



Memorandum

AGENDA ITEM 4

DATE: September 16, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/19/2021 Board Meeting: Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program (RTIP) for:</p> <ul style="list-style-type: none"> San Francisco Municipal Transportation Agency's (SFMTA's) Communications-Based Train Control - Phase 3 N Judah (\$10,642,000) Planning, Programming, and Monitoring for the Transportation Authority (\$380,000) and the Metropolitan Transportation Commission (MTC) (\$180,000) <p>SUMMARY</p> <p>As San Francisco's Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as the highest priority for the next \$29.7 million in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other SFMTA RTIP-eligible projects. SFMTA has requested that we program the funds to the Communications-Based Train Control - Phase 3 N Judah project, which will support reliable, safe, fast, and high-frequency rail transit along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. SFMTA plans to award the construction contract by August 2026 and anticipates completing construction by August 2027. The total cost of the Phase 3 N Judah project is \$20.5 million. Our recommendations are shown in Attachment 3. This programming is ultimately subject to approval by the MTC (anticipated in December) and the California Transportation Commission (CTC) (anticipated in March 2022).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money that is updated every two years by the CTC. Regional spending plans - developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from bike paths to highway redesigns or rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

San Francisco's Remaining RTIP Commitments. In 2005, the Transportation Authority Board adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the three remaining RTIP priorities: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension.

DISCUSSION

MTC has initiated development of the 2022 RTIP, providing guidance based on CTC-adopted guidelines and the 2022 Fund Estimate. For the 2022 RTIP, San Francisco has a total of \$11,202,000 that can be programmed in Fiscal Years 2025/26 through 2026/27 to RTIP-eligible projects as shown in Attachment 2. As CMA, the Transportation Authority must submit its Board-approved 2022 RTIP priorities to MTC by November 1, 2021.

Our staff recommendations for 2022 RTIP programming is summarized in 3 and described below. The Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans are in Attachment 4.

Planning, Programming and Monitoring (PPM): CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Downtown Rail Extension and Caltrain Electrification. Per CTC guidelines, \$560,000 in new PPM programming is available to be split between MTC (\$180,000) and the Transportation Authority (\$380,000), leaving \$10,642,000 in RTIP funds to program to San Francisco projects as shown in Attachment 2.

Communications-Based Train Control - Phase 3 N Judah (\$10,642,000) - Construction: We recommend programming all of the remaining \$10,642,000 in 2022 RTIP funds to the construction phase of the SFMTA's Communications-Based Train Control - Phase 3 N Judah project. The project will provide reliable, safe, fast, and high-frequency rail transit along the N



Judah line, from the Duboce Portal to the Ocean Beach terminus. SFMTA plans to award the construction contract by August 2026 and anticipates completing construction by August 2027. The total cost of the phase is \$20,475,176.

The project is part of the SFMTA's Train Control Upgrade Program, a ten-year capital program that will procure the new Communications Based Train Control (CBTC) system to replace the aging train control signal system currently installed on Muni Metro. Overall, the CBTC system will provide better technology to track train movements using an on-board control computer and global positioning system to communicate directly with the Operations Control Center. It will also allow systemwide management of the Muni Metro system including integration with surface traffic signals. This will allow trains to travel closer together and increase allowable train speeds. SFMTA staff anticipates CBTC will allow for improved maintainability, reduce the variability of trip times, better address bottlenecks, and increase overall capacity of the system. SFMTA will deliver the project over seven phases using a design-build contracting approach. It anticipates completing the deployment of CBTC across the entire 75-mile Muni Metro System by FY 2030 with an estimated total cost of \$300 million.

In November 2019, the Transportation Authority Board programmed \$13,752,000 in 2018 RTIP funds to the first two phases of the CBTC project. Phase 1 extends from 23rd Street along the T-Third line to the subway entrance at The Embarcadero. Phase 2 will implement CBTC on the entire Muni Metro Subway from West Portal to The Embarcadero and along the Central Subway alignment. SFMTA anticipates that the CTC will allocate Phases 1 and 2 RTIP funds in February 2023. SFMTA is working to secure full funding for the larger project, including \$18,850,785 in planned Prop K funds in the MUNI Guideways category to be considered by the Board in November 2021 as part of the 2021 Prop K Strategic Plan Update.

