



Memorandum

AGENDA ITEM 11

DATE: September 19, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/8/2019 Board Meeting: Approval of San Francisco’s Program of Projects for the 2020 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 2020 Regional Transportation Improvement Program (RTIP):</p> <ul style="list-style-type: none"> • San Francisco Municipal Transportation Agency’s (SFMTA’s) New Flyer Midlife Overhaul - Phase III (\$7,174,000) • Planning, Programming, and Monitoring for the Transportation Authority (\$245,000) and the Metropolitan Transportation Commission (MTC) (\$173,000) <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 highest priority for the next \$40,750,000 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. For the 2020 RTIP, SFMTA has requested that we program the funds to the New Flyer Midlife Overhaul - Phase III project, which will perform scheduled overhauls on thirteen trolley coaches or motor coaches. This programming is ultimately subject to approval by the MTC and the California Transportation Commission (CTC).</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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DISCUSSION

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 a bike path to highway redesigns or expansions to rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program. This is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

MTC has initiated development of the 2020 RTIP, providing guidance based on CTC-adopted guidelines and the 2020 Fund Estimate. For the 2020 RTIP, San Francisco has a total of \$7,592,000 to program between Fiscal Years (FYs) 2020/21 and 2024/25. As CMA, the Transportation Authority must submit its 2020 RTIP priorities to MTC for approval in October.

Remaining RTIP Commitments.

In 2005, the Transportation Authority 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 current list of priorities, as subsequently amended, with outstanding commitments to three projects: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension.

Recommended 2020 RTIP Programming.

Our staff recommendations are shown in Attachment 3. This attachment also shows San Francisco's existing 2018 RTIP commitments, which have already been approved by the CTC but need to be carried forward into the 2020 RTIP.

Planning, Programming and Monitoring (PPM): CTC guidelines allow a portion 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 Central Subway, Transbay Transit Center, and Caltrain Electrification. Per CTC guidelines, \$418,000 in new PPM programming is available and to be split between MTC and the Transportation Authority, leaving \$7,174,000 in RTIP funds to program to San Francisco projects as shown in Attachment 2.

New Flyer Midlife Overhaul – Phase III: We recommend programming all of the remaining \$7,174,000 in new RTIP funds to the SFMTA's New Flyer Midlife Overhaul - Phase III project. The RTIP funded scope of work includes scheduled midlife overhauls on 13 New Flyer trolley coaches or motor coaches, which has shown to significantly improve vehicle reliability, reduce



the incidence of breakdowns, prevent service interruptions, and avoid additional costly repairs. The scope also includes cosmetic improvements like exterior paint, seating configurations, and wheelchair securements. On September 10, 2019 the Board recommended approval on its first read of an allocation of \$17.9 million in Prop K funds for Phase I of the project. Attachment 4 is SFMTA's presentation on the project, which shows that Phase III is anticipated to start in 2025 making it a good fit to when the RTIP funds will be available. To comply with CTC guidelines requiring that projects have fully committed funding plans, we worked with SFMTA to scale Phase III to fit the available RTIP funds. We expect that when SFMTA seeks to allocate the funds in FY 2024/25, it will have secured the necessary funds to overhaul all 218 vehicles planned to be overhauled in Phase III at a total cost of \$133,500,000.

Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is only available in FYs 2023/24 and 2024/25. Further, costs cannot be incurred (e.g. awarding a contract) until after the funds are allocated by CTC in the year of programming, and projects must be ready to award a contract within six months of allocation. These requirements and other eligibility requirements significantly narrowed the list of potential SFMTA projects that were good candidates for the 2020 RTIP. We have therefore worked with SFMTA to identify a project that would seek allocation in the last two years of the STIP cycle and meet other RTIP eligibility requirements, including being fully funded.

Drafts of 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 5.

Next Steps.

After the Board adopts San Francisco's 2020 RTIP Program of Projects, we will submit it to MTC by its November 1, 2019 deadline. The MTC Commission will vote to approve the Bay Area's 2020 RTIP on December 18, 2019 and then will submit it to the CTC. The CTC will consider needs across the state and may adjust years of programming to match projected fund availability. The CTC is scheduled to adopt the STIP at its March 25, 2020 meeting.

