	# \$ (111,604,893)	\$ -	\$ -	\$ -	\$ -	\$ (111,604,893)	\$ (1,200,658,379)	0	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 47,548,710	\$ 302,227,219	\$ 510,154,467	\$ 489,720,312	\$ 320,608,958	\$ 1,670,259,666	\$ 1,670,259,666	0	0.0
0	0	0	(1) Programmed	\$ -	# \$ 18,458,601	\$ 144,751,570	\$ 58,924,749	\$ 68,038,698	\$ 60,000,698	\$ 350,174,316	\$ 350,174,316	0	0.0
0	0	0	(2) Planned	\$ -	# \$ 38,563,736	\$ 318,732,067	\$ 220,996,538	\$ 177,796,538	\$ 159,096,538	\$ 915,185,417	\$ 915,185,417	0	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 9,473,627	\$ 161,256,418	\$ (230,233,180)	\$ (243,885,076)	\$ (101,511,722)	\$ (404,899,933)	# \$ (404,899,933)	0	0.0
306	TPD	BUILDING - REGULATORY	REGULATORY/COMPLIANCE HAZMAT PROGRAM: Development of an environmental and regulatory compliance program for the correction of long-standing facility deficiencies for all facilities within the MTA.	\$ -	\$ 500,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	1B	91.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 500,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (500,000)	\$ (3,500,000)	\$ -	\$ -	\$ -	\$ (4,000,000)	\$ (4,000,000)	1B	0.0

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CPT582	MUNI	REGULATORY COMPLIANCE/ SAFETY & SECURITY	FALL PROTECTION SYSTEMS: To install safety equipment for maintenance staff working on top of LRVs.	\$ -	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 600,000	\$ 600,000	1B	91.2
0	0	0	LESS FUNDED	\$ -	\$ (20,000)	\$ -	\$ -	\$ -	\$ -	\$ (20,000)	\$ (20,000)	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 100,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 580,000	\$ 580,000	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 650,000	\$ (120,000)	\$ (120,000)	\$ (120,000)	\$ (120,000)	\$ 170,000	\$ 170,000	1B	0.0
94	MUNI	SAFETY & SECURITY	PRESIDIO FIRE DETECTION SYSTEM: Purchase and install an adequate and modern fire alarm and detection system at the Presidio facility to replace the existing antiquated fire alarm system.	\$ -	\$ 1,427,227	\$ 1,427,227	\$ -	\$ -	\$ -	\$ 2,854,455	\$ 2,854,455	1B	91.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,427,227	\$ 1,427,227	\$ -	\$ -	\$ -	\$ 2,854,455	\$ 2,854,455	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,427,227)	\$ (1,427,227)	\$ -	\$ -	\$ -	\$ (2,854,455)	\$ (2,854,455)	1B	0.0
109	TPD	LIGHT RAIL	SUBWAY FIRE ALARM & DETECTION: Replacement of the existing fire alarm and detection systems in the West Portal, Forest Hill, Castro, Church, and Van Ness) subway	\$ -	\$ 912,490	\$ 912,490	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979	1B	91.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 912,490	\$ 912,490	\$ -	\$ -	\$ -	\$ 1,824,979	\$ 1,824,979	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 1,875,000	\$ -	\$ -	\$ -	\$ 1,875,000	\$ 1,875,000	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (912,490)	\$ 962,510	\$ -	\$ -	\$ -	\$ 50,021	\$ 50,021	1B	0.0
CPT 543	MUNI	BUS	DVAS VEHICLE RETROFIT: Installation of a Digital Voice Annunciation System (DVAS) on motor coaches and trolley coaches. This system allows all ADA-related announcements to be made automatically without driver intervention.	\$ 12,852	\$ 1,018,051	\$ 2,997,276	\$ 2,997,275	\$ 2,997,275	\$ 2,997,275	\$ 13,007,152	\$ 13,020,004	1B	91.2
0	0	0	LESS FUNDED	\$ (12,852)	\$ (1,018,051)	\$ -	\$ -	\$ -	\$ -	\$ (1,018,051)	\$ (1,030,903)	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 2,997,276	\$ 2,997,275	\$ 2,997,275	\$ 2,997,275	\$ 11,989,101	\$ 11,989,101	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(2) Planned	\$ -	\$ 132,055	\$ -	\$ -	\$ -	\$ -	\$ 132,055	\$ 132,055	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 132,055	\$ (2,997,276)	\$ (2,997,275)	\$ (2,997,275)	\$ (2,997,275)	\$ (11,857,046)	\$ (11,857,046)	1B	0.0
CPT 313/ 317/418	EX AFF	ACCESSIBILITY	METRO ACCESSIBILITY PROGRAM: Provides various accessibility improvement projects on the Metro system and key station to ensure compliance with ADA requirements.	\$ 20,291,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,291,600	1B	91.2
0	0	0	LESS FUNDED	\$ (20,291,600)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (20,291,600)	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0

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250	EX AFF	ACCESSIBILITY	METRO ACCESSIBILITY-BEYOND KEY STOPS: Includes accessibility improvements beyond key stops and to address the Metro Rail Accessibility Lawsuit Mitigation.	\$ -	\$ 1,772,809	\$ -	\$ 996,318	\$ -	\$ 1,077,618	\$ 3,846,745	\$ 3,846,745	1B	91.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,772,809	\$ -	\$ 996,318	\$ -	\$ 1,077,618	\$ 3,846,745	\$ 3,846,745	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,772,809)	\$ -	\$ (996,318)	\$ -	\$ (1,077,618)	\$ (3,846,745)	\$ (3,846,745)	1B	0.0
271	TPD	SYSTEMS - TPD	SUBWAY PA SYSTEM REPLACEMENT: Replacement of the existing 25 year old subway Public Address system, which interfaces with the Train Control System, with the installation of a new state-of-the-art public address system to make local announcements. The installation includes central control, nine subway stations, both mezzanine and platform levels and 15 station agent booths. Includes the installation of the LED displays (visual) for passenger info for nine stations, 18 platforms, 6 signs/platform = 108 signs scalable to include Central Subway.	\$ -	\$ -	\$ 15,300,000	\$ -	\$ -	\$ -	\$ 15,300,000	\$ 15,300,000	1B	91.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 15,300,000	\$ -	\$ -	\$ -	\$ 15,300,000	\$ 15,300,000	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (15,300,000)	\$ -	\$ -	\$ -	\$ (15,300,000)	\$ (15,300,000)	1B	0.0
CPT 583	MUNI	HISTORIC	HISTORIC VEHICLE (F- LINE): Systematic rehabilitation of all the Historic Light Rail Vehicle fleet for operation on the F-Line. Includes CPUC and ADA rehabs, brake interlock system, backup master controller, major overhauls, and farebox procurement.	\$ -	\$ 6,627,218	\$ 8,519,527	\$ 15,941,903	\$ -	\$ -	\$ 31,088,648	\$ 31,088,648	1B	91.2
0	0	0	LESS FUNDED	\$ -	\$ (5,407,608)	\$ -	\$ -	\$ -	\$ -	\$ (5,407,608)	\$ (5,407,608)	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,219,610	\$ 8,519,527	\$ 15,941,903	\$ -	\$ -	\$ 25,681,040	\$ 25,681,040	1B	0.0
0	0	0	(1) Programmed	\$ -	\$ 194,831	\$ 1,076,270	\$ 9,472,581	\$ -	\$ -	\$ 10,743,682	\$ 10,743,682	1B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 7,648,925	\$ 11,387,871	\$ -	\$ -	\$ 19,036,796	\$ 19,036,796	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,024,779)	\$ 205,668	\$ 4,918,549	\$ -	\$ -	\$ 4,099,438	\$ 4,099,438	1B	0.0
CPT 526	TPD	BUILDING	ESCALATOR & ELEVATOR REHABILITATION: Rehabilitation or replacement of existing escalators and elevators in various stations to conform with current building codes and incorporate modern safety features.	\$ 55,459	\$ 10,054,541	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 40,054,541	\$ 40,110,000	1B	91.2
0	0	0	LESS FUNDED	\$ (55,459)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (55,459)	1B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 10,054,541	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 40,054,541	\$ 40,054,541	1B	0.0

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0	0	0	(2) Planned	\$	-	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ 891,000	\$ (202,000)	\$ (689,000)	\$ -	\$ -	\$ -	\$ -	1C	0.0
12	SEC	SAFETY & SECURITY	FACILITY VIDEO CAMERAS CONNECTIVITY - Purchase and installation of a system to connect all facility video systems through a high speed T-1 line or fiber optic network to the MTA wide area network (WAN) in order for authorized security staff and MTA management personnel to monitor (in real time) all MTA facilities.	\$	-	\$ 150,000	\$ 840,000	\$ 5,000,000	\$ 2,000,000	\$ 2,010,000	\$ 10,000,000	\$ 10,000,000	1C	82.8
0	0	0	LESS FUNDED	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$ 150,000	\$ 840,000	\$ 5,000,000	\$ 2,000,000	\$ 2,010,000	\$ 10,000,000	\$ 10,000,000	1C	0.0
0	0	0	(1) Programmed	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$	-	\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000	\$ 7,500,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ 7,350,000	\$ (840,000)	\$ (5,000,000)	\$ (2,000,000)	\$ (2,010,000)	\$ (2,500,000)	\$ (2,500,000)	1C	0.0
18	SEC	SAFETY & SECURITY	GPS/GPM UPGRADES - Purchase and installation of equipment to integrate exiting GPS architecture to the DVRs on revenue vehicles; it will make it easy to superimpose the City map on recorded video (from DVRs) to accurately depict the location of a vehicle at the time of an incident.	\$	-	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1C	82.8
0	0	0	LESS FUNDED	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1C	0.0
0	0	0	(1) Programmed	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$	-	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ 1,958,000	\$ (224,000)	\$ (867,000)	\$ (867,000)	\$ -	\$ -	\$ -	1C	0.0
39	SEC	SAFETY & SECURITY	SECURITY SIGNAGE PROGRAM - Design, layout, and install signage at MTA yards and facilities, and affix at entrances, exits, and fences where they will be visible to deter trespassers. This signage will include the MTA policy regarding trespassing and safety and include information that violations will be prosecuted under California Penal Code.	\$	-	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1C	82.8
0	0	0	LESS FUNDED	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1C	0.0
0	0	0	(1) Programmed	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$	-	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ (42,000)	\$ 1,776,000	\$ (867,000)	\$ (867,000)	\$ -	\$ -	\$ -	1C	0.0

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40	SEC	SAFETY & SECURITY	SECURITY SOFTWARE - Purchase and install software to support upgrades to video monitors at 875 Stevenson Street.	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (100,000)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
41	SEC	SAFETY & SECURITY	SECURITY VIDEO DISPLAYS - Computer and television video monitors for the security office to conduct CCTV monitoring at each station and facility.	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (200,000)	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
CPT 472	SEC	SAFETY & SECURITY	VIDEO SURVEILLANCE CAMERAS - Purchase and installation of video surveillance cameras	\$ 1,878,789	\$ 53,000	\$ 280,000	\$ 2,167,000	\$ -	\$ -	\$ 2,500,000	\$ 4,378,789	1C	82.8
0	0	0	LESS FUNDED	\$ (1,878,789)	\$ (35,574)	\$ -	\$ -	\$ -	\$ -	\$ (35,574)	\$ (1,914,363)	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 17,426	\$ 280,000	\$ 2,167,000	\$ -	\$ -	\$ 2,464,426	\$ 2,464,426	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (17,426)	\$ 2,220,000	\$ (2,167,000)	\$ -	\$ -	\$ 35,574	\$ 35,574	1C	0.0
70	MUNI	SAFETY & SECURITY	SAFETY, SECURITY & TRAINING FACILITY IMPROVEMENTS: Includes the installation of a facility gate and rollup doors; repair and installation of a fence at 501-10th Street; replacement of bay door and main door at 2650 Geary; rehabilitation and/or replacement of classroom dividers at 2640 Geary; and rehab of security entrance and reception area at 2640 Geary. These projects will be coordinated with Security.	\$ -	\$ 411,000	\$ 409,000	\$ 1,052,000	\$ 1,052,000	\$ 185,000	\$ 3,109,000	\$ 3,109,000	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 411,000	\$ 409,000	\$ 1,052,000	\$ 1,052,000	\$ 185,000	\$ 3,109,000	\$ 3,109,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0

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0	0	0	(2) Planned	\$ -	\$ 3,059,000	\$ -	\$ -	\$ -	\$ -	\$ 3,059,000	\$ 3,059,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 2,648,000	\$ (409,000)	\$ (1,052,000)	\$ (1,052,000)	\$ (185,000)	\$ (50,000)	\$ (50,000)	1C	0.0
30	TPD	SAFETY & SECURITY	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.	\$ -	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,900,000	\$ 174,100,000	\$ 174,100,000	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,800,000	\$ 34,900,000	\$ 174,100,000	\$ 174,100,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ 9,500,000	\$ 9,500,000	\$ 9,500,000	\$ 9,500,000	\$ 9,500,000	\$ 47,500,000	\$ 47,500,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (25,300,000)	\$ (25,300,000)	\$ (25,300,000)	\$ (25,300,000)	\$ (25,400,000)	\$ (126,600,000)	\$ (126,600,000)	1C	0.0
110	MUNI	LIGHT RAIL	SUBWAY RELAY ROOM SECURITY /ACCESS: Procure and install electronic door security/access system for subway relay rooms. Current security access of critical equipment rooms in subway is inadequate.	\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ -	\$ 324,480	\$ 324,480	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (162,240)	\$ (162,240)	\$ -	\$ -	\$ -	\$ (324,480)	\$ (324,480)	1C	0.0
73	MUNI	SAFETY & SECURITY	FACILITY SAFETY IMPROVEMENTS: A series of facility safety improvement projects including: Eye Wash Station improvements, Pigeon Abatement, Pit Drain Sump Systems, Pit Safety Net improvements, Motive Power Emergency Lights, Potrero Storeroom Isolative Wall, Presidio Power Shutoff Switches, and Woods Lift Replacement.	\$ -	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ 2,069,265	\$ 2,069,265	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ 413,853	\$ 2,069,265	\$ 2,069,265	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ 2,049,265	\$ -	\$ -	\$ -	\$ -	\$ 2,049,265	\$ 2,049,265	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 1,635,412	\$ (413,853)	\$ (413,853)	\$ (413,853)	\$ (413,853)	\$ (20,000)	\$ (20,000)	1C	0.0