Timely Use of Funds and Other Requirements. Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is only available in FYs 2025/26 and 2026/27. Per CTC guidelines, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or award a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. These and other eligibility requirements narrowed the list of potential SFMTA projects that were good candidates for the 2022 RTIP.

We have worked with SFMTA to identify a project that would meet the RTIP eligibility requirements. The Communications-Based Train Control - Phase 3 N Judah project rose to the top of the list as the 2022 RTIP funds will fully fund the construction phase, the programming availability aligns with when the project would begin construction, and RTIP funds are already committed to the Phases 1 and 2 construction work, meaning the overall project already has to comply with CTC guidelines.

Next Steps. After the Board adopts San Francisco's 2022 RTIP Program of Projects, we will submit it to MTC by its November 1, 2021, deadline. The MTC Commission is expected to consider the 2022 RTIP item on December 15, 2021. The CTC will consider adopting the 2022 RTIP at its March 23, 2022, meeting. If approved, SFMTA would be able to allocate the funds for the Communications-Based Train Control - Phase 3 N Judah project in FY 2025/26.



FINANCIAL IMPACT

The recommended action would not have an impact on the adopted FY 2021/22 budget. The proposed PPM funds would be included in the agency's proposed FY 25/26 budget.

CAC POSITION

The CAC will consider this item at its September 22, 2021, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2022 RTIP New Funds Available for San Francisco
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - Project Programming Request Forms (2)

Attachment 1
San Francisco County Transportation Authority
Draft Remaining Regional Improvement Program (RIP) Commitments¹
Last Amended September 2021

Project²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [1st priority] ³	\$92,000,000	\$29,669,654	\$10,642,000	\$19,027,654
MTC STP/CMAQ Advance for Presidio Parkway [2nd priority, see updated footnote] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension [3rd priority] ⁵	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$81,516,654	\$10,642,000	\$70,874,654

¹ Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway.

Staff is proposing to program the \$10,642,000 in available 2022 RIP funds to SFMTA for the Communications-Based Train Control - Phase 3 N Judah project, reducing the outstanding commitment to the Central Subway by a commensurate amount.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC is anticipated to reduce the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

Attachment 2

2022 Regional Transportation Improvement Program (RTIP)

New Funds Available for San Francisco

The 2022 RTIP covers five years (Fiscal Years (FYs) 2022/23 – 2026/27). However, the California Transportation Commission has advised that new project programming is only available in the last two years: FY 2025/26 and FY 2026/27.

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$380,000	Up to 5% allowable per 3-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state’s transportation goals.
	MTC: \$180,000	
Capital Projects	\$10,642,000	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2022 RTIP, transit projects must be State Constitution Article XIX compliant (e.g. no rolling stock) or must seek federal-only funding. Can fund environmental, design, right of way and construction phases.
Total:	\$11,202,000	

Attachment 3

San Francisco 2022 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

		Project Totals by Fiscal Year (\$ 1,000's)						
		CTC has advised that new project programming is only available in FYs 2025/26 and 2026/27.						
Agency ¹	Project	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Phase
New 2022 RTIP Programming Priorities								
SFMTA	Communications-Based Train Control - Phase 3 N Judah	\$10,642				\$10,642		Construction
SFCTA	Planning, Programming, and Monitoring	\$380				\$380		n/a
MTC	Planning, Programming, and Monitoring	\$180				\$89	\$91	n/a
Proposed 2022 RTIP Programming		\$11,202	\$0	\$0	\$0	\$11,111	\$91	
Total RTIP Funds Available		\$11,202						
Surplus/(Shortfall)		\$0						