As shown in Attachment 3, as part of the 2018 RTIP, the Transportation Authority Board recommended, and the MTC and CTC approved, \$13,752,000 in FY 2020/21 through the 2018 STIP for the SFMTA's Restoration of Light Rail Lines - Axle Counters project. SFMTA has recently notified Transportation Authority staff that the scope of this project will be incorporated into its automatic train control project. We are currently working with SFMTA to better understand the project details and with MTC and CTC staff to determine what actions are necessary to confirm RTIP funding for this project. If required, we will present an amendment to the CAC and Board to enable CTC approval of this change.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted FY 2019/20 budget. Proposed PPM funds would be incorporated into the agency budget in future fiscal years when the funds would be available for allocation to the Transportation Authority.



CAC POSITION

The CAC will consider this item at its September 25, 2019 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments Table
- Attachment 2 - 2020 RTIP Funds Available
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - SFMTA presentation on New Flyer Midlife Overhaul to the September 10, 2019 Transportation Authority Board
- Attachment 5 - Project Programming Request Forms

Attachment 1
San Francisco County Transportation Authority
Draft Remaining Regional Improvement Program (RIP) Commitments¹
Updated September 16, 2019

Project²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New RIP Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] ³	\$92,000,000	\$40,750,000	\$7,174,000	\$33,576,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$92,597,000	\$7,174,000	\$85,423,000

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 \$7,174,000 in available 2020 RIP funds to SFMTA for the New Flyer Midlife Overhaul - Phase III 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 \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

Attachment 2

2020 Regional Transportation Improvement Program (RTIP)

Fiscal Years 2020/21 – 2024/25

New Funds Available for San Francisco

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$245,000	Up to 5% allowable per 4-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: \$173,000	
Capital Projects	\$7,174,000	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2020 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:	\$7,592,000	

Attachment 3

San Francisco 2020 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

		Project Totals by Fiscal Year (\$ 1,000's)							
CTC has advised that new programming is only available in FYs 2023/24 and 2024/25.									
Agency ¹	Project	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Phase	
Existing 2018 RTIP Programming Priorities									
SFMTA	Restoration of Light Rail Lines - Axle Counters ²	\$13,752	\$13,752					Construction	
SFCTA	Planning, programming, and Monitoring	\$778	\$260	\$259	\$259			n/a	
MTC	Planning, Programming, and Monitoring	\$237	\$76	\$79	\$82			n/a	
Existing Funds Programmed in 2018 RTIP		\$14,767	\$14,088	\$338	\$341				
New 2020 RTIP Programming Priorities									
SFMTA	New Flyer Midlife Overhaul - Phase III	\$7,174	SFMTA will request 100% federal RTIP funds				\$7,174		Construction
SFCTA	Planning, programming, and Monitoring	\$245				\$46	\$199	n/a	
MTC	Planning, Programming, and Monitoring	\$173				\$85	\$88	n/a	
Proposed 2020 RTIP Programming		\$7,592				\$131	\$7,461		
Total RTIP Funds Available		\$22,359							
Surplus/(Shortfall)		\$0							

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

² SFMTA has recently notified Transportation Authority staff that the scope of this project will be incorporated into its automatic train control project. We are currently working with MTC and CTC staff to determine what actions are necessary to confirm RTIP funding for this project. If required, we will present an amendment to the CAC and Board to enable CTC approval of this change.



SFMTA

Rubber Tire Mid-Life Overhaul Program



Transit | Fleet Engineering

SFCTA Board

September 10, 2019

Guiding Principles

- Maintain low average fleet age
- Improve reliability
- Adopt performance-based procurements
- Develop robust maintenance standards
- Align with City's sustainability goals
- Anticipate and accommodate growth
- Maintain 20% spare ratios