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63	SEC	SAFETY & SECURITY	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.	\$ -	\$ 101,670	\$ -	\$ -	\$ -	\$ -	\$ 101,670	\$ 101,670	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 101,670	\$ -	\$ -	\$ -	\$ -	\$ 101,670	\$ 101,670	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (101,670)	\$ -	\$ -	\$ -	\$ -	\$ (101,670)	\$ (101,670)	1C	0.0
93	SEC	SAFETY & SECURITY	PRESIDIO CCTV IMPROVEMENT: Purchase and Install digital color cameras and security housing to replace older malfunctioning units and expand existing video coverage with 19 new cameras throughout the Presidio facility.	\$ -	\$ 110,323	\$ -	\$ -	\$ -	\$ -	\$ 110,323	\$ 110,323	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 110,323	\$ -	\$ -	\$ -	\$ -	\$ 110,323	\$ 110,323	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (110,323)	\$ -	\$ -	\$ -	\$ -	\$ (110,323)	\$ (110,323)	1C	0.0
270	MUNI	SAFETY & SECURITY	SUBWAY BLUE-LIGHT PHONE REPLACEMENT: Replacement of the existing Subway Emergency Telephone system with a new state-of-the-art emergency phone system. This phone system is a safety communication device.	\$ -	\$ -	\$ 1,819,000	\$ -	\$ -	\$ -	\$ 1,819,000	\$ 1,819,000	1C	82.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 1,819,000	\$ -	\$ -	\$ -	\$ 1,819,000	\$ 1,819,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (1,819,000)	\$ -	\$ -	\$ -	\$ (1,819,000)	\$ (1,819,000)	1C	0.0

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0	0	0	LESS FUNDED	\$ (14,469,629)	\$ (8,111,271)	\$ (217,876)	\$ -	\$ -	\$ -	\$ (8,329,147)	\$ (22,798,776)	0	0.0
0	0	0	BALANCE UNFUNDED	-	\$ 37,843,513	\$ 41,859,202	\$ 48,156,962	\$ 42,300,962	\$ 39,809,962	\$ 209,970,601	\$ 209,970,601	0	0.0
0	0	0	(1) Programmed	-	\$ 2,049,265	\$ 2,411,395	\$ 2,674,510	\$ 668,628	\$ -	\$ 7,803,798	\$ 7,803,798	0	0.0
0	0	0	(2) Planned	-	\$ 23,059,000	\$ 14,300,000	\$ 9,500,000	\$ 9,500,000	\$ 9,500,000	\$ 65,859,000	\$ 65,859,000	0	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	-	\$ (12,735,248)	\$ (25,147,807)	\$ (35,982,452)	\$ (32,132,334)	\$ (30,309,962)	\$ (136,307,803)	\$ (136,307,803)	0	0.0
CPT 397	MUNI	EQUIPMENT	SHOP EQUIP PHASE 2: Ongoing acquisition and replacement of the equipment needed to support all aspects of Muni operations, maintenance, and admin functions.	\$ 1,290,731	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,290,731	1A	75.0
0	0	0	LESS FUNDED	\$ (1,290,731)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,290,731)	1A	0.0
0	0	0	BALANCE UNFUNDED	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(1) Programmed	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
22	MUNI	CABLE CAR	CABLE CAR SHOP EQUIPMENT: Purchase of specialized equipment to include a Lathe, Monarch EE 10" X 20"; Propane Forklift to lift heavy objects and load and unload of lumber deliveries; Radio Repeater; Suc-o-Matic Hydraulic Lift to lift cable cars to desired working height; and fans to circulate air from one end of the shop to the other.	\$ -	\$ 205,419	\$ -	\$ -	\$ -	\$ -	\$ 205,419	\$ 205,419	1A	75.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	-	\$ 205,419	\$ -	\$ -	\$ -	\$ -	\$ 205,419	\$ 205,419	1A	0.0
0	0	0	(1) Programmed	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	-	\$ (205,419)	\$ -	\$ -	\$ -	\$ -	\$ (205,419)	\$ (205,419)	1A	0.0
CPT 372	TPD	BUILDING	WOODS-FUEL, WASH & LIFTS: Replace underground fuel tanks and repave the bus parking yard. Includes the replacement of piping and electrical systems, and rehabilitation of the fueling islands and bus wash. Additional phases include vehicle lift replacement and procurement and installation of a Transmission Dynamometer to diagnose motor coach transmission power and performance capability.	\$ 20,279,130	\$ 2,986,232	\$ 2,584,009	\$ 584,009	\$ 584,009	\$ 584,009	\$ 7,322,268	\$ 27,601,398	1A	75.0
0	0	0	LESS FUNDED	\$ (20,279,130)	\$ (2,986,232)	\$ -	\$ -	\$ -	\$ -	\$ (2,986,232)	\$ (23,265,362)	1A	0.0
0	0	0	BALANCE UNFUNDED	-	\$ -	\$ 2,584,009	\$ 584,009	\$ 584,009	\$ 584,009	\$ 4,336,036	\$ 4,336,036	1A	0.0
0	0	0	(1) Programmed	-	\$ -	\$ 2,592,236	\$ 500,000	\$ 500,000	\$ -	\$ 3,592,236	\$ 3,592,236	1A	0.0
0	0	0	(2) Planned	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	-	\$ -	\$ 8,227	\$ (84,009)	\$ (84,009)	\$ (584,009)	\$ (743,800)	\$ (743,800)	1A	0.0

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89	MUNI	BUILDING	PARTS STORAGE IMPROVEMENTS: Increase storage capacity by installing additional pallet racks, shelving, and extending mezzanine with metal grating and shelving at the Green LRV Maintenance facility. Construct a modular office, add pallet racks and install telecommunication and computer lines at Pier 72.	\$ -	\$ 449,946	\$ -	\$ -	\$ -	\$ -	\$ 449,946	\$ 449,946	1A	75.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 449,946	\$ -	\$ -	\$ -	\$ -	\$ 449,946	\$ 449,946	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (449,946)	\$ -	\$ -	\$ -	\$ -	\$ (449,946)	\$ (449,946)	1A	0.0
CPT 466/309	MUNI	BUS	MOTOR COACH REPLACE-375 DIESEL: Replacement of all 180 1984 Flyer coaches with 45 standard coaches from NABI and 135 standard coaches from Neoplan. Replacement of 100 1984 MAN Articulated coaches with 100 articulated coaches from Neoplan.	\$ 162,786,153	\$ 3,184,540	\$ 1,685,259	\$ -	\$ -	\$ -	\$ 4,869,799	\$ 167,655,952	1A	75.0
0	0	0	LESS FUNDED	\$ (162,786,153)	\$ (3,184,540)	\$ -	\$ -	\$ -	\$ -	\$ (3,184,540)	\$ (165,970,693)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 1,685,259	\$ -	\$ -	\$ -	\$ 1,685,259	\$ 1,685,259	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 1,898,726	\$ -	\$ -	\$ -	\$ 1,898,726	\$ 1,898,726	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 406,219	\$ -	\$ -	\$ -	\$ 406,219	\$ 406,219	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ 619,686	\$ -	\$ -	\$ -	\$ 619,686	\$ 619,686	1A	0.0
CPT 401/393	MUNI	TROLLEY	TROLLEY REPLACE-33 ART/240 STD: Purchase 33 articulated and 240 standard trolley coaches to replace the existing 295 Flyer standard trolley coaches.	\$ 224,441,453	\$ 10,142,740	\$ -	\$ -	\$ -	\$ -	\$ 10,142,740	\$ 234,584,193	1A	75.0
0	0	0	LESS FUNDED	\$ (224,441,453)	\$ (10,142,740)	\$ -	\$ -	\$ -	\$ -	\$ (10,142,740)	\$ (234,584,193)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
184	MUNI	TROLLEY	TROLLEY COACH REPLACEMENT-FUTURE: Continue the phased replacement of the trolley coach fleet when vehicles reach the end of their useful life.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,048,387	\$ 75,048,387	\$ 75,048,387	1A	75.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,048,387	\$ 75,048,387	\$ 75,048,387	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,318,366	\$ 10,318,366	\$ 10,318,366	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,349,901	\$ 27,349,901	\$ 27,349,901	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (37,380,120)	\$ (37,380,120)	\$ (37,380,120)	1A	0.0

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CPT 569	MUNI	BUS	MOTOR COACH 45 AC TRANSIT GILLIGS: Purchase 45 1993 Gillig motor coaches from AC Transit to replace 45 1988/89 New Flyers in the existing fleet. Includes the installation of clean air devices	\$ 4,699,235	\$ 542,015	\$ -	\$ -	\$ -	\$ -	\$ 542,015	\$ 5,241,250	1A	75.0
0	0	0	LESS FUNDED	\$ (4,699,235)	\$ (542,015)	\$ -	\$ -	\$ -	\$ -	\$ (542,015)	\$ (5,241,250)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
CPT 588	TPD	SYSTEMS - 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.	\$ 1,013,976	\$ 3,370,160	\$ 3,370,160	\$ 3,370,160	\$ -	\$ -	\$ 10,110,480	\$ 11,124,456	1A	75.0
0	0	0	LESS FUNDED	\$ (1,013,976)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,013,976)	1A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 3,370,160	\$ 3,370,160	\$ 3,370,160	\$ -	\$ -	\$ 10,110,480	\$ 10,110,480	1A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	1A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (3,370,160)	\$ 1,629,840	\$ (3,370,160)	\$ -	\$ -	\$ (5,110,480)	\$ (5,110,480)	1A	0.0
SITS	SYSTEMS- MTA Wide		DATA PROCESSING - FUTURE PHASE: Procurement and replacement of data processing and office equipment to support management, administration, planning, operations, and engineering services of the MTA.	\$ -	\$ 5,286,052	\$ 5,354,481	\$ 5,425,646	\$ 5,499,659	\$ 5,576,631	\$ 27,142,469	\$ 27,142,469	2A	74.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 5,286,052	\$ 5,354,481	\$ 5,425,646	\$ 5,499,659	\$ 5,576,631	\$ 27,142,469	\$ 27,142,469	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (5,286,052)	\$ (5,354,481)	\$ (5,425,646)	\$ (5,499,659)	\$ (5,576,631)	\$ (27,142,469)	\$ (27,142,469)	2A	0.0
3	TPD	SYSTEMS - 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.	\$ -	\$ 400,000	\$ 600,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	2A	74.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 400,000	\$ 600,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (400,000)	\$ (600,000)	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)	2A	0.0

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166	MUNI	BUS	BUS DOOR SYSTEM REPLACEMENT: Replace existing door system with Vapor glass door system.	\$ -	\$ 527,760	\$ 527,760	\$ 527,760	\$ 527,760	\$ 527,760	\$ 2,638,800	\$ 2,638,800	2A	74.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 527,760	\$ 527,760	\$ 527,760	\$ 527,760	\$ 527,760	\$ 2,638,800	\$ 2,638,800	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (527,760)	\$ (527,760)	\$ (527,760)	\$ (527,760)	\$ (527,760)	\$ (2,638,800)	\$ (2,638,800)	2A	0.0
127	FIN	SYSTEMS - Finance	FAREBOXES-INDUCTIVE COIN SENSORS: Purchase and install 1,400 Inductive Coin Sensors (ICS) to replace the existing Coin Size Sensors farebox system which have been discontinued. The new ICS has a higher reliability and also sharply reduces maintenance costs.	\$ -	\$ -	\$ 513,327	\$ -	\$ -	\$ -	\$ 513,327	\$ 513,327	2A	74.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 513,327	\$ -	\$ -	\$ -	\$ 513,327	\$ 513,327	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (513,327)	\$ -	\$ -	\$ -	\$ (513,327)	\$ (513,327)	2A	0.0
129	FIN	SYSTEMS - Finance	FAREBOXES-TRANSFER/FARE RECEIPT PRINTERS: Purchase and install automatic on-board printing of time-stamped transfers and fare receipts. The printers will be stand-alone machines and take the place of the operator's cutting transfers by hand.	\$ -	\$ -	\$ 2,163,200	\$ -	\$ -	\$ -	\$ 2,163,200	\$ 2,163,200	2A	74.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 2,163,200	\$ -	\$ -	\$ -	\$ 2,163,200	\$ 2,163,200	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (2,163,200)	\$ -	\$ -	\$ -	\$ (2,163,200)	\$ (2,163,200)	2A	0.0
CPT 438/ 579/425	TPD	LIGHT RAIL	RAIL REPLACEMENT 1998-2009: Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.	\$ 63,939,543	\$ 36,505,070	\$ 43,238,709	\$ 35,611,635	\$ -	\$ -	\$ 115,355,414	\$ 179,294,957	2A	74.8
0	0	0	LESS FUNDED	\$ (63,939,543)	\$ (23,256,435)	\$ -	\$ -	\$ -	\$ -	\$ (23,256,435)	\$ (87,195,978)	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 13,248,635	\$ 43,238,709	\$ 35,611,635	\$ -	\$ -	\$ 92,098,979	\$ 92,098,979	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ 18,352,953	\$ 16,050,000	\$ 2,250,000	\$ -	\$ -	\$ 36,652,953	\$ 36,652,953	2A	0.0
0	0	0	(2) Planned	\$ -	\$ 84,297	\$ 1,200,000	\$ 8,500,000	\$ -	\$ -	\$ 9,784,297	\$ 9,784,297	2A	0.0