¹ Acronyms include the Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

General Instructions

Amendment (Existing Project) Yes					Date:	09/16/21
District	EA	Project ID	PPNO	MPO ID		
04		0420000372	2007	SF-170002		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SF				San Francisco County Transportation Authority		
				MPO	Element	
				MTC	LA	
Project Manager/Contact		Phone		E-mail Address		
Amber Crabbe		(415)522-4801		amber.crabbe@sfcta.org		
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming and Monitoring						
Component						
Implementing Agency						
PA&ED	San Francisco County Transportation Authority					
PS&E						
Right of Way						
Construction	San Francisco County Transportation Authority					
Legislative Districts						
Assembly:	17,19	Senate:	11	Congressional:	12,14	
Project Benefits						
The project supports timely project management and oversight.						
Purpose and Need						
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.						
Category		Outputs			Unit	Total
NHS Improvements	No	Roadway Class		Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals		Y		Reduces Greenhouse Gas Emissions	N	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

Date: 09/16/21

District	County	Route	EA	Project ID	PPNO
04	SF			0420000372	2007
Project Title: Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259	46	199		6,075	San Francisco County
TOTAL	5,117	260	259	259	46	199		6,140	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	380	6,615	
TOTAL	5,117	260	419	259	46	199	380	6,680	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259	46	199		6,075	\$65 CON voted 03/15/07
									\$466 CON voted 07/26/07
TOTAL	5,117	260	259	259	46	199		6,140	\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	380	6,615	
TOTAL	5,117	260	419	259	46	199	380	6,680	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) No		Date:	09/16/21		
District	EA	Project ID	PPNO	MPO ID	
04			2137		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SF				SFMTA	
			MPO	Element	
			MTC	MT	
Project Manager/Contact		Phone		E-mail Address	
Dan Howard		(415) 565-3642		dan.howard@sfmta.com	
Project Title					
Communications-Based Train Control - Phase 3 N Judah					
Location (Project Limits), Description (Scope of Work)					
A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The Train Control Upgrade Project (TCUP) is a ten-year capital program that will procure a new CBTC system to replace the aging train control signal system currently installed on Muni Metro. It will provide operations and service planning staff the tools necessary to deliver reliable, speedy, high-frequency rail transit to, from, and within downtown San Francisco. The focus of this STIP request is Phase 3, the construction of CBTC along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. Phase 3 serves eight Muni Metro surface stations along Judah Street, connecting residents of the Sunset to destinations downtown and offering transfers from the Market Street Subway (continues on next tab).					
Component	Implementing Agency				
PA&ED	SFMTA				
PS&E	SFMTA				
Right of Way	NA				
Construction	SFMTA				
Legislative Districts					
Assembly:	17,19	Senate:	11	Congressional:	
				12,14	
Project Benefits					
To grow ridership while increasing safety and reliability the SFMTA will install a state-of-the-art Communications Based Train Control System (CBTC) along 9.5 bidirectional miles of the N Judah line during Phase 3 of the Train Control Upgrade Project (TCUP). CBTC benefits are improved reliability, safety, line capacity, and decreased travel times for the most heavily-traveled segments of the light rail system.					
Purpose and Need					
The SFMTA Muni Metro uses a centralized train control system in the Market Street Subway (the core segment). The system was designed more than three decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations (continues on next tab):					
Category	Outputs/Outcomes			Unit	Total
Intercity Rail/Mass Trans	Operational improvements			Miles	9.5
ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N			
Inc. Sustainable Communities Strategy Goals	Y	Reduces Greenhouse Gas Emissions Y			
Project Milestone				Existing	Proposed
Project Study Report Approved				11/30/19	
Begin Environmental (PA&ED) Phase					08/01/21
Circulate Draft Environmental Document		Document Type	CE/CE		TBD
Draft Project Report					TBD
End Environmental Phase (PA&ED Milestone)					07/01/22
Begin Design (PS&E) Phase					10/29/25
End Design Phase (Ready to List for Advertisement Milestone)					08/01/26
Begin Right of Way Phase					NA
End Right of Way Phase (Right of Way Certification Milestone)					NA
Begin Construction Phase (Contract Award Milestone)					08/01/26
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/27
Begin Closeout Phase					12/31/29
End Closeout Phase (Closeout Report)					09/30/30