SFMTA
Municipal
Transportation
Agency

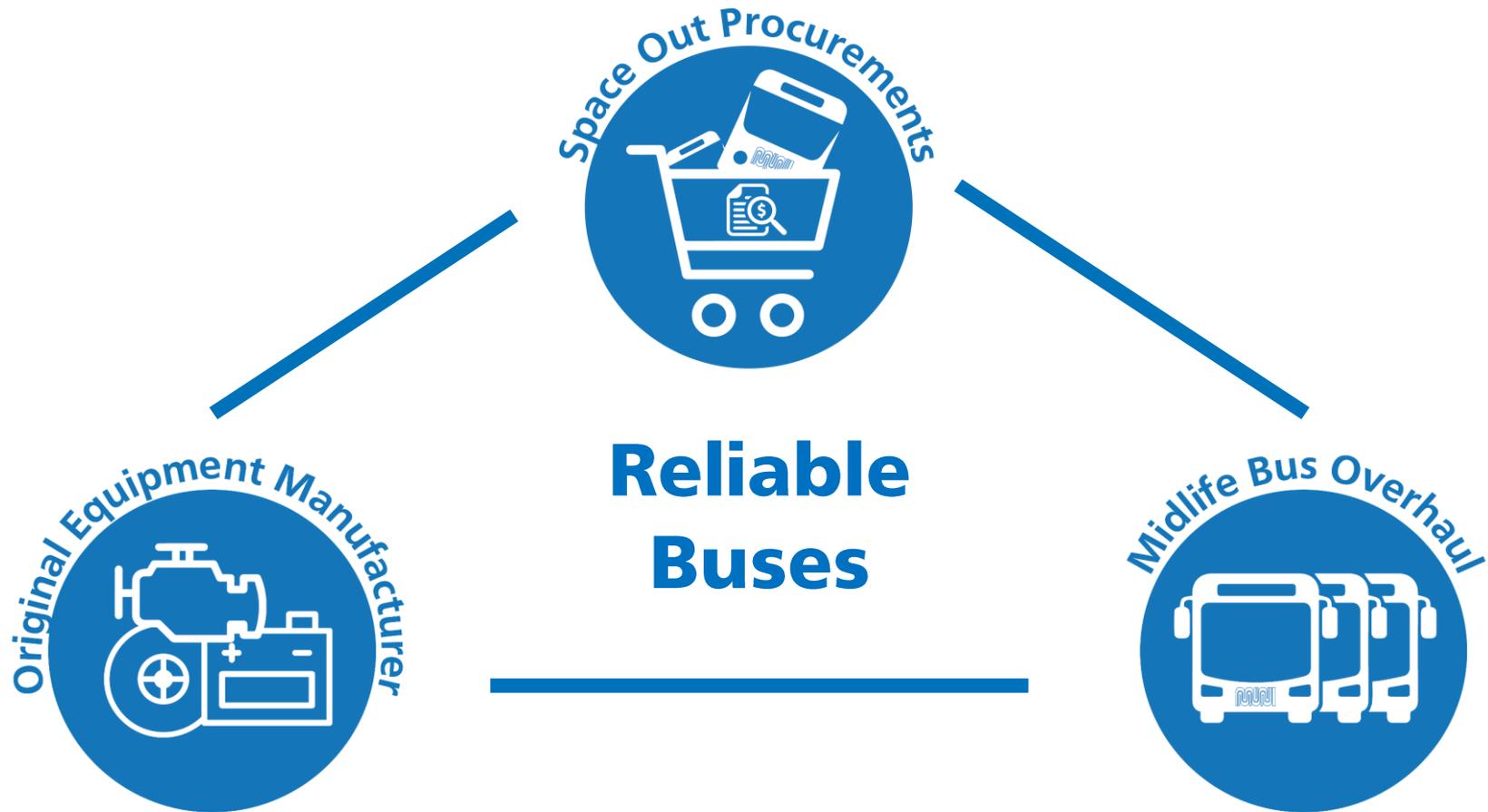
SFMTA Bus Fleet Management Plan

2017-2030



March 2017

Fleet Program Overview



Major fleet transition

Between 2013-2019 the SFMTA has successfully replaced 800+ motor coach and trolley coaches



- Increased number of articulated buses to relieve crowding on high-ridership lines
- Lowered fleet age to improve reliability
- Deployed new technology to reduce GHG emissions

Improved reliability means better service

Over the past 30 years, our expectations of the fleet's reliability have dramatically increased