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				(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 5,188,615	\$ (25,988,709)	\$ (24,861,635)	\$ -	\$ -	\$ (45,661,729)	\$ (45,661,729)	2A	0.0
261	TPD	LIGHT RAIL	RAIL REPLACEMENT 2010-2019: Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.		\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 30,000,000	\$ 60,000,000	\$ 60,000,000	2A	74.8
			LESS FUNDED		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
			BALANCE UNFUNDED		\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 30,000,000	\$ 60,000,000	\$ 60,000,000	2A	0.0
			(1) Programmed		\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 4,000,000	\$ 4,000,000	2A	0.0
			(2) Planned		\$ -	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	\$ 16,000,000	\$ 16,000,000	2A	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)		\$ -	\$ -	\$ -	\$ -	\$ (20,000,000)	\$ (20,000,000)	\$ (40,000,000)	\$ (40,000,000)	2A	0.0
262	TPD	LIGHT RAIL	RAIL REPLACEMENT 2020-2029: Phased design and replacement of the trackway and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and/or vibration while improving system reliability.		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	74.8
			LESS FUNDED		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
			BALANCE UNFUNDED		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
			(1) Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
			(2) Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
CPT 017/ 318/386	TPD	SYSTEMS/ LIGHT RAIL - TPD	ADVANCED TRAIN CONTROL SYSTEM (ATCS): Replace and modernize the signal system in the Muni Metro subway. Includes installation of wayside and on-board computers and upgraded Central Control computer equipment.		\$ 69,218,289	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 6,000,000	\$ 75,218,289	2A	74.8
			LESS FUNDED		\$ (69,218,289)	\$ (1,200,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,200,000)	\$ (70,418,289)	2A	0.0
			BALANCE UNFUNDED		\$ -	\$ 800,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 4,800,000	\$ 4,800,000	2A	0.0
			(1) Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
			(2) Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)		\$ -	\$ (800,000)	\$ (1,000,000)	\$ (1,000,000)	\$ (1,000,000)	\$ (1,000,000)	\$ (4,800,000)	\$ (4,800,000)	2A	0.0
			SUBTOTAL PROJECTS WITH SCORES IN THE 70'S		\$ 547,668,510	\$ 65,599,934	\$ 61,036,905	\$ 46,519,210	\$ 37,611,428	\$ 112,736,787	\$ 323,504,264	\$ 871,172,774	0	0.0
			LESS FUNDED		\$ (547,668,510)	\$ (41,311,962)	\$ -	\$ -	\$ -	\$ -	\$ (41,311,962)	\$ (588,980,472)	0	0.0
			BALANCE UNFUNDED		\$ -	\$ 24,287,972	\$ 61,036,905	\$ 46,519,210	\$ 37,611,428	\$ 112,736,787	\$ 282,192,302	\$ 282,192,302	0	0.0
			(1) Programmed		\$ -	\$ 18,352,953	\$ 20,540,962	\$ 2,750,000	\$ 2,500,000	\$ 12,318,366	\$ 56,462,281	\$ 56,462,281	0	0.0
			(2) Planned		\$ -	\$ 84,297	\$ 6,606,219	\$ 8,500,000	\$ 8,000,000	\$ 35,349,901	\$ 58,540,417	\$ 58,540,417	0	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)		\$ -	\$ (5,850,722)	\$ (33,889,724)	\$ (35,269,210)	\$ (27,111,428)	\$ (65,068,520)	\$ (167,189,604)	\$ (167,189,604)	0	0.0

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CPT 546	MUNI	BUS	MC CLEAN AIR DEVICE RETROFIT: Retrofit all diesel powered buses with low emission traps and convert to ultra low sulfur diesel fuel as required by CARB legislation adopted on 1/23/01.	\$ 8,121,725	\$ 585,416	\$ -	\$ -	\$ -	\$ -	\$ 585,416	\$ 8,707,141	1B	68.4
			LESS FUNDED	\$ (8,121,725)	\$ (585,416)	\$ -	\$ -	\$ -	\$ -	\$ (585,416)	\$ (8,707,141)	1B	0.0
			BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
222	EX AFF	ACCESSIBILITY	ACCESSIBLE LIFT REPLACEMENT: Replacement of the four (4) Wayside lifts on Market Street and one (1) on San Jose and Geneva with Wayside platforms. Replacing the lifts with platforms will improve access to the Metro system for wheelchair users.	\$ -	\$ -	\$ -	\$ 3,202,452	\$ -	\$ -	\$ 3,202,452	\$ 3,202,452	1B	68.4
			LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ 3,202,452	\$ -	\$ -	\$ 3,202,452	\$ 3,202,452	1B	0.0
			(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(2) Planned	\$ -	\$ -	\$ -	\$ 368,282	\$ -	\$ -	\$ 368,282	\$ 368,282	1B	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ (2,834,170)	\$ -	\$ -	\$ (2,834,170)	\$ (2,834,170)	1B	0.0
CPT 565	EX AFF	ACCESSIBILITY	PARATRANSIT VANS 2005: Purchase of 20 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	\$ 1,141,764	\$ 58,236	\$ -	\$ -	\$ -	\$ -	\$ 58,236	\$ 1,200,000	1B	68.4
			LESS FUNDED	\$ (1,141,764)	\$ (58,236)	\$ -	\$ -	\$ -	\$ -	\$ (58,236)	\$ (1,200,000)	1B	0.0
			BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
158	EX AFF	ACCESSIBILITY	PARATRANSIT VANS 2006: Purchase of 34 large-sized vans, designed to carry 1-2 wheelchairs and 12 seated passengers to replace current vehicles.	\$ -	\$ -	\$ -	\$ 1,353,936	\$ 1,353,936	\$ -	\$ 2,707,871	\$ 2,707,871	1B	68.4
			LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ 1,353,936	\$ 1,353,936	\$ -	\$ 2,707,871	\$ 2,707,871	1B	0.0
			(1) Programmed	\$ -	\$ -	\$ -	\$ 587,217	\$ -	\$ -	\$ 587,217	\$ 587,217	1B	0.0
			(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ (766,719)	\$ (1,353,936)	\$ -	\$ (2,120,654)	\$ (2,120,654)	1B	0.0
156	EX AFF	ACCESSIBILITY	PARATRANSIT VANS FUTURE: Continue the phased replacement of the Paratransit Van Fleet.	\$ -	\$ -	\$ 1,766,038	\$ -	\$ 3,216,101	\$ -	\$ 4,982,139	\$ 4,982,139	1B	68.4
			LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1B	0.0
			BALANCE UNFUNDED	\$ -	\$ -	\$ 1,766,038	\$ -	\$ 3,216,101	\$ -	\$ 4,982,139	\$ 4,982,139	1B	0.0
			(1) Programmed	\$ -	\$ -	\$ 399,575	\$ -	\$ 886,555	\$ -	\$ 1,286,130	\$ 1,286,130	1B	0.0

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0	0	0	(2) Planned	\$ -	\$ -	\$ 1,383,015	\$ -	\$ 2,771,515	\$ -	\$ 4,154,530	\$ 4,154,530	1B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ 16,552	\$ -	\$ 441,969	\$ -	\$ 458,521	\$ 458,521	1B	0.0
CPT 502	MUNI	BUILDING	FLYNN VENTILATION SYSTEM & ROOF: Replacement of the ventilation system at this facility to evacuate the exhaust fumes caused by the diesel vehicles. This projects improves the health and safety of employees.	\$ 3,588,168	\$ 107,719	\$ 2,541,286	\$ 2,541,286	\$ -	\$ -	\$ 5,190,291	\$ 8,778,459	2B	67.2
0	0	0	LESS FUNDED	\$ (3,588,168)	\$ (107,719)	\$ -	\$ -	\$ -	\$ -	\$ (107,719)	\$ (3,695,887)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 2,541,286	\$ 2,541,286	\$ -	\$ -	\$ 5,082,572	\$ 5,082,572	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ 4,357,400	\$ -	\$ -	\$ -	\$ -	\$ 4,357,400	\$ 4,357,400	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 1,400,000	\$ -	\$ 4,400,000	\$ 4,400,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 4,357,400	\$ (2,541,286)	\$ 458,714	\$ 1,400,000	\$ -	\$ 3,674,828	\$ 3,674,828	2B	0.0
95	MUNI	BUILDING	PRESIDIO MAINTENANCE AREA FACILITY MODS: Rehabilitation and improvements to the Presidio Maintenance Facility to accommodate vehicles. Currently, vehicle movement during maintenance is blocked by the "I" Beam section of the ceiling. Includes step down trenches to allow better access for the maintenance staff to access the side compartments of the vehicles.	\$ -	\$ 584,929	\$ 584,929	\$ -	\$ -	\$ -	\$ 1,169,859	\$ 1,169,859	2B	67.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 584,929	\$ 584,929	\$ -	\$ -	\$ -	\$ 1,169,859	\$ 1,169,859	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (584,929)	\$ (584,929)	\$ -	\$ -	\$ -	\$ (1,169,859)	\$ (1,169,859)	2B	0.0
CPT 505/504	MUNI	BUILDING	PRESIDIO REHABILITATION: Rehabilitation includes yard repaving and re-roofing of the facility.	\$ 2,380,344	\$ 243,464	\$ -	\$ -	\$ -	\$ -	\$ 243,464	\$ 2,623,808	2B	67.2
0	0	0	LESS FUNDED	\$ (2,380,344)	\$ (243,464)	\$ -	\$ -	\$ -	\$ -	\$ (243,464)	\$ (2,623,808)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
CPT 519	TPD	LIGHT RAIL	GREEN ROOF/HVAC REHABILITATION: Rehabilitation or replacement of the roof and HVAC system at the Green Maintenance buildings. The roofs and HVAC systems are past their useful life.	\$ 344,000	\$ 226,925	\$ 2,201,500	\$ 2,201,500	\$ -	\$ -	\$ 4,629,925	\$ 4,973,925	2B	67.2
0	0	0	LESS FUNDED	\$ (344,000)	\$ (226,925)	\$ -	\$ -	\$ -	\$ -	\$ (226,925)	\$ (570,925)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 2,201,500	\$ 2,201,500	\$ -	\$ -	\$ 4,403,000	\$ 4,403,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 652,322	\$ -	\$ -	\$ -	\$ 652,322	\$ 652,322	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (1,549,178)	\$ (2,201,500)	\$ -	\$ -	\$ (3,750,678)	\$ (3,750,678)	2B	0.0

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143	MUNI	BUS	MOTOR COACH MID-LIFE REBUILD: Systematic mid-life rebuild of all vehicles in the motor coach fleet. Includes the rehabilitation and replacement of engine, transmissions, differentials, suspension systems, wheelchair lifts, passenger and driver seats, glass, and body repair and paint.	\$ -	\$ 10,265,509	\$ 42,340,105	\$ 44,033,709	\$ -	\$ 7,216,191	\$ 103,855,514	\$ 103,855,514	2B	67.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 10,265,509	\$ 42,340,105	\$ 44,033,709	\$ -	\$ 7,216,191	\$ 103,855,514	\$ 103,855,514	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 25,000,000	\$ 25,000,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (5,265,509)	\$ (37,340,105)	\$ (39,033,709)	\$ 5,000,000	\$ (2,216,191)	\$ (78,855,514)	\$ (78,855,514)	2B	0.0
CPT 404	MUNI	CABLE CAR	CABLE CAR VEHICLE REHAB: Phased overhaul and reconstruction of the Cable Car fleet to maintain a high state of system reliability and productivity.	\$ 9,554,262	\$ 2,275,320	\$ 1,404,991	\$ 1,448,609	\$ 1,493,963	\$ 1,541,132	\$ 8,164,015	\$ 17,718,277	2B	67.2
0	0	0	LESS FUNDED	\$ (9,554,262)	\$ (1,226,992)	\$ -	\$ -	\$ -	\$ -	\$ (1,226,992)	\$ (10,781,254)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,048,328	\$ 1,404,991	\$ 1,448,609	\$ 1,493,963	\$ 1,541,132	\$ 6,937,023	\$ 6,937,023	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ 1,048,328	\$ 1,390,472	\$ -	\$ -	\$ -	\$ 2,438,800	\$ 2,438,800	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 1,271,878	\$ 1,133,863	\$ 1,179,217	\$ 1,226,386	\$ 4,811,344	\$ 4,811,344	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ 1,257,359	\$ (314,746)	\$ (314,746)	\$ (314,746)	\$ 313,121	\$ 313,121	2B	0.0
CPT 575	MUNI	TROLLEY	TROLLEY COACH REBUILD 60 ARTICS: Overhaul 60 New Flyer articulated trolley coaches. Includes the rehabilitation and replacement of frames, kiepe retriever, inverter replacement, battery management, and minor overhaul of major components.	\$ 171,509	\$ 3,472,491	\$ 3,144,000	\$ -	\$ -	\$ -	\$ 6,616,491	\$ 6,788,000	2B	67.2
0	0	0	LESS FUNDED	\$ (171,509)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (171,509)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 3,472,491	\$ 3,144,000	\$ -	\$ -	\$ -	\$ 6,616,491	\$ 6,616,491	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ 1,702,000	\$ 2,798,000	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,770,491)	\$ (346,000)	\$ -	\$ -	\$ -	\$ (2,116,491)	\$ (2,116,491)	2B	0.0
CPT 521	MUNI	HISTORIC	HISTORIC VEHICLE REHAB: Phased rehabilitation of the Historic Light Rail Vehicle (F-Line) fleet to maintain a high state of system reliability and productivity.	\$ 3,514,325	\$ 13,185,502	\$ -	\$ -	\$ -	\$ -	\$ 13,185,502	\$ 16,699,827	2B	67.2
0	0	0	LESS FUNDED	\$ (3,514,325)	\$ (13,185,502)	\$ -	\$ -	\$ -	\$ -	\$ (13,185,502)	\$ (16,699,827)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0

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0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
CPT 447	TPD	TROLLEY	OVERHEAD REHAB 1998-2009: Phased design and replacement of the overhead wires and are related poles and traction power systems serving the light rail and trolley coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance, and increase system reliability.	\$ 51,689,932	\$ 31,286,775	\$ 13,517,037	\$ 13,517,037	\$ 13,517,037	\$ -	\$ 71,837,886	\$ 123,527,818	2B	67.2
0	0	0	LESS FUNDED	\$ (51,689,932)	\$ (23,330,525)	\$ -	\$ -	\$ -	\$ -	\$ (23,330,525)	\$ (75,020,457)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 7,956,250	\$ 13,517,037	\$ 13,517,037	\$ 13,517,037	\$ -	\$ 48,507,361	\$ 48,507,361	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ 17,500,000	\$ 15,750,000	\$ 2,250,000	\$ -	\$ -	\$ 35,500,000	\$ 35,500,000	2B	0.0
0	0	0	(2) Planned	\$ -	\$ 1,125,000	\$ -	\$ 8,500,000	\$ -	\$ -	\$ 9,625,000	\$ 9,625,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 10,668,750	\$ 2,232,963	\$ (2,767,037)	\$ (13,517,037)	\$ -	\$ (3,382,361)	\$ (3,382,361)	2B	0.0
256	TPD	TROLLEY	OVERHEAD REHAB 2010-2019: Phased design and replacement of the overhead wires and are related poles and traction power systems serving the light rail and trolley coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance, and increase system reliability.	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000	2B	67.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 6,000,000	\$ 6,000,000	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 24,000,000	\$ 24,000,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
257	TPD	TROLLEY	OVERHEAD REHAB 2020-2029: Phased design and replacement of the overhead wires and are related poles and traction power systems serving the light rail and trolley coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance, and increase system reliability.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	67.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0

