



**San Francisco  
County Transportation  
Authority**

BD101921

RESOLUTION NO. 22-12

RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2022  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for programming San Francisco's county share of Regional Transportation Improvement Program (RTIP) funds, subject to approval by the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC); and

WHEREAS, The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, distributed through the RTIP and the Interregional Improvement Program, and is updated every two years by the CTC; and

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority is responsible for prioritizing San Francisco's share of RTIP funds and to guide that process, the agency has longstanding RTIP priorities (Attachment 1) which designate the San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway as the highest priority for the next \$29,669,654 in RTIP funds; and

WHEREAS, Per CTC guidelines, the Transportation Authority cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded; thus, the Transportation Authority honors this commitment by programming RTIP to other SFMTA RTIP-eligible projects; and

WHEREAS, For the 2022 RTIP, San Francisco has a total of \$11,202,000 in new funds that can be programmed in Fiscal Years 2025/26 through 2026/27 to RTIP-eligible projects (Attachment 2) and the Transportation Authority must submit its Board approved 2022 RTIP priorities to MTC by November 1, 2021; and

WHEREAS, CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects; and

WHEREAS, MTC and the CMAs have a long-standing arrangement to split PPM funds in recognition of the role each agency plays in advancing the state's transportation goals; and

WHEREAS, Transportation Authority staff recommended programming \$380,000 for the Transportation Authority and \$180,000 for MTC in PPM funds, as shown in Attachment 3;



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and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's and MTC's guidelines, Transportation Authority staff recommended programming the remaining \$10,642,000 in RTIP funds to the construction phase of the SFMTA's Communications-Based Train Control - Phase 3 N Judah project (see Attachment 3), 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; and

WHEREAS, Attachment 4 contains additional detail on the scope, schedule, cost and funding for the PPM funds and the Communications-Based Train Control - Phase 3 N Judah project; and

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee considered the staff recommended 2022 RTIP Program of Projects and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2022 RTIP as summarized in Attachment 3; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to MTC by its deadline and to all other relevant agencies and interested parties.

Attachments:

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



**San Francisco  
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RESOLUTION NO. 22-12

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 26th day of October, 2021, by the following votes:

**Ayes:** Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

**Nays:** (0)

**Absent:** (0)

DocuSigned by:  
*Rafael Mandelman* 4/5/2022  
3235B3A057A3450...  
Rafael Mandelman Date  
Chair

ATTEST: DocuSigned by:  
*Tilly Chang* 4/4/2022  
FFD2628AB8BE40B...  
Tilly Chang Date  
Executive Director

**Attachment 1**  
**San Francisco County Transportation Authority**  
**Draft Remaining Regional Improvement Program (RIP) Commitments<sup>1</sup>**  
**Last Amended September 2021**

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

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

<sup>2</sup> 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).

<sup>3</sup> 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.

<sup>4</sup> 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.

<b>Programming Category</b>	<b>San Francisco County Share – New Programming</b>	<b>Eligible Activities</b>
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.
<b>Total:</b>	<b>\$11,202,000</b>	

## 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 <sup>1</sup>	Project	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Phase
<b>New 2022 RTIP Programming Priorities</b>								
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
<b>Proposed 2022 RTIP Programming</b>		\$11,202	\$0	\$0	\$0	\$11,111	\$91	
<b>Total RTIP Funds Available</b>		<b>\$11,202</b>						
<b>Surplus/(Shortfall)</b>		<b>\$0</b>						

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

General Instructions

Amendment (Existing Project) Yes					Date:	09/16/21
<b>District</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>	<b>MPO ID</b>		
04		0420000372	2007	SF-170002		
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Nominating Agency</b>		
SF				San Francisco County Transportation Authority		
				<b>MPO</b>	<b>Element</b>	
				MTC	LA	
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>		
Amber Crabbe		(415)522-4801		<a href="mailto:amber.crabbe@sfcta.org">amber.crabbe@sfcta.org</a>		
<b>Project Title</b>						
Planning, Programming and Monitoring						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Planning, Programming and Monitoring						
<b>Component</b>						
<b>PA&amp;ED</b>		San Francisco County Transportation Authority				
<b>PS&amp;E</b>						
<b>Right of Way</b>						
<b>Construction</b>		San Francisco County Transportation Authority				
<b>Legislative Districts</b>						
<b>Assembly:</b>	17,19	<b>Senate:</b>	11	<b>Congressional:</b>	12,14	
<b>Project Benefits</b>						
The project supports timely project management and oversight.						
<b>Purpose and Need</b>						
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.						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
<b>NHS Improvements</b>	No	<b>Roadway Class</b>		<b>Reversible Lane analysis</b>	N	
Inc. Sustainable Communities Strategy Goals		Y		Reduces Greenhouse Gas Emissions		N
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document						
<b>Document Type</b>						
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
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
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
TOTAL	5,117	260	259	259	46	199		6,140	\$466 CON voted 07/26/07
									\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
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		Alt Proj. ID / prg.
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		<a href="mailto:dan.howard@sfmta.com">dan.howard@sfmta.com</a>			
<b>Project Title</b>							
Communications-Based Train Control - Phase 3 N Judah							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
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						
<b>Legislative Districts</b>							
Assembly:	17,19		Senate:	11		Congressional:	12,14
<b>Project Benefits</b>							
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.							
<b>Purpose and Need</b>							
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			
<b>Project Milestone</b>					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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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**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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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**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
<b>Project Title:</b> 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
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)										Funding Agency
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
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)										Funding Agency
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
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