1980s

2,000-3,000
miles

2000s

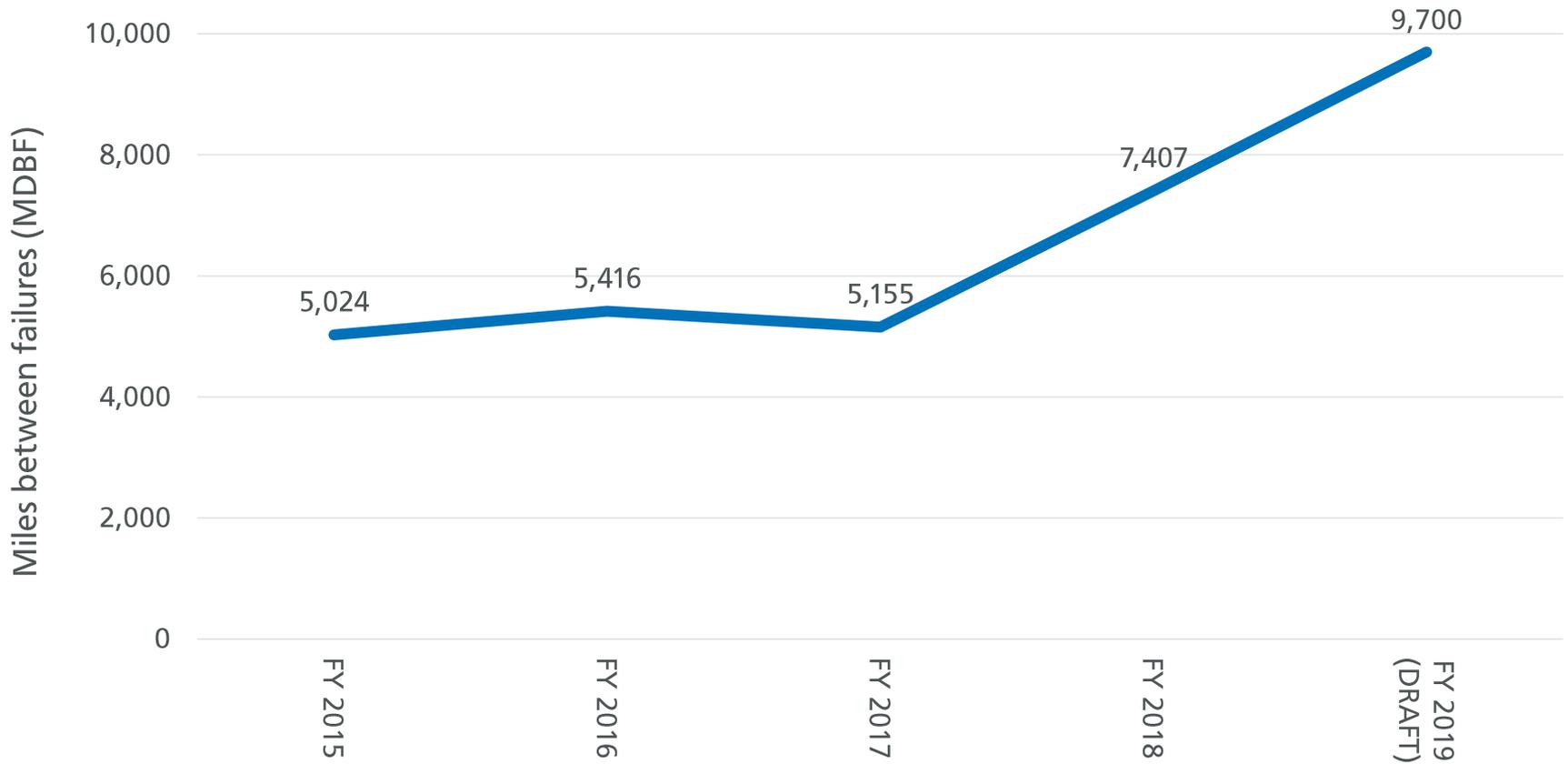
4,000-6,000
miles

Today

10,000-12,000
miles

Mean Distance Between Failures (MDBF) is the industry-standard measurement of vehicle reliability. It tracks how long a vehicle travels before a mechanical failure that results in lost service.

Fewer In-Service Bus Breakdowns



Continuous improvement

Over time we took in feedback from riders and staff to improve the vehicles:

- Added “three-point securements” at request of disability community to improve safety of wheelchair passengers
- Incorporated new rear-view mirror turn signals for safer operations around bicycles
- Increased capacity on bicycle racks from two to three bikes
- Updated interior design to include stroller standing area
- Deployed new digital radios with route and on-time performance data for operators
- Redesigned seating to improve comfort and reduce noise



Turn signals



Ergonomic seats

Rubber Tire Vehicle Lifecycle

Vehicle age

0

6-8

12/15

**Vehicle
purchase**

Mid-Life

Retirement

Introduce new fleet
to meet service needs

Reinvest in critical
subsystems

Phase out least
reliable vehicles

Mid Life Overhaul Program

- **Propulsion system overhaul** Increase reliability
- **ADA Equipment** Easy operation for wheelchair passengers, improved visibility for operators
- **Safety** Deploy collision warning indicators to the vehicles
- **Standardization** Update onboard technology to latest Agency standards
- **Technology Upgrade** Take advantage of technological progress
- **Comfort** Reduce noise, add ergonomic seats, improve seating layout