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CPT 527/ 413/311	TPD	CABLE CAR	CABLE CAR INFRA. REHAB 1998-2009: Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	\$ 6,066,366	\$ 31,369,348	\$ 27,253,828	\$ -	\$ -	\$ -	\$ 58,623,176	\$ 64,689,542	2B	67.2
0	0	0	LESS FUNDED	\$ (6,066,366)	\$ (22,018,243)	\$ -	\$ -	\$ -	\$ -	\$ (22,018,243)	\$ (28,084,609)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 9,351,105	\$ 27,253,828	\$ -	\$ -	\$ -	\$ 36,604,933	\$ 36,604,933	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ 12,783,331	\$ 11,875,000	\$ -	\$ -	\$ -	\$ 24,658,331	\$ 24,658,331	2B	0.0
0	0	0	(2) Planned	\$ -	\$ 628,192	\$ 7,873,203	\$ -	\$ -	\$ -	\$ 8,501,395	\$ 8,501,395	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 4,060,418	\$ (7,505,625)	\$ -	\$ -	\$ -	\$ (3,445,207)	\$ (3,445,207)	2B	0.0
233	TPD	CABLE CAR	CABLE CAR INFRA. REHAB 2010-2019: Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000	2B	67.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 30,000,000	\$ 30,000,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 24,000,000	\$ 24,000,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)	\$ (1,000,000)	\$ (3,000,000)	\$ (3,000,000)	2B	0.0
234	TPD	CABLE CAR	CABLE CAR INFRA. REHAB 2020-2029: Various phased infrastructure and guideway repairs and improvements on the Cable Car System. Includes repairs and improvements to all street components of the Cable Car system, such as pulleys, switches, and turntables.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	67.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
227	MUNI	BUS	BOARDING/PLATFORM ISLAND REPAIR: Include improvements for the repair and maintenance of the boarding/platform islands in the transit system. Includes the purchase of railings, equipment, and other materials.	\$ -	\$ 1,164,527	\$ 871,527	\$ 841,527	\$ 841,527	\$ 841,527	\$ 4,560,635	\$ 4,560,635	2B	67.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0

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0	0	0	BALANCE UNFUNDED	\$	-	\$ 1,164,527	\$ 871,527	\$ 841,527	\$ 841,527	\$ 841,527	\$ 841,527	\$ 4,560,635	\$ 4,560,635	2B	0.0
0	0	0	(1) Programmed	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ (1,164,527)	\$ (871,527)	\$ (841,527)	\$ (841,527)	\$ (841,527)	\$ (841,527)	\$ (4,560,635)	\$ (4,560,635)	2B	0.0
58	SEC	SAFETY & SECURITY	YARD INTRUSION ALARM SYSTEMS - Purchase and installation of a equipment to enhance the current alarm system; the constituent components will be mounted on or around perimeter fences and integrated with audible alarms and strobe lights and high intensity illumination.	\$	-	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	1C	62.1
0	0	0	LESS FUNDED	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	1C	0.0
0	0	0	(1) Programmed	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$	-	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ 1,958,000	\$ (224,000)	\$ (867,000)	\$ (867,000)	\$ -	\$ -	\$ -	\$ -	1C	0.0
272	EX AFF	ACCESSIBILITY/R EGULATORY	SUBWAY RESTROOM REHABILITATION: Improvements to Muni Metro stations restrooms (Van Ness, Church Street, Castro Street, Forest Hill and West Portal) to improve physical access for ADA compliance and to improve health and safety conditions. ADA improvements would be required before restrooms reopen.	\$	-	\$ -	\$ -	\$ -	\$ 1,065,776	\$ -	\$ 1,065,776	\$ 1,065,776	\$ 1,065,776	1C	62.1
0	0	0	LESS FUNDED	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$ -	\$ -	\$ -	\$ 1,065,776	\$ -	\$ 1,065,776	\$ 1,065,776	\$ 1,065,776	1C	0.0
0	0	0	(1) Programmed	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ -	\$ -	\$ -	\$ (1,065,776)	\$ -	\$ (1,065,776)	\$ (1,065,776)	\$ (1,065,776)	1C	0.0
198	PKT	PARKING AND TRAFFIC	RED LIGHT PHOTO ENFORCEMENT: Purchase and installation of Red Light Photo systems at 10 new locations throughout the City. Cost approx. \$100,000 each.	\$	-	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	1C	62.1
0	0	0	LESS FUNDED	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	1C	0.0
0	0	0	(1) Programmed	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (1,000,000)	\$ (1,000,000)	\$ (1,000,000)	1C	0.0

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200	PKT	PARKING AND TRAFFIC	SIGNAL PROGRAM (FUTURE): 1) Battery backup systems @ 140 locations (28/YEAR) 2) Van Ness Avenue signal upgrades combined with SFGO interconnection to Transportation Management Center 3) Upgrade 389 additional signals (20-Year program) 4) Install Countdown signals at 200 locations 5) Install 100 New signals (5/20 Years) 6) Install new controllers software at 300 intersections (60 per year) 7) Signal shop upgrade of inventory area 8) Implement signal inventory system	\$ -	\$ 9,140,000	\$ 23,540,000	\$ 15,140,000	\$ 9,140,000	\$ 9,140,000	\$ 66,100,000	\$ 66,100,000	1C	62.1
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 9,140,000	\$ 23,540,000	\$ 15,140,000	\$ 9,140,000	\$ 9,140,000	\$ 66,100,000	\$ 66,100,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (9,140,000)	\$ (23,540,000)	\$ (15,140,000)	\$ (9,140,000)	\$ (9,140,000)	\$ (66,100,000)	\$ (66,100,000)	1C	0.0
221	PKT	PEDESTRIAN	FLASHING BEACONS/PAVEMENT LIGHTS: Purchase and installation of flashing beacons and pavement lights at various locations in the City.	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,000,000	\$ 10,000,000	1C	62.1
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,000,000	\$ 10,000,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (2,000,000)	\$ (2,000,000)	\$ (2,000,000)	\$ (2,000,000)	\$ (2,000,000)	\$ (10,000,000)	\$ (10,000,000)	1C	0.0

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CPKV, CPKW, CPKC	PKT	PEDESTRIAN	PEDESTRIAN SAFETY PROJECTS: Installation of bulbs and various pedestrian safety projects which are currently ongoing. 1) CPKV19 - Bulbout/Channelization 2) CPKV77 - Implementation of Arterials Bulbouts 3) CPKV78 - Traffic Islands/Pedestrian Signals 4) CPKW04 - Ped Safe Curb Bulbs Construction 5) CPKC14 - Leonard Flynn Safe Route to School	\$ 197,319	\$ 1,207,948	\$ -	\$ -	\$ -	\$ -	\$ 1,207,948	\$ 1,405,267	1C	62.1
0	0	0	LESS FUNDED	\$ (197,319)	\$ (1,207,948)	\$ -	\$ -	\$ -	\$ -	\$ (1,207,948)	\$ (1,405,267)	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
59	MUNI	LIGHT RAIL	ATCS TEST & REPAIR SHOP- GREEN: Increase space at the Green Center Electronics shop for technicians testing equipment and spare parts. Current space is overcrowded, this expansion would allow for more efficient use of shop space and the ability to build test stations and leave them assembled, saving considerable labor.	\$ -	\$ -	\$ 108,864	\$ -	\$ -	\$ -	\$ 108,864	\$ 108,864	2C	60.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 108,864	\$ -	\$ -	\$ -	\$ 108,864	\$ 108,864	2C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (108,864)	\$ -	\$ -	\$ -	\$ (108,864)	\$ (108,864)	2C	0.0
0	0	0	SUBTOTAL	\$ 86,769,714	\$ 107,416,109	\$ 121,698,106	\$ 107,347,055	\$ 53,695,339	\$ 40,938,850	\$ 431,095,459	\$ 517,865,173	0	0.0
0	0	0	PROJECTS WITH SCORES IN THE 60'S										
0	0	0	LESS FUNDED	\$ (86,769,714)	\$ (62,190,970)	\$ -	\$ -	\$ -	\$ -	\$ (62,190,970)	\$ (148,960,684)	0	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 45,225,139	\$ 121,698,106	\$ 107,347,055	\$ 53,695,339	\$ 40,938,850	\$ 368,904,489	\$ 368,904,489	0	0.0
0	0	0	(1) Programmed	\$ -	\$ 37,391,059	\$ 32,865,369	\$ 5,837,217	\$ 3,886,555	\$ 3,000,000	\$ 82,980,200	\$ 82,980,200	0	0.0
0	0	0	(2) Planned	\$ -	\$ 8,753,192	\$ 15,528,096	\$ 34,002,145	\$ 26,350,732	\$ 22,226,386	\$ 106,860,551	\$ 106,860,551	0	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 919,112	\$ (73,304,641)	\$ (67,507,693)	\$ (23,458,052)	\$ (15,712,464)	\$ (179,063,738)	\$ (179,063,738)	0	0.0
31	MUNI	SYSTEMS - MTA Wide/Muni	PBX TELEPHONE SYSTEM & EQUIPMENT: Purchase and install Private Business Exchange (PBX) telephone system and fiber-optic communications links at Muni Facilities to replace the obsolete Centrex equipment.	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 900,000	\$ 900,000	2A	56.1
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 900,000	\$ 900,000	2A	0.0

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0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(300,000)	\$	(300,000)	\$	(300,000)	\$	-	\$	-	\$	(900,000)	2A	0.0		
82	MUNI	BUILDING	GREEN FACILITY DOOR REPLACEMENT: Replacement of existing roll-up doors with doors that can accommodate the BREDA Fleet.	\$	-	\$	-	\$	2,349,856	\$	2,349,856	\$	2,349,856	\$	-	\$	7,049,568	\$	7,049,568	2A	56.1
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	2,349,856	\$	2,349,856	\$	2,349,856	\$	-	\$	7,049,568	\$	7,049,568	2A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	(2,349,856)	\$	(2,349,856)	\$	(2,349,856)	\$	-	\$	(7,049,568)	\$	(7,049,568)	2A	0.0
80	MUNI	LIGHT RAIL	GREEN - LRV WASHER REPLACEMENT: Replace the existing Light Rail Vehicle (LRV) washer at the Green Maintenance Facility to accommodate the BREDA vehicles.	\$	-	\$	-	\$	912,490	\$	912,490	\$	-	\$	-	\$	1,824,979	\$	1,824,979	2A	56.1
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	912,490	\$	912,490	\$	-	\$	-	\$	1,824,979	\$	1,824,979	2A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	(912,490)	\$	(912,490)	\$	-	\$	-	\$	(1,824,979)	\$	(1,824,979)	2A	0.0
102	TPD	BUILDING	REVENUE CENTER REPLACEMENT: Includes Coin Sorter Replacement and renovations of the existing facility.	\$	-	\$	1,534,340	\$	1,434,340	\$	1,434,340	\$	1,434,340	\$	1,434,340	\$	7,271,700	\$	7,271,700	2A	56.1
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	1,534,340	\$	1,434,340	\$	1,434,340	\$	1,434,340	\$	1,434,340	\$	7,271,700	\$	7,271,700	2A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(1,534,340)	\$	(1,434,340)	\$	(1,434,340)	\$	(1,434,340)	\$	(1,434,340)	\$	(7,271,700)	\$	(7,271,700)	2A	0.0
146	MUNI	BUS	MOTOR COACH REPLACE-FUTURE: Continue the phased replacement of the motor coach fleet when vehicles reach the end of their useful life.	\$	-	\$	-	\$	38,958,596	\$	52,277,481	\$	-	\$	-	\$	91,236,077	\$	91,236,077	2A	56.1
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	38,958,596	\$	52,277,481	\$	-	\$	-	\$	91,236,077	\$	91,236,077	2A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	13,523,412	\$	-	\$	-	\$	13,523,412	\$	13,523,412	2A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	27,365,783	\$	47,609,799	\$	-	\$	-	\$	74,975,582	\$	74,975,582	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	(11,592,813)	\$	8,855,730	\$	-	\$	-	\$	(2,737,083)	\$	(2,737,083)	2A	0.0

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133	MUNI	LIGHT RAIL	LRV - REPLACE 151 BREDAs: Replacement of 151 BREDAs Light Rail Vehicles which are at the end of their useful life.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	56.1
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
265	PKT	SIGNS	PARKING CONTROL SIGN RENOVATION & REPLACEMENT PROGRAM: 1) Perform preventive maintenance on 10,000 signs per year. 2) Renovate 5,000 signs per year with Graffiti sheeting. 3) Replace 10,000 street name signs.	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 12,500,000	\$ 12,500,000	2A	56.1
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 12,500,000	\$ 12,500,000	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (2,500,000)	\$ (2,500,000)	\$ (2,500,000)	\$ (2,500,000)	\$ (2,500,000)	\$ (2,500,000)	\$ (12,500,000)	\$ (12,500,000)	2A	0.0
CPKA/ CPKC	PKT	SIGNS	PARKING SIGNS (CURRENT): 1) CPKA19 - 25th AVE Road Diet 2) CPKC05 - West Approach Overhead Signs	\$ 337,663	\$ 297,367	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,367	\$ 635,030	2A	56.1
0	0	0	LESS FUNDED	\$ (337,663)	\$ (297,367)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (297,367)	\$ (635,030)	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
321	ITS	SYSTEMS - MTA Wide	MTA PORTAL: Replace the existing MTA intranet and internet with a professional portal system which will deliver better and personalized content aggregation and integration, unified content and access, and service oriented analysis and process integration capabilities. The portal can be used as a platform for all new application deployment and development throughout the entire MTA. It can also be used for external agencies, our customers, the general public for information and for accessing all services provided by the MTA.	\$ -	\$ 100,000	\$ 300,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,100,000	\$ 1,100,000	2A	56.1
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 100,000	\$ 300,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,100,000	\$ 1,100,000	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (100,000)	\$ (300,000)	\$ (300,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (1,100,000)	\$ (1,100,000)	2A	0.0