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/16/21

Additional Information

LOCATION (PROJECT LIMITS), DESCRIPTION (SCOPE OF WORK) (Full language): A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The Train Control Upgrade Program (TCUP) is a ten-year capital program that will procure a new CBTC system to replace the aging train control signal system currently installed on Muni Metro. It will provide operations and service planning staff the tools necessary to deliver reliable, speedy, high-frequency rail transit to, from, and within downtown San Francisco. The focus of this STIP request is Phase 3, the construction of CBTC along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. Phase 3 serves eight Muni Metro surface stations along Judah Street, connecting residents of the Sunset to destinations downtown and offering transfers from the Market Street Subway.

The system will be installed in seven phases, first piloting CBTC on the surface and then moving into the subways and the rest of the surface-running light rail system. Previously programmed STIP funds are planned for phases 1 and 2. Phase 1 brings CBTC to the surface between 23rd Street and the subway portal at Market Street. This segment of nine stations serves the new Chase Center (Warriors arena), Oracle Park (Giants stadium) as well as Muni Metro East, one of SFMTA's two light rail maintenance facilities. Following this installation, Phase 2 will be installed throughout the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. Phase 2 serves nine underground Muni Metro subway stations and represents the heart of the light rail system along which all lines converge, including Central Subway's two surface and two subway stations. The five subsequent phases will bring CBTC to the entirety of the 75-mile Muni Metro system.

PURPOSE & NEED (Full language): The SFMTA Muni Metro uses a centralized train control system in the Market Street Subway (the core segment). The system was designed more than three decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations:

- 1) essential safety features to ensure light rail vehicles never collide while operating underground.
- 2) lower passenger travel times under a computerized system.

This system keeps vehicles safely and evenly spaced, permitting lower headways than could be achieved under manual operation. Today's SFMTA train control system is beyond its useful life and over capacity. The majority of the LRV network, including the N Judah line described in Phase 3, is governed by line-of-sight rules and signals working in isolation. The full CBTC system installation will expand the centralized vehicle control beyond the Market Street tunnel and along all surface lines. This will permit a more coordinated and centralized management of the entirety of our light rail system by using integrated signals to better manage vehicle flows along the surface, directly translating to faster and more reliable travel times for passengers. Additionally, CBTC will incorporate decades of technological improvements resulting in more flexible operations, lower operating and maintenance costs, and a better and more intuitive user interface.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 9/16/21

District	County	Route	EA	Project ID	PPNO	
04	SF				2137	0
Project Title: Communications-Based Train Control - Phase 3 N Judah						

Existing Total Project Cost (\$1,000s)										Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	SFMTA
PS&E	0	0	0	0	0	0	0	0	0	SFMTA
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	NA
CON SUP (C)	0	0	0	0	0	0	0	0	0	NA
R/W	0	0	0	0	0	0	0	0	0	NA
CON	0	0	0	0	0	0	0	0	0	SFMTA
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Total Project Cost (\$1,000s)										Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	1,250	3,450	0	4,700	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (C)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	16,336	4,139	20,475	
TOTAL	0	0	0	0	0	1,250	19,786	4,139	25,175	

Fund No. 1: STIP										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	CTC, Caltrans
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							10,642		10,642	
TOTAL	0	0	0	0	0	0	10,642	0	10,642	

Fund No. 2: Transportation Sustainability Fee (TSF)										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	SFMTA
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	
PS&E							3,450		3,450	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	3,450	0	3,450	

Fund No. 3: SB1 State of Good Repair (SGR)										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	Funding Agency
E&P (PA&ED)									0	Caltrans
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							2,200		2,200	
TOTAL	0	0	0	0	0	0	2,200	0	2,200	

Fund No. 4: Transit Capital Priorities										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	Funding Agency
E&P (PA&ED)									0	Federal Transit Administration
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E						1,250			1,250	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							3,494	4,139	7,633	
TOTAL	0	0	0	0	0	1,250	3,494	4,139	8,883	

Preliminary Project Phasing