Previous Mid-Life: Neoplans



- Dramatically improved reliability: improved MDBF from 3,500 to 6,000
- Extended the life of the fleet, improve the comfort for passengers

Previous Mid-Life: Neoplans



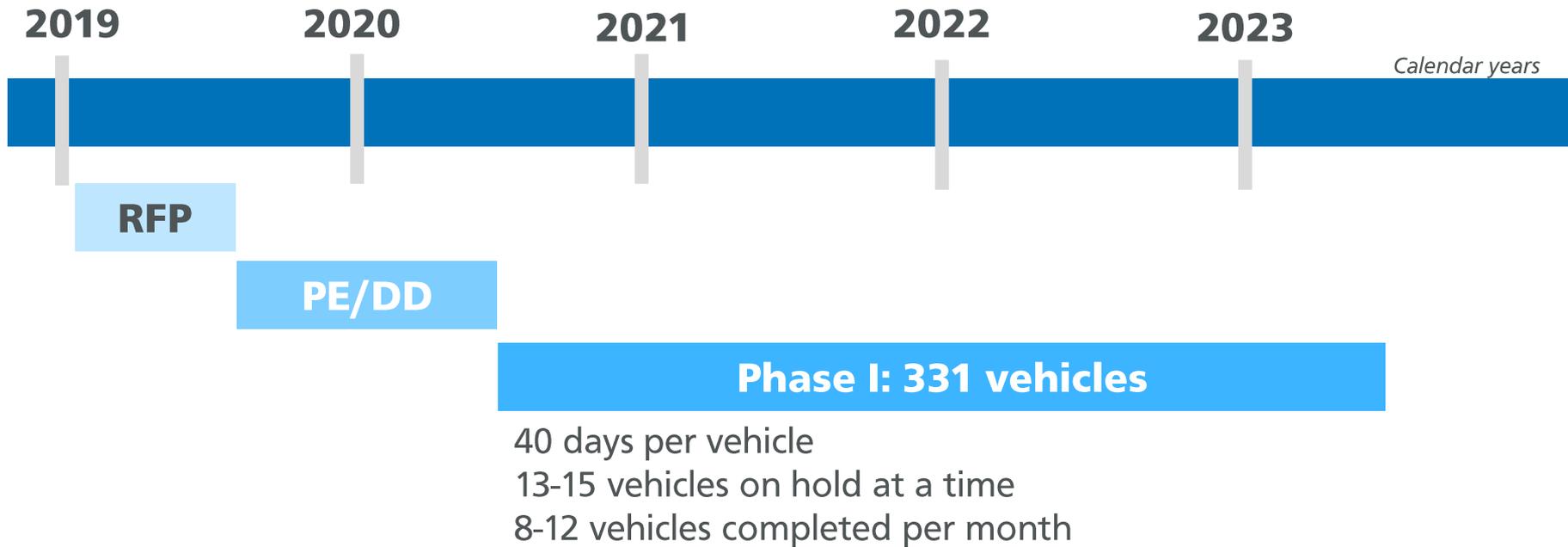
Cosmetic



Repaired structural wear



Program Delivery: New Flyer Mid-Life



Program Overview

The FTA requires a mid-life program for all federally-funded fleets and they provide funds for this work.

Phase I	Phase II	Phase III
331 vehicles	266 vehicles	218 vehicles
2020-2023	2022-2027	2025-2029
\$182,000,000	\$126,000,000	\$133,500,000

Ensuring fleet reliability, safety and comfort



Amendment (Existing Project) Yes					Date:	08/16/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
04		0418000008	2007	SF-010008			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead 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 Commission's guidelines.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No			
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 Mar, 1 2018 v7.08)

Date: 08/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF			041800008	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				5,830	San Francisco County
TOTAL	5,117	260	259	259				5,895	

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	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	

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				5,830	\$65 CON voted 03/15/07
									\$466 CON voted 07/26/07
TOTAL	5,117	260	259	259				5,895	\$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	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	

PROJECT PROGRAMMING REQUEST

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

Complete this page for amendments only

Date: 08/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF			0418000008	2007	

SECTION 1 - All Projects**Project Background**

Annual Planning, Programming, and Management funds support timely project management and oversight, such as monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commission's guidelines.