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CPT 500/538	MUNI	BUILDING	FACILITIES - MISC SMALL PROJECTS: Includes a collection of small project rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	\$ 2,464,712	#	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000	#	\$ 4,964,712	0	2B	50.4
0	0	0	LESS FUNDED	\$ (2,464,712)	#	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#	\$ (2,464,712)	0	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	#	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000	#	\$ 2,500,000	0	2B	0.0
0	0	0	(1) Programmed	\$ -	#	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#	\$ -	0	2B	0.0
0	0	0	(2) Planned	\$ -	#	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#	\$ -	0	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	#	\$ -	\$ (2,500,000)	\$ -	\$ -	\$ -	\$ (2,500,000)	#	\$ (2,500,000)	0	2B	0.0
0	0	0		\$ -	#	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#	\$ -	0	2B	0.0
CPT 564	FIN	BUILDING	ONE SOUTH VAN NESS : Renovation of the space in this building to accommodate various administrative, operations, and management offices within the MTA.	\$ 916,550		\$ 11,461	\$ -	\$ -	\$ -	\$ -	\$ 11,461		\$ 928,011		2B	50.4
0	0	0	LESS FUNDED	\$ (916,550)		\$ (11,461)	\$ -	\$ -	\$ -	\$ -	\$ (11,461)		\$ (928,011)		2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
0	0	0	(1) Programmed	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
0	0	0	(2) Planned	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
CPT 371/400/4 02/534	TPD	BUILDING	FIXED FACILITY REHABILITATION: Includes the major rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	\$ 14,208,679		\$ 694,070	\$ 5,037,440	\$ 5,037,440	\$ 5,037,440	\$ 5,037,440	\$ 20,843,830		\$ 35,052,509		2B	50.4
0	0	0	LESS FUNDED	\$ (14,208,679)		\$ (9,896)	\$ -	\$ -	\$ -	\$ -	\$ (9,896)		\$ (14,218,575)		2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -		\$ 684,174	\$ 5,037,440	\$ 5,037,440	\$ 5,037,440	\$ 5,037,440	\$ 20,833,934		\$ 20,833,934		2B	0.0
0	0	0	(1) Programmed	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
0	0	0	(2) Planned	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -		\$ (684,174)	\$ (5,037,440)	\$ (5,037,440)	\$ (5,037,440)	\$ (5,037,440)	\$ (20,833,934)		\$ (20,833,934)		2B	0.0
62	TPD	BUILDING	BURKE AVENUE FACILITY IMPROVEMENTS: Rehabilitation of the warehouse purchased at 1570 Burke Ave for use as the new Central Warehouse and overhead line facility.	\$ -		\$ 210,000	\$ 3,176,000	\$ 5,000,000	\$ 4,000,000	\$ 1,614,000	\$ 14,000,000		\$ 14,000,000		2B	50.4
0	0	0	LESS FUNDED	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -		\$ 210,000	\$ 3,176,000	\$ 5,000,000	\$ 4,000,000	\$ 1,614,000	\$ 14,000,000		\$ 14,000,000		2B	0.0
0	0	0	(1) Programmed	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		2B	0.0
0	0	0	(2) Planned	\$ -		\$ -	\$ -	\$ 14,000,000	\$ -	\$ -	\$ 14,000,000		\$ 14,000,000		2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -		\$ (210,000)	\$ (3,176,000)	\$ 9,000,000	\$ (4,000,000)	\$ (1,614,000)	\$ -		\$ -		2B	0.0

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113	TPD	BUS	KIRKLAND MOTOR COACH FACILITY REHAB: Major renovation of deteriorated office building, shop building, operator breakroom, and addresses environmental remediation.	\$ -	\$ 150,000	\$ 860,000	\$ 1,500,000	\$ 4,000,000	\$ 3,490,000	\$ 10,000,000	\$ 10,000,000	2B	50.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 150,000	\$ 860,000	\$ 1,500,000	\$ 4,000,000	\$ 3,490,000	\$ 10,000,000	\$ 10,000,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (150,000)	\$ (860,000)	\$ (1,500,000)	\$ (4,000,000)	\$ (3,490,000)	\$ (10,000,000)	\$ (10,000,000)	2B	0.0
305	TPD	BUILDING	BRYANT STREET FACILITY SEISMIC: Rehabilitation and seismic retrofit of the current warehouse located at 1401 Bryant Street.	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 18,000,000	\$ 18,000,000	2B	50.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 18,000,000	\$ 18,000,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (4,500,000)	\$ (4,500,000)	\$ (4,500,000)	\$ (4,500,000)	\$ (18,000,000)	\$ (18,000,000)	2B	0.0
87	TPD	BUILDING	GREEN FACILITY MAINTENANCE: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance. Includes modernization of major maintenance/overhaul of equipment.	\$ -	\$ 300,000	\$ 1,680,000	\$ 8,990,000	\$ 4,000,000	\$ 5,030,000	\$ 20,000,000	\$ 20,000,000	2B	50.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 1,680,000	\$ 8,990,000	\$ 4,000,000	\$ 5,030,000	\$ 20,000,000	\$ 20,000,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (300,000)	\$ (1,680,000)	\$ (8,990,000)	\$ (4,000,000)	\$ (5,030,000)	\$ (20,000,000)	\$ (20,000,000)	2B	0.0
CPT 532	TPD	BUILDING	FLYNN FACILITY LIFT MODIFICATION: Installation of five new lifts, relocation of overhead fluid and air hose to accommodate rear-engine vehicles, modification of the local exhaust scavenging system to accommodate the maintenance and servicing of vehicles.	\$ 4,137,085	\$ 112,915	\$ -	\$ -	\$ -	\$ -	\$ 112,915	\$ 4,250,000	2B	50.4
0	0	0	LESS FUNDED	\$ (4,137,085)	\$ (112,915)	\$ -	\$ -	\$ -	\$ -	\$ (112,915)	\$ (4,250,000)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
57	TPD	BUILDING	PRESIDIO DIVISION FACILITY IMPROVEMENTS: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	\$ -	\$ 300,000	\$ 1,680,000	\$ 8,990,000	\$ 4,000,000	\$ 5,030,000	\$ 20,000,000	\$ 20,000,000	2B	50.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 1,680,000	\$ 8,990,000	\$ 4,000,000	\$ 5,030,000	\$ 20,000,000	\$ 20,000,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0

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0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (300,000)	\$ (1,680,000)	\$ (3,990,000)	\$ (4,000,000)	\$ (5,030,000)	\$ (15,000,000)	\$ (15,000,000)	2B	0.0
141	MUNI	BUS	MC RESERVE-END OF LIFE REHAB: Continue to maintain a viable reserve fleet by providing for an end of useful life rehabilitation on part of the motor coach fleet to allow these vehicles to function in a reserve capacity for up to 10 years.	\$ -	\$ 4,188,328	\$ 4,188,328	\$ 4,188,328	\$ 4,188,328	\$ 4,188,328	\$ 20,941,638	\$ 20,941,638	2B	50.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 4,188,328	\$ 4,188,328	\$ 4,188,328	\$ 4,188,328	\$ 4,188,328	\$ 20,941,638	\$ 20,941,638	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (4,188,328)	\$ (4,188,328)	\$ (4,188,328)	\$ (4,188,328)	\$ (4,188,328)	\$ (20,941,638)	\$ (20,941,638)	2B	0.0
182	MUNI	TROLLEY	TROLLEY COACH MID-LIFE REBUILD: Systematic mid-life rebuild of all vehicles in the trolley coach fleet to maintain adequate vehicle availability throughout the vehicle's useful life.	\$ -	\$ 17,198,325	\$ 35,969,332	\$ -	\$ -	\$ -	\$ 53,167,657	\$ 53,167,657	2B	50.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 17,198,325	\$ 35,969,332	\$ -	\$ -	\$ -	\$ 53,167,657	\$ 53,167,657	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 20,000,000	\$ 20,000,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (13,198,325)	\$ (31,969,332)	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ (33,167,657)	\$ (33,167,657)	2B	0.0
CPKXXX	PKT	PARKING AND TRAFFIC	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-Lanes	\$ 596,641	\$ 208,562	\$ 337,852	\$ -	\$ -	\$ -	\$ 546,414	\$ 1,143,055	2B	50.4
0	0	0	LESS FUNDED	\$ (596,641)	\$ (208,562)	\$ (337,852)	\$ -	\$ -	\$ -	\$ (546,414)	\$ (1,143,055)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
324	ITS	SYSTEMS - MTA Wide (combined with TPD #8)	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.	\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000	2B	50.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 300,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 1,000,000	\$ 1,000,000	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (300,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (1,000,000)	\$ (1,000,000)	2B	0.0
48	TPD	EQUIPMENT	TRANSIT SIGNAGE PROGRAM: Procurement of basic information "Landor" style bus stop signage for passengers at an additional 1000 stops.	\$ -	\$ 175,479	\$ 175,479	\$ -	\$ -	\$ -	\$ 350,958	\$ 350,958	1A	50.0

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0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (1,731,164)	\$ -	\$ -	\$ -	\$ (1,731,164)	\$ (1,731,164)	2C	0.0
38	SEC	SAFETY & SECURITY	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.	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1C	41.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 42,000	\$ 224,000	\$ 867,000	\$ 867,000	\$ -	\$ 2,000,000	\$ 2,000,000	1C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	1C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (42,000)	\$ (24,000)	\$ (867,000)	\$ (867,000)	\$ -	\$ (1,800,000)	\$ (1,800,000)	1C	0.0
21	FIN	SYSTEMS - Finance	KIOSKS, MEDIA SALES - Purchase and installation of Kiosks for media and advertisement sales.	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	3C	40.8
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	3C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,200,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,200,000)	\$ (1,200,000)	3C	0.0
0	0	0	SUBTOTAL PROJECTS WITH SCORES IN THE 40'S	\$ 881,164	\$ 21,826,929	\$ 28,224,000	\$ 20,867,000	\$ 20,867,000	\$ 20,000,000	\$ 711,094,102	\$ 711,975,266	0	0.0
0	0	0	LESS FUNDED	\$ (881,164)	\$ -	\$ (3,268,836)	\$ -	\$ -	\$ -	\$ (3,268,836)	\$ (4,150,000)	0	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 21,826,929	\$ 24,955,164	\$ 20,867,000	\$ 20,867,000	\$ 20,000,000	\$ 707,825,266	\$ 707,825,266	0	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 200,000	\$ -	\$ 55,000,000	\$ -	\$ 55,200,000	\$ 55,200,000	0	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (21,826,929)	\$ (24,755,164)	\$ (20,867,000)	\$ 34,133,000	\$ (20,000,000)	\$ (652,625,266) #	\$ (652,625,266)	0	0.0
112	TPD	BUILDING	TRAINING CENTER - Muni Wide: Development and construction of a combined operations and maintenance training facility to replace the existing facility.	\$ -	\$ -	\$ -	\$ -	\$ 19,738,977	\$ 19,738,977	\$ 39,477,953	\$ 39,477,953	2A	37.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ 19,738,977	\$ 19,738,977	\$ 39,477,953	\$ 39,477,953	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ (19,738,977)	\$ (19,738,977)	\$ (39,477,953)	\$ (39,477,953)	2A	0.0
148	MUNI	SUPPORT VEHICLES	NON-REVENUE VEHICLE REPLACEMENT PROGRAM: Purchase and replace non-revenue vehicles such as specialized maintenance vehicles, light and heavy duty trucks and sedans that are used agency-wide.	\$ -	\$ 7,428,852	\$ 7,428,852	\$ 7,428,852	\$ 7,428,852	\$ 7,428,852	\$ 37,144,260	\$ 37,144,260	2A	37.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 7,428,852	\$ 7,428,852	\$ 7,428,852	\$ 7,428,852	\$ 7,428,852	\$ 37,144,260	\$ 37,144,260	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (7,428,852)	\$ (7,428,852)	\$ (5,428,852)	\$ (7,428,852)	\$ (7,428,852)	\$ (35,144,260)	\$ (35,144,260)	2A	0.0

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CPT 560	TPD	SYSTEMS/ LIGHT RAIL - 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.	\$ 546,851	\$ 9,133,319	\$ 7,448,977	\$ 27,000,000	\$ 27,000,000	\$ 27,000,000	\$ 97,582,296	\$ 98,129,147	2A	37.4
0	0	0	LESS FUNDED	\$ (546,851)	\$ (9,133,319)	\$ -	\$ -	\$ -	\$ -	\$ (9,133,319)	\$ (9,680,170)	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 7,448,977	\$ 27,000,000	\$ 27,000,000	\$ 27,000,000	\$ 88,448,977	\$ 88,448,977	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 762,048	\$ -	\$ -	\$ -	\$ 762,048	\$ 762,048	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 2,768,554	\$ -	\$ -	\$ -	\$ 2,768,554	\$ 2,768,554	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (3,918,375)	\$ (27,000,000)	\$ (27,000,000)	\$ (27,000,000)	\$ (84,918,375)	\$ (84,918,375)	2A	0.0
235	MUNI	CABLE CAR	CABLE CAR RADIO: Procurement and installation of fixed on-board radios for 40 Cable Cars (including hardware and software for central control), 4 spare sets to replace the existing handheld radios currently used by Cable Car Operators.	\$ -	\$ 195,770	\$ -	\$ -	\$ -	\$ -	\$ 195,770	\$ 195,770	2A	37.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 195,770	\$ -	\$ -	\$ -	\$ -	\$ 195,770	\$ 195,770	2A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (195,770)	\$ -	\$ -	\$ -	\$ -	\$ (195,770)	\$ (195,770)	2A	0.0
25	FIN	SYSTEMS - Finance	MIS: REVENUE RECONCILIATION DB: Purchase and install Revenue Reconciliation database and system with networked hardware and software which interface to FAMIS to include security controls that comply with standard accounting practices.	\$ -	\$ -	\$ -	\$ 350,000	\$ 320,000	\$ 330,000	\$ 1,000,000	\$ 1,000,000	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ 350,000	\$ 320,000	\$ 330,000	\$ 1,000,000	\$ 1,000,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ (350,000)	\$ (320,000)	\$ (330,000)	\$ (1,000,000)	\$ (1,000,000)	4A	0.0
54	HR	SYSTEMS - HR	WORKER'S COMPENSATION SYSTEM: Purchase and install a wireless system for the field inspectors to enforce timely data entry. System includes 30 hand-held pocket PCs, or equivalent, software, consultant services, and training.	\$ -	\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ 324,480	\$ 324,480	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 162,240	\$ 162,240	\$ -	\$ -	\$ 324,480	\$ 324,480	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0

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0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (162,240)	\$ (162,240)	\$ -	\$ -	\$ (324,480)	\$ (324,480)	4A	0.0
2	TPD	SYSTEMS - 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.	\$ -	\$ 230,000	\$ 195,000	\$ 3,000,000	\$ 1,575,000	\$ -	\$ 5,000,000	\$ 5,000,000	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 230,000	\$ 195,000	\$ 3,000,000	\$ 1,575,000	\$ -	\$ 5,000,000	\$ 5,000,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 70,000	\$ (195,000)	\$ (3,000,000)	\$ (1,575,000)	\$ -	\$ (4,700,000)	\$ (4,700,000)	4A	0.0
20	HR	SYSTEMS - 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.	\$ -	\$ 75,000	\$ 420,000	\$ 2,247,500	\$ 1,500,000	\$ 757,500	\$ 5,000,000	\$ 5,000,000	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 75,000	\$ 420,000	\$ 2,247,500	\$ 1,500,000	\$ 757,500	\$ 5,000,000	\$ 5,000,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (75,000)	\$ (420,000)	\$ (2,247,500)	\$ (1,500,000)	\$ (757,500)	\$ (5,000,000)	\$ (5,000,000)	4A	0.0
32	SEC	SAFETY & SECURITY	PORTAL EMPLOYEE ACCESS CONTROL - Purchase and installation of an enhanced/upgrade to the existing employee identification system that will provide a more stringent control of access into the portals.	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
99	MUNI	BUILDING	GREEN MEZZANINE REMODELING: Remodel and improvements to this facility to accommodate the installation of the Rail Simulator Project (Ref No. 15)	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ 480,000	\$ 480,000	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ 480,000	\$ 480,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (480,000)	\$ -	\$ -	\$ -	\$ -	\$ (480,000)	\$ (480,000)	4A	0.0

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CPT515/ 547	TPD	BUILDING	MISSION-STEUART ST. HOTEL DEVELOPMENT: Development of the Mission Stuart Street Hotel	\$ -	\$ 2,833,996	\$ -	\$ -	\$ -	\$ -	\$ 2,833,996	\$ 2,833,996	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ (2,833,996)	\$ -	\$ -	\$ -	\$ -	\$ (2,833,996)	\$ (2,833,996)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
CPT 555	MUNI	HISTORIC	HISTORIC VEHICLE PURCHASE: Purchase and rehabilitate 11 PCCs from New Jersey Transit for use on the F-line.	\$ 7,789,983	\$ 1,120,017	\$ 375,000	\$ -	\$ -	\$ -	\$ 1,495,017	\$ 9,285,000	4A	35.2
0	0	0	LESS FUNDED	\$ (7,789,983)	\$ (1,120,017)	\$ -	\$ -	\$ -	\$ -	\$ (1,120,017)	\$ (8,910,000)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ 375,000	\$ 375,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (375,000)	\$ -	\$ -	\$ -	\$ (375,000)	\$ (375,000)	4A	0.0
307	TPD	SYSTEMS/ LIGHT RAIL - TPD	UPGRADE ADVANCED TRAIN CONTROL SYSTEM (ATCS):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
CPT578	TPD	PLANNING	TPS - 19TH AVE STUDY: The study will review traffic and transit operations along the corridor (19th Avenue and Park Presidio between Junipero Serra Boulevard and Lake Street) and identify potential solutions such as bus bulbs and transit signal priority.	\$ -	\$ 77,000	\$ -	\$ -	\$ -	\$ -	\$ 77,000	\$ 77,000	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ (77,000)	\$ -	\$ -	\$ -	\$ -	\$ (77,000)	\$ (77,000)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0

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CPT 448	TPD	PLANNING	TRANSIT PREFERENTIAL STREETS (TPS) - BUS STOP IMPROVEMENTS: Improvements to bus stops such as installation of bus bulbs and lengthened bus stops. Includes the design and construction of passenger boarding islands, throughout the Metro system at stops where passengers must now board and align in the streets.	\$ 1,526,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,526,927	4A	35.2
0	0	0	LESS FUNDED	\$ (1,526,927)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,526,927)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
CPT 512	TPD	PLANNING	TRANSIT PREFERENTIAL STREETS (TPS) - PRIORITY SIGNAL SYSTEMS: Procurement and installation of on-board and wayside priority signals on the 14-Mission and 38-Geary Lines. This project will increase the average operating speeds and reduce the amount of time spent waiting for traffic signals.	\$ 2,012,243	\$ 22,756	\$ 649,001	\$ -	\$ -	\$ -	\$ 671,757	\$ 2,684,000	\$ 2,684,000	4A	35.2
0	0	0	LESS FUNDED	\$ (2,012,243)	\$ (22,756)	\$ -	\$ -	\$ -	\$ -	\$ (22,756)	\$ (2,034,999)	\$ (2,034,999)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 649,001	\$ -	\$ -	\$ -	\$ 649,001	\$ 649,001	\$ 649,001	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ 52,000	\$ -	\$ -	\$ -	\$ -	\$ 52,000	\$ 52,000	\$ 52,000	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ 52,000	\$ (649,001)	\$ -	\$ -	\$ (597,001)	\$ (597,001)	\$ (597,001)	\$ (597,001)	4A	0.0
286	TPD	PLANNING	TRANSIT PREFERENTIAL STREETS PROGRAM: Design and implementation of a variety of cost effective approaches to speed the transit vehicles flow throughout the system. Includes exclusive or semi-exclusive transit lanes, colored or textured surface treatments, signal priority, stop respacing and relocation, and replacing stop signs and signals. Corridors included are Market, 19th Avenue, Potrero, Outer Mission, Stockton, and Geneva.	\$ -	\$ 9,523,105	\$ 40,315,907	\$ 13,897,261	\$ 16,623,450	\$ 12,450,300	\$ 92,810,023	\$ 92,810,023	\$ 92,810,023	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 9,523,105	\$ 40,315,907	\$ 13,897,261	\$ 16,623,450	\$ 12,450,300	\$ 92,810,023	\$ 92,810,023	\$ 92,810,023	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ 379,596	\$ -	\$ -	\$ 379,596	\$ 379,596	\$ 379,596	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (9,523,105)	\$ (40,315,907)	\$ (13,517,665)	\$ (16,623,450)	\$ (12,450,300)	\$ (92,430,427)	\$ (92,430,427)	\$ (92,430,427)	4A	0.0

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248	MUNI	SYSTEMS - Muni	MAINTENANCE YARDS NETWORK UPGRADE: Installation of high-speed wireless networking access points at vehicle yards using 80211.A standard. The network will allow remote data collection, diagnostics and communications from devices installed on vehicles or portable devices in the yards.	\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ 108,160	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (108,160)	\$ -	\$ -	\$ -	\$ -	\$ (108,160)	\$ (108,160)	4A	0.0
CPKL003/ CPKL04/ CPL05/ CPKV36	TPD	BIKE	BIKE PROGRAM PROJECTS (CURRENT): Improvements to various bike lanes, pavement markings, bike racks and other facilities.	\$ 197,686	\$ -	\$ 1,201,140	\$ -	\$ -	\$ -	\$ 1,201,140	\$ 1,398,826	4A	35.2
0	0	0	LESS FUNDED	\$ (197,686)	\$ -	\$ (1,201,140)	\$ -	\$ -	\$ -	\$ (1,201,140)	\$ (1,398,826)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
CPKP/ CPKV	PKT	PARKING AND TRAFFIC	SFGO PROGRAM (CURRENT): 1) CPKP73 - Hazard Elimination Safety Project (HES) - SFGO 2) CPKV59 - SFGO - 3rd Street ITMS - Advanced Technology 3) CPKV61 - SFGO - Center to Center Communications	\$ -	\$ 1,130,000	\$ -	\$ -	\$ -	\$ -	\$ 1,130,000	\$ 1,130,000	4A	35.2
0	0	0	LESS FUNDED	\$ -	\$ (1,130,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,130,000)	\$ (1,130,000)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
CPT 576	TPD	PLANNING	BALBOA PARK STATION AREA: Conduct a conceptual engineering study of station area development projects identified in the Balboa Park Station Area Plan, prepared by SF Planning department. Include feasibility analysis, cost estimates and phasing plan for the entire body of a station area improvement. Supporting studies include service planning study of bus and rail routes serving the station and operational and functional analysis of maintenance and storage activities related to the future use of Green Upper Yard site.	\$ 22,738	\$ 21,012	\$ -	\$ 1,096,250	\$ -	\$ -	\$ 1,117,262	\$ 1,140,000	4A	35.2
0	0	0	LESS FUNDED	\$ (22,738)	\$ (21,012)	\$ -	\$ -	\$ -	\$ -	\$ (21,012)	\$ (43,750)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ 1,096,250	\$ -	\$ -	\$ 1,096,250	\$ 1,096,250	4A	0.0

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0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0		
268	PKT	SYSTEMS - Parking and Traffic	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.	\$	-	\$	600,000	\$	-	\$	-	\$	-	\$	600,000	\$	600,000	4A	35.2		
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	600,000	\$	-	\$	-	\$	-	\$	600,000	\$	600,000	4A	0.0		
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(600,000)	\$	-	\$	-	\$	-	\$	(600,000)	\$	(600,000)	4A	0.0		
111	TPD	LIGHT RAIL	SUBWAY STATION IMPROVEMENTS: Rehab and improvements projects in the Metro Subway stations. Includes painting and platform edge detection tile replacement.	\$	-	\$	-	\$	5,835,578	\$	-	\$	-	\$	5,835,578	\$	5,835,578	2B	33.6		
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	5,835,578	\$	-	\$	-	\$	5,835,578	\$	5,835,578	2B	0.0		
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	(5,835,578)	\$	-	\$	-	\$	(5,835,578)	\$	(5,835,578)	2B	0.0		
65	TPD	BUILDING	CABLE CAR MUSEUM RENOVATION: Renovation and improvements to the Cable Car Museum, located at the Cable Car Barn at 1201 Mason Street.	\$	-	\$	-	\$	-	\$	5,624,320	\$	5,624,320	\$	11,248,640	\$	11,248,640	2B	33.6		
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	5,624,320	\$	5,624,320	\$	11,248,640	\$	11,248,640	2B	0.0		
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	(5,624,320)	\$	(5,624,320)	\$	(11,248,640)	\$	(11,248,640)	2B	0.0		
CPT 500	TPD	BUILDING	FACILITY PRES./IMP. PROGRAM: Includes the minor rehabilitation, preservation, and improvements of existing operating, storage, maintenance, and administrative facilities to rectify problems of system deterioration, and/or deferred maintenance, and safety hazards.	\$	(4)	\$	1,637,915	\$	2,573,542	\$	1,000,000	\$	1,000,000	\$	1,000,000	\$	7,211,457	\$	7,211,453	2B	33.6

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0	0	0	LESS FUNDED	\$	4	\$	(637,915)	\$	-	\$	-	\$	-	\$	-	\$	(637,915)	\$	(637,911)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	1,000,000	\$	2,573,542	\$	1,000,000	\$	1,000,000	\$	1,000,000	\$	6,573,542	\$	6,573,542	2B	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(1,000,000)	\$	(2,573,542)	\$	(1,000,000)	\$	(1,000,000)	\$	(1,000,000)	\$	(6,573,542)	\$	(6,573,542)	2B	0.0
81	TPD	BUILDING	GREEN ANNEX ROOF/HVAC REHAB: Rehabilitation or replacement of the roof and HVAC system at the Green Maintenance and Annex buildings. The roofs and HVAC systems are past their useful life. Include heating systems and minor improvements such as carpet replacement.	\$	-	\$	1,575,000	\$	2,075,000	\$	-	\$	-	\$	-	\$	3,650,000	\$	3,650,000	2B	33.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	1,575,000	\$	2,075,000	\$	-	\$	-	\$	-	\$	3,650,000	\$	3,650,000	2B	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(1,575,000)	\$	(2,075,000)	\$	-	\$	-	\$	-	\$	(3,650,000)	\$	(3,650,000)	2B	0.0
CPT 509	TPD	BUILDING	POTRERO REHABILITATION: Rehabilitation and improvements to the paint and body facility. Prior project phases included rehab of the roof and parking deck structure to eliminate roof leakages.	\$	2,796,002	\$	2,042,803	\$	2,197,097	\$	2,197,097	\$	-	\$	-	\$	6,436,997	\$	9,232,999	2B	33.6
0	0	0	LESS FUNDED	\$	(2,796,002)	\$	(2,042,803)	\$	-	\$	-	\$	-	\$	-	\$	(2,042,803)	\$	(4,838,805)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	2,197,097	\$	2,197,097	\$	-	\$	-	\$	4,394,194	\$	4,394,194	2B	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	(2) Planned	\$	-	\$	3,000,000	\$	-	\$	-	\$	-	\$	-	\$	3,000,000	\$	3,000,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	3,000,000	\$	(2,197,097)	\$	(2,197,097)	\$	-	\$	-	\$	(1,394,194)	\$	(1,394,194)	2B	0.0
304	TPD	BUILDING	WOODS FACILITY REHAB: Major renovations and improvements to correct facility deficiencies resulting from long-term deferred maintenance.	\$	-	\$	-	\$	-	\$	1,000,000	\$	2,000,000	\$	2,000,000	\$	5,000,000	\$	5,000,000	2B	33.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	1,000,000	\$	2,000,000	\$	2,000,000	\$	5,000,000	\$	5,000,000	2B	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	2B	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	2,000,000	\$	-	\$	-	\$	2,000,000	\$	2,000,000	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	1,000,000	\$	(2,000,000)	\$	(2,000,000)	\$	(3,000,000)	\$	(3,000,000)	2B	0.0