Programming Change Requested

Add \$46,000 of new programming in FY 2023/24 and add \$199,000 of new programming in FY 2024/25

Reason for Proposed Change

New funding available through the 2020 STIP programming cycle.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) No					Date:	9/17/19
District	EA	Project ID		PPNO	MPO ID	
04						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SF	var			SFMTA		
				MPO	Element	
				MTC	Mass Transit	
Project Manager/Contact		Phone		E-mail Address		
Alex Hallowell		(415) 646-4112		Alexandra.Hallowell@sfmta.com		
Project Title						
New Flyer Midlife Overhaul - Phase III						
Location (Project Limits), Description (Scope of Work)						
The New Flyer Midlife Overhaul – Phase III of SFMTA’s overhaul program will perform midlife overhauls on thirteen 40-foot and 60-foot electric trolley or motor coaches. It will outfit the trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system to take advantage of technological advances and permit a hybrid vehicle to operate in full battery-electric mode for a portion of its route. Overhauls will also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Phase III will address vehicles reaching the midpoint of their useful lives fleet shortly following the allocation of STIP funds.						
Component		Implementing Agency				
PA&ED	NA					
PS&E	SFMTA					
Right of Way	NA					
Construction	SFMTA					
Legislative Districts						
Assembly:	17, 19	Senate:	11	Congressional:	12, 14	
Project Benefits						
This midlife overhaul program ensures that the transit fleet continues to operate reliably, with work performed on a predictable basis rather than addressing component failures on a case-by-case, reactive basis which is costly and disruptive to customers. More productive, effective, and, ultimately, attractive service is likely to increase transit ridership. The project also increases the vehicles’ fuel efficiency.						
Purpose and Need						
Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces the incidence of breakdowns, prevents service interruptions with additional costly repairs, and ensure consistency in systems deployed across SFMTA’s 800+ buses. Overhauls will also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements.						
Category		Outputs			Unit	Total
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	13
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	Y/N	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					11/01/19	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						07/01/24
End Design Phase (Ready to List for Advertisement Milestone)						01/01/25
Begin Right of Way Phase						NA
End Right of Way Phase (Right of Way Certification Milestone)						NA
Begin Construction Phase (Contract Award Milestone)						07/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						01/04/26
Begin Closeout Phase						01/04/26
End Closeout Phase (Closeout Report)						08/01/26

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PROJECT PROGRAMMING REQUEST

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

Date: 9/17/19

Additional Information

PROJECT BENEFITS (FULL TEXT):

This midlife overhaul program ensures that the transit fleet continues to operate reliably for its full useful life. Planning for midlife overhauls also reduces the impact on the riding public, as work is performed on a predictable basis. Without a midlife overhaul program, the SFMTA would need to address component failures on a case-by-case, reactive basis, which would diminish the overall availability and reliability of this critical fleet. This is costly and disruptive to customers and would result in higher rates of vehicle failures. Additionally, because the midlife overhaul program will make the fleet more reliable, breakdowns and other unscheduled repairs would decrease and it is likely that ridership will increase based on service being more productive, effective, and, ultimately, attractive. The project also increases the vehicles' fuel efficiency.

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PROJECT PROGRAMMING REQUEST

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

Date: 9/17/19

District	County	Route	EA	Project ID	PPNO
04	SF	var			
Project Title: New Flyer Midlife Overhaul - Phase III					

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)									NA
PS&E									SFMTA
R/W SUP (CT)									NA
CON SUP (CT)									SFMTA
R/W									NA
CON									SFMTA
TOTAL									
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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						9,101		9,101	
TOTAL						9,101		9,101	

Fund No. 1:	STIP-STP	Existing Funding (\$1,000s)								Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									CTC/Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									Federal-only (STP) funds requested as project is not Article XIX-eligible	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						7,174		7,174		
TOTAL						7,174		7,174		

Fund No. 2:	AB 664 Bridge Tolls	Existing Funding (\$1,000s)								Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									MTC	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									MTC's Transit Capital Priorities Bridge Tolls (AB 664)	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						1,794		1,794		
TOTAL						1,794		1,794		

Fund No. 3:		SFMTA Operating							Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							133	133	
TOTAL							133	133	