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64	TPD	BUILDING	CABLE CAR BARN FACILITY IMPROVEMENTS: Construct office space on the first floor mezzanine level of the building for maintenance management and staff. Includes the construction of an emergency fire escape hatch from the welding shop.	\$ -	\$ 462,587	\$ 462,587	\$ -	\$ -	\$ -	\$ 925,173	\$ 925,173	2B	33.6
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 462,587	\$ 462,587	\$ -	\$ -	\$ -	\$ 925,173	\$ 925,173	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (462,587)	\$ (462,587)	\$ -	\$ -	\$ -	\$ (925,173)	\$ (925,173)	2B	0.0
CPT 568	MUNI	BUS	MOTOR COACH REHAB - 12 ARTICS: Rehabilitation on 12 New Flyer articulated motor coaches to extend useful life by seven years. Includes the rehabilitation and replacement of engine, transmissions, axles, brakes, differentials, suspension systems, wheelchair lifts, windows, body work, pain, steering, air, electrical, heating, and cooling systems and the installation of low emission (PM/NOx). As approved by the FTA, this project will be consolidated with the NABI/Neoplan mid-life/rebuild.	\$ 3,755,244	\$ 866,837	\$ -	\$ -	\$ -	\$ -	\$ 866,837	\$ 4,622,081	2B	33.6
0	0	0	LESS FUNDED	\$ (3,755,244)	\$ (866,837)	\$ -	\$ -	\$ -	\$ -	\$ (866,837)	\$ (4,622,081)	2B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2B	0.0
210	PKT	PARKING AND TRAFFIC	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	\$ -	\$ 940,000	\$ 940,000	\$ 940,000	\$ 940,000	\$ 940,000	\$ 4,700,000	\$ 4,700,000	3C	30.6
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 940,000	\$ 940,000	\$ 940,000	\$ 940,000	\$ 940,000	\$ 4,700,000	\$ 4,700,000	3C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3C	0.0
0	0	0	(2) Planned	\$ -	\$ 940,000	\$ 940,000	\$ 940,000	\$ 940,000	\$ 940,000	\$ 4,700,000	\$ 4,700,000	3C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3C	0.0

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CPT 540	TPD	SYSTEMS - 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.	\$ 11,401,984	\$ 4,393,016	\$ -	\$ -	\$ -	\$ -	\$ 4,393,016	\$ 15,795,000	4B	30.0
0	0	0	LESS FUNDED	\$ (11,401,984)	\$ (4,393,016)	\$ -	\$ -	\$ -	\$ -	\$ (4,393,016)	\$ (15,795,000)	4B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
218	PKT	PEDESTRIAN	PEDESTRIAN REFUGE ISLANDS: Install 80 pedestrian refuge islands @ \$20,000 each.	\$ -	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 8,000,000	4B	30.0
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 8,000,000	4B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,600,000)	\$ (1,600,000)	\$ (1,600,000)	\$ (1,600,000)	\$ (1,600,000)	\$ (8,000,000)	\$ (8,000,000)	4B	0.0
CPT 524	TPD	LIGHT RAIL	BAYVIEW CONNECTIONS STATION AREA: Improve vital pedestrian connections between transit and neighborhood retail, educational and cultural facilities in the center of Bayview Hunters Point. Partially funded by a Transportation for Livable Communities (TLC) grant in the amount of \$1.8 million to complete design and first phase of construction.	\$ 2,303,187	\$ -	\$ 1,931,185	\$ -	\$ -	\$ -	\$ 1,931,185	\$ 4,234,372	4B	30.0
0	0	0	LESS FUNDED	\$ (2,303,187)	\$ -	\$ (1,767,560)	\$ -	\$ -	\$ -	\$ (1,767,560)	\$ (4,070,747)	4B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 163,625	\$ 163,625	\$ -	\$ -	\$ -	\$ 163,625	\$ 163,625	4B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ 426,000	\$ -	\$ -	\$ -	\$ 426,000	\$ 426,000	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ 262,375	\$ -	\$ -	\$ -	\$ 262,375	\$ 262,375	4B	0.0
0	0	0	SUBTOTAL PROJECTS WITH SCORES IN THE 30'S	\$ 32,352,841	\$ 50,010,185	\$ 72,563,055	\$ 71,054,778	\$ 85,350,599	\$ 78,869,949	\$ 357,848,565	\$ 390,201,406	0	0.0
0	0	0	LESS FUNDED	\$ (32,352,841)	\$ (22,278,671)	\$ (2,968,700)	\$ -	\$ -	\$ -	\$ (25,247,371)	\$ (57,600,212)	0	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 27,731,514	\$ 69,594,355	\$ 71,054,778	\$ 85,350,599	\$ 78,869,949	\$ 332,601,194	\$ 332,601,194	0	0.0
0	0	0	(1) Programmed	\$ -	\$ 2,024,250	\$ 1,693,143	\$ 1,296,250	\$ -	\$ -	\$ 5,013,643	\$ 5,013,643	0	0.0
0	0	0	(2) Planned	\$ -	\$ 6,653,000	\$ 4,134,554	\$ 5,319,596	\$ 940,000	\$ 940,000	\$ 17,987,150	\$ 17,987,150	0	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (19,054,264)	\$ (63,766,658)	\$ (64,438,932)	\$ (84,410,599)	\$ (77,929,949)	\$ (309,600,401)	\$ (309,600,401)	0	0.0
97	MUNI	BUILDING	PRESIDIO SHOP DOOR ELECTRIC MOTORS: Procurement and installation of electric motors for the ease of opening and closing the roll-up doors.	\$ -	\$ 126,532	\$ -	\$ -	\$ -	\$ -	\$ 126,532	\$ 126,532	4A	26.4

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0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	126,532	\$	-	\$	-	\$	-	\$	126,532	\$	126,532	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(126,532)	\$	-	\$	-	\$	-	\$	(126,532)	\$	(126,532)	4A	0.0
297	FIN	SYSTEM - Finnance (CC)	SBE PROGRAM DATA MGMT SYSTEM: To purchase and install software and hardware and related computers to support the Contract Compliance (SBE, DBE, LBE) data management system for the MTA.	\$	-	\$	100,000	\$	100,000	\$	100,000	\$	100,000	\$	-	\$	400,000	4A	26.4
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	100,000	\$	100,000	\$	100,000	\$	100,000	\$	-	\$	400,000	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(100,000)	\$	(100,000)	\$	(100,000)	\$	(100,000)	\$	-	\$	(400,000)	4A	0.0
50	PKT	SYSTEMS - Parking and Traffic	TRAVEL MODELING/MICRO-SIMULATION: Purchase and install systems to perform limited travel demand modeling and traffic micro-simulation tasks.	\$	-	\$	86,528	\$	-	\$	-	\$	-	\$	-	\$	86,528	4A	26.4
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	86,528	\$	-	\$	-	\$	-	\$	86,528	\$	86,528	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(86,528)	\$	-	\$	-	\$	-	\$	(86,528)	\$	(86,528)	4A	0.0
33	SEC	ENFORCEMENT	PROOF OF PAYMENT WIRELESS: Purchase and install a wireless solution system for the Proof of Payment (POP) staff while in the field. This system will include hand held units and all software and hardware.	\$	-	\$	126,187	\$	126,187	\$	126,187	\$	-	\$	-	\$	378,560	4A	26.4
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	126,187	\$	126,187	\$	126,187	\$	-	\$	-	\$	378,560	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(126,187)	\$	(126,187)	\$	(126,187)	\$	-	\$	-	\$	(378,560)	4A	0.0

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84	MUNI	LIGHT RAIL	GREEN SPRAY CABINET AND OVEN: Purchase and install a spray cabinet and drying oven in the Green Electronics Shop to wash and rinse electronic assemblies.	\$ -	\$ -	\$ 152,082	\$ 152,082	\$ -	\$ -	\$ 304,163	\$ 304,163	4A	26.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 152,082	\$ 152,082	\$ -	\$ -	\$ 304,163	\$ 304,163	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ 304,163	\$ -	\$ 304,163	\$ 304,163	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (152,082)	\$ (152,082)	\$ 304,163	\$ -	\$ (0)	\$ (0)	4A	0.0
CPKXXX	PKT	PARKING AND TRAFFIC - VARIOUS	PARKING & TRAFFIC PROJECTS - Includes various improvement projects: 1) CPKM44 - Westfield Parking Improvements 2) CPKP64 - Stockton Boarding Island - widen of street and remove boarding island. 3) CPKV60 - Fell/Oak ITMS Deployment 4) CPK525 - Traffic Control System	\$ 501,098	\$ 865,163	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 2,365,163	\$ 2,866,261	4A	26.4
0	0	0	LESS FUNDED	\$ (501,098)	\$ (865,163)	\$ (1,500,000)	\$ -	\$ -	\$ -	\$ (2,365,163)	\$ (2,866,261)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
211	PKT	PARKING AND TRAFFIC	PARKING METERS - Purchase and installation of an additional 1,000 parking meters per year @ \$800 each.	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 4,000,000	\$ 4,000,000	4A	26.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 4,000,000	\$ 4,000,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (800,000)	\$ (800,000)	\$ (800,000)	\$ (800,000)	\$ (800,000)	\$ (4,000,000)	\$ (4,000,000)	4A	0.0
212	PKT	PEDESTRIAN	CURB BULBS: Purchase and installation of 100 per year @ \$30,000 each.	\$ -	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,000,000	\$ 15,000,000	4A	26.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,000,000	\$ 15,000,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (3,000,000)	\$ (3,000,000)	\$ (3,000,000)	\$ (3,000,000)	\$ (3,000,000)	\$ (15,000,000)	\$ (15,000,000)	4A	0.0

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219	PKT	PARKING AND TRAFFIC - TRAFFIC CALMING	TRAFFIC CALMING DEVICES (FUTURE)- Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City.	\$ -	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 8,500,000	\$ 8,500,000	4A	26.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 8,500,000	\$ 8,500,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (1,700,000)	\$ (1,700,000)	\$ (1,700,000)	\$ (1,700,000)	\$ (1,700,000)	\$ (8,500,000)	\$ (8,500,000)	4A	0.0
CPK/GPK/PPK	PKT	PARKING AND TRAFFIC - TRAFFIC CALMING	TRAFFIC CALMING DEVICES (CURRENT)- Installation of traffic calming devices such as speed bumps, traffic circles, islands, etc., at various locations in the City. 1) CPKW37 - Install speedbumps and traffic island 2) GPKX01 - TC Project Brotherhood Way and Teresita 3) PPK003 - Livable Streets Program (RLC)	\$ 1,268,822	\$ 682,994	\$ -	\$ -	\$ -	\$ -	\$ 682,994	\$ 1,951,816	4A	26.4
0	0	0	LESS FUNDED	\$ (1,268,822)	\$ (682,994)	\$ -	\$ -	\$ -	\$ -	\$ (682,994)	\$ (1,951,816)	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
293	PKT	PEDESTRIAN	GOLDEN GATE PARK PEDESTRIAN SAFETY PLAN: Implementation of pedestrian safety plan for Golden Gate Park.	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000	4A	26.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (1,700,000)	\$ -	\$ -	\$ -	\$ (1,700,000)	\$ (1,700,000)	4A	0.0
309	TPD	PLANNING	EMBARCADERO & CIVIC CENTER CROSS PLATFORM: Project will create direct, open connections between BART and Muni Metro at Civic Center and Embarcadero Stations. Project includes faregates, structural modifications, security/surveillance systems, and new electrical infrastructure. Project will improve transfer convenience and immediacy, patron orientation and satisfaction. Project will also increase exit/egress capacity at two heavily used BART Stations.	\$ -	\$ 800,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000	4A	26.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 800,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (800,000)	\$ (1,000,000)	\$ -	\$ -	\$ -	\$ 1,800,000	\$ (1,800,000)	4A	0.0

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213	PKT	METERS	PARKING METERS: Purchase and installation of 200 new multi-space parking meters. Costs approx. \$25,000 each.	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 15,000,000	\$ 15,000,000	4A	26.4
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 15,000,000	\$ 15,000,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ (5,000,000)	\$ (5,000,000)	\$ (5,000,000)	\$ (15,000,000)	\$ (15,000,000)	4A	0.0
0	0	0		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
CPT 566	TPD	BUILDING	BURKE AVENUE REAL ESTATE: To acquire a 103,000 square-foot warehouse at 1570 Burke Avenue for use as MTA's new Central Warehouse and Overhead Lines Facility and replace the current facility located at 1401 Bryant which is required to be seismically strengthened by the City's unreinforced masonry building code.	\$ 10,294,949	\$ 430,051	\$ 1,753,000	\$ 1,753,000	\$ -	\$ -	\$ 3,936,051	\$ 14,231,000	4C	25.2
0	0	0	LESS FUNDED	\$ (10,294,949)	\$ (430,051)	\$ -	\$ -	\$ -	\$ -	\$ (430,051)	\$ (10,725,000)	4C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 1,753,000	\$ 1,753,000	\$ -	\$ -	\$ 3,506,000	\$ 3,506,000	4C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ 1,753,000	\$ 1,753,000	\$ -	\$ -	\$ 3,506,000	\$ 3,506,000	4C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
220	TPD	BIKE	BIKE PROGRAM PROJECTS (FUTURE): Improvements to various bike lanes, pavement markings, bike racks and other facilities.	\$ -	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 13,000,000	\$ 13,000,000	4C	25.2
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 500,000	\$ 500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 13,000,000	\$ 13,000,000	4C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (500,000)	\$ (500,000)	\$ (4,000,000)	\$ (4,000,000)	\$ (4,000,000)	\$ (13,000,000)	\$ (13,000,000)	4C	0.0
153	EX AFF	ACCESSIBILITY/SYSTEMS	PARATRANSIT VAN AVL SYSTEM: Purchase and install an automated vehicle locator system in paratransit vans and link the associated data stream to the Mobility Master software at the Paratransit Broker's office.	\$ -	\$ 141,767	\$ 141,767	\$ -	\$ -	\$ -	\$ 283,535	\$ 283,535	4B	22.5
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 141,767	\$ 141,767	\$ -	\$ -	\$ -	\$ 283,535	\$ 283,535	4B	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (141,767)	\$ (141,767)	\$ -	\$ -	\$ -	\$ (283,535)	\$ (283,535)	4B	0.0
136	MUNI	LIGHT RAIL	LRV-JKLMN EXPANSION: Purchase additional light rail vehicles to increase the level of service on the existing J-, K-, L-, M-, and N-lines. Delivery of the first 10 vehicles is planned for 2015.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	22.5
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4B	0.0

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0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0		
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0		
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0		
228	TPD	SYSTEMS - 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.	\$	-	\$	1,582,630	\$	1,582,630	\$	1,582,630	\$	1,582,630	\$	1,582,630	\$	7,913,150	\$	7,913,150	4B	22.5
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0		
0	0	0	BALANCE UNFUNDED	\$	-	\$	1,582,630	\$	1,582,630	\$	1,582,630	\$	1,582,630	\$	1,582,630	\$	7,913,150	\$	7,913,150	4B	0.0
0	0	0	(1) Programmed	\$	-	\$	601,920	\$	652,080	\$	677,160	\$	-	\$	-	\$	1,931,160	\$	1,931,160	4B	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	2,000,000	\$	2,000,000	\$	-	\$	-	\$	4,000,000	\$	4,000,000	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(980,710)	\$	1,069,450	\$	1,094,530	\$	(1,582,630)	\$	(1,582,630)	\$	(1,981,990)	\$	(1,981,990)	4B	0.0
CPT 584	TPD	PLANNING	BAYVIEW OAKDALE RIDERSHIP STUDY: To project the ridership increases that could be anticipated on three Muni lines that serve the proposed Oakdale Avenue Caltrain Station	\$	3,366	\$	2,921	\$	-	\$	-	\$	-	\$	-	\$	2,921	\$	6,287	4B	22.5
0	0	0	LESS FUNDED	\$	(3,366)	\$	(2,921)	\$	-	\$	-	\$	-	\$	-	\$	(2,921)	\$	(6,287)	4B	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
291	PKT	PARKING AND TRAFFIC - TRAFFIC CALMING	SOUTH EAST MISSION PLAN: Implementation of traffic calming plan for South East Mission District.	\$	-	\$	-	\$	3,200,000	\$	-	\$	-	\$	-	\$	3,200,000	\$	3,200,000	4B	22.5
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	3,200,000	\$	-	\$	-	\$	-	\$	3,200,000	\$	3,200,000	4B	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	(3,200,000)	\$	-	\$	-	\$	-	\$	(3,200,000)	\$	(3,200,000)	4B	0.0
264	TPD	TROLLEY	ROUTE ELECTRIFICATION PROGRAM: Phased program of trolley coach extensions and motor coach conversions to trolley coach operation. Includes the provisions for a new trolley coach facility if the size of the trolley coach fleet expands beyond its current number of vehicles. (Funding will be reprogrammed with the Grantor)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	149,292,172	\$	149,292,172	\$	149,292,172	4B	22.5
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4B	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	149,292,172	\$	149,292,172	\$	149,292,172	\$	149,292,172	4B	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	1,000,000	\$	3,500,000	\$	-	\$	-	\$	4,500,000	\$	4,500,000	4B	0.0
0	0	0	(2) Planned	\$	-	\$	2,600,000	\$	2,600,000	\$	2,600,000	\$	-	\$	-	\$	7,800,000	\$	7,800,000	4B	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	2,600,000	\$	3,600,000	\$	6,100,000	\$	-	\$	(149,292,172)	\$	(136,992,172)	\$	(136,992,172)	4B	0.0

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0	0	0	SUBTOTAL	\$ 12,068,235	\$ 10,944,773	\$ 17,255,666	\$ 18,213,898	\$ 16,182,630	\$ 165,374,802	\$ 227,971,769	\$ 240,040,004	0	0.0
			PROJECTS WITH SCORES IN THE 20'S										
0	0	0	LESS FUNDED	\$ (12,068,235)	\$ (1,981,129)	\$ (1,500,000)	\$ -	\$ -	\$ -	\$ (3,481,129)	\$ (15,549,364)	0	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 8,963,644	\$ 15,755,666	\$ 18,213,898	\$ 16,182,630	\$ 165,374,802	\$ 224,490,640	\$ 224,490,640	0	0.0
0	0	0	(1) Programmed	\$ -	\$ 601,920	\$ 3,405,080	\$ 5,930,160	\$ 304,163	\$ -	\$ 10,241,323	\$ 10,241,323	0	0.0
0	0	0	(2) Planned	\$ -	\$ 2,600,000	\$ 4,600,000	\$ 4,600,000	\$ -	\$ -	\$ 11,800,000	\$ 11,800,000	0	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (5,761,724)	\$ (7,750,586)	\$ (7,683,738)	\$ (15,878,467)	\$ (165,374,802)	\$ (202,449,317) #	\$ (202,449,317)	0	0.0
199	PKT	PARKING AND TRAFFIC	SFGO PROGRAM (FUTURE): 1) 19TH AVENUE/PARK PRESIDIO CORRIDOR PROJECT-- Includes the installation of interconnect, cameras, traveler information signs, transit signal priority, bus bulbs. 2) SFGO - Includes the installation of 100 miles of interconnect @ \$250/FT (20-Year program) 3)SFGO - Purchase and installation of 300 Camera and 50 Variable message signs (10-Year program) 4) SFGO - Purchase and installation of AT&T Park Cameras	\$ -	\$ 19,500,000	\$ 7,475,000	\$ 12,975,000	\$ 7,475,000	\$ 7,475,000	\$ 54,900,000	\$ 54,900,000	4C	18.9
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 19,500,000	\$ 7,475,000	\$ 12,975,000	\$ 7,475,000	\$ 7,475,000	\$ 54,900,000	\$ 54,900,000	4C	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4C	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (19,500,000)	\$ (7,475,000)	\$ (12,975,000)	\$ (7,475,000)	\$ (7,475,000)	\$ (54,900,000)	\$ (54,900,000)	4C	0.0
17	TPD	SYSTEMS - TPD	GEOGRAPHICAL INFORMATION SYSTEM: Purchase and installation of a centralized and comprehensive GIS. System includes data storage, handheld devices, ruggedized laptops for field data collections, GIS software, software training, consultant scanning and georeferencing, and building the geodatabase.	\$ -	\$ 189,280	\$ 189,280	\$ -	\$ -	\$ -	\$ 378,560	\$ 378,560	4A	17.6
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 189,280	\$ 189,280	\$ -	\$ -	\$ -	\$ 378,560	\$ 378,560	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (189,280)	\$ (189,280)	\$ -	\$ -	\$ -	\$ (378,560)	\$ (378,560)	4A	0.0
14	FIN	SYSTEMS - Finance	FINANCIAL SYSTEM - Upgrade of financial system to support accounting activities. Include software and hardware.	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	4A	17.6
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ -	\$ (250,000)	\$ -	\$ -	\$ -	\$ (250,000)	\$ (250,000)	4A	0.0

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252	TPD	LIGHT RAIL	MMX TERMINAL IMPROVEMENTS: Enhancement of Muni streetcar operations along the MMX corridor by constructing additional terminal tracks and loop in the vicinity of 6th and Berry street needed for the proposed E-Line HLRV service.	\$	-	\$	-	\$	-	\$	1,910,827	\$	1,910,827	\$	1,910,827	\$	5,732,481	\$	5,732,481	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	1,910,827	\$	1,910,827	\$	1,910,827	\$	5,732,481	\$	5,732,481	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	(1,910,827)	\$	(1,910,827)	\$	(1,910,827)	\$	(5,732,481)	\$	(5,732,481)	4A	0.0
236	TPD	SYSTEMS - TPD	COMMUNICATION CONNECTIVITY & PASSENGER INFO: Expansion of the utilization of unallocated capacity of the existing fiber-optic cables to establish high-speed connectivity with the Metro Subway. Includes two large (60") display monitors in concourse areas. This project will enhance and facilitate modernization of safety, security, and passenger information and control system on platforms.	\$	-	\$	-	\$	2,620,000	\$	-	\$	-	\$	-	\$	2,620,000	\$	2,620,000	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	2,620,000	\$	-	\$	-	\$	-	\$	2,620,000	\$	2,620,000	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	2,620,000	\$	-	\$	-	\$	-	\$	2,620,000	\$	2,620,000	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
242	TPD	HISTORICS	HISTORIC LRV EXT.-GOLDEN GATE PARK: Extension of track from the vicinity of existing tracks at Irving Street and 9th Avenue northward into Golden Gate Park to a terminal in the vicinity of the Golden Gate Park Concourse. Specifically, this project would allow for the F-Line Historic street car service along Market Street, on Duboce Avenue, N-Line tracks through the Sunset Tunnel to Irving Street, and proposed tracks to the museums and music concourse area in Golden Gate Park.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0

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241	TPD	HISTORICS	HISTORIC LRV EXT.-FT. MASON: Extension of the proposed E-Line from Fisherman's Wharf through National Park Service lands into Aquatic Park and Fort Mason, using the historic railway tunnel between the foot of Van Ness Avenue and Fort Mason Center. This project is supported by a unique partnership of non-profit agencies, the National Park Service, and the MTA.	\$	-	\$	-	\$	-	\$	-	\$	5,000,000	\$	5,000,000	\$	5,000,000	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	5,000,000	\$	5,000,000	\$	5,000,000	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	500,000	\$	-	\$	-	\$	-	\$	500,000	\$	500,000	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	500,000	\$	-	\$	-	\$	(5,000,000)	\$	(4,500,000)	\$	(4,500,000)	4A	0.0
245	TPD	LIGHT RAIL	LIGHT RAIL TRANSIT (LRT) LINE-GEARY: Construct a surface/subway LRT line to replace the 38-Geary lines. Geary is in the Four Corridors Plan and is the next priority for major investment after the Central Subway.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
246	TPD	LIGHT RAIL	LIGHT RAIL TRANSIT (LRT) LINE-GENEVA/OCEAN: Extension of service in this corridor using an exclusive ROW. The K-Line would continue to operate on Ocean and an extension of the Third Street LRT would operate on Geneva with a terminal at Balboa Park BART or Phelan Loop.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
247	TPD	LIGHT RAIL	LIGHT RAIL TRANSIT (LRT) LINE-VAN NESS CORRIDOR: Possible extension of surface LRT in semi-exclusive ROW on Van Ness, one of the four Corridors.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0

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0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
231	TPD	CABLE CAR	CABLE CAR EXT. - FISHERMAN'S WHARF: Extension of the Powell/Mason cable car line to a new off-street terminal inside the Fisherman's Wharf area to improve service for Fisherman's Wharf bound passengers, enhance passenger safety, and improve traffic circulation.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
251	TPD	LIGHT RAIL	M-LINE NEW STUB TERMINAL- BALBOA PARK BART: Construct a surface two-track stub terminal at Balboa Park in or adjacent to the current BART "kiss-ride" roadway. This projects provides direct access to the stairway south of Geneva Avenue leading to the BART mezzanine. Improves safety and travel time for passengers.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
327	ITS	SYSTEMS - MTA Wide	311 EXPANSION: Expand 311 System to capture agency-wide customer complaints, including integrating customer complaints into Trapeze, DPT/PCO complaints, etc. Includes wireless, handheld devices, and information technology infrastructure. Automate manual business processes in DPT (abandon vehicle, etc.). Establish reporting to track and improve on service levels.	\$	-	\$	100,000	\$	100,000	\$	200,000	\$	100,000	\$	100,000	\$	600,000	4A	17.6
0	0	0	LESS FUNDED	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	BALANCE UNFUNDED	\$	-	\$	100,000	\$	100,000	\$	200,000	\$	100,000	\$	100,000	\$	600,000	4A	0.0
0	0	0	(1) Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(2) Planned	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$	-	\$	(100,000)	\$	(100,000)	\$	(200,000)	\$	(100,000)	\$	(100,000)	\$	(600,000)	4A	0.0

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

329	ITS	SYSTEMS - MTA Wide	LEARNING MANAGEMENT SYSTEM (LMS)/LEARNING CONTENT MANAGEMENT SYSTEM: Purchase a LMS and related IT infrastructure to keep track of employees, the training they've had, training they need, and establish a permanent repository for training, testing, and certification records. Distribution training information across the entire organization, in the form of computer-based training (CBT), reference information, and training materials that can be delivered to an individual's desktop, a workstation in a kiosk-type application, or in a classroom multi-media presentation. Resource files for use within training presentations and programs, like photos, video files, audio files, or reference documents in various formats (such as Word documents or PDFs) can also be catalogued, retrieved, and distributed as needed with a LCMS.	\$ -	\$ 100,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 900,000	\$ 900,000	4A	17.6
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 100,000	\$ 400,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 900,000	\$ 900,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (100,000)	\$ (400,000)	\$ (200,000)	\$ (100,000)	\$ (100,000)	\$ (900,000)	\$ (900,000)	4A	0.0
331	ITS	SYSTEMS - MTA Wide	SYSTEM INTEGRATION/EMPLOYEE PERFORMANCE TRACKING: Provide the hardware and software to improve manager/supervisor access and review of an employee's "performance profile." "Flag" an employee who may be heading into disciplinary problems. Integrate Passenger Service Reports (PSRs), accidents and incidents, attendance and miss-out history, training history, and rule violation / disciplinary action history. Provide a "performance profile" based on the employee data and the indicators above. Include detail information on a single performance parameter, and reporting tools that compare the employee to the larger population system-wide, at their division, and with operators of similar seniority (length of service). Build these standardized reports that include employee "report cards," letting each employee know where they stand in comparison with their peers.	\$ -	\$ 100,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ 700,000	\$ 700,000	4A	17.6
0	0	0	LESS FUNDED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	BALANCE UNFUNDED	\$ -	\$ 100,000	\$ 300,000	\$ 200,000	\$ 100,000	\$ -	\$ 700,000	\$ 700,000	4A	0.0
0	0	0	(1) Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(2) Planned	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4A	0.0
0	0	0	(3) Unidentified/ SURPLUS (DEFICIT)	\$ -	\$ (100,000)	\$ (300,000)	\$ (200,000)	\$ (100,000)	\$ -	\$ (700,000)	\$ (700,000)	4A	0.0

