



RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2020  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency for San Francisco, every two years 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 and the California Transportation Commission (CTC); and

WHEREAS, The Board 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 \$40,750,000 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 has been honoring this commitment by programming RTIP to other SFMTA RTIP-eligible projects; and

WHEREAS, For the 2020 RTIP, San Francisco has \$7,592,000 in new funds to program in Fiscal Years 2023/24 and 2024/25 (Attachment 2); 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, with the remainder available for capital projects as shown in Attachment 2; and

WHEREAS, MTC and the Congestion Management Agencies 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 \$173,000 for the Transportation Authority and \$245,000 for MTC in PPM funds, as shown in Attachment 3; and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's guidelines, Transportation Authority staff recommended programming the remaining \$7,174,000 in RTIP funds to the New Flyer Midlife Overhaul - Phase III project, which includes midlife overhauls of 13 New Flyer trolley coaches and additional scope elements for cosmetic



improvements like exterior paint, seating configurations, and wheelchair securements as shown in Attachment 3 with additional detail on the project's scope, schedule, cost and funding shown in Attachment 4; and

WHEREAS, The midlife overhauls are intended to significantly improve vehicle reliability, reduce the incidents of breakdowns, prevent service disruptions, and avoid additional costly repairs; and

WHEREAS, At its September 25, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request 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 2020 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 – 2020 RTIP New Funds Available
- Attachment 3 – Proposed Program of Projects
- Attachment 4 – Project Programming Request Forms

**Attachment 1**  
**San Francisco County Transportation Authority**  
**Draft Remaining Regional Improvement Program (RIP) Commitments<sup>1</sup>**  
**Updated September 16, 2019**

<b>Project <sup>2</sup></b>	<b>Initial RIP Commitment</b>	<b>Current Remaining RIP Commitment</b>	<b>Proposed New RIP Funds</b>	<b>Proposed Remaining RIP Commitment</b>
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] <sup>3</sup>	\$92,000,000	\$40,750,000	\$7,174,000	\$33,576,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] <sup>4</sup>	\$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
<b>Total</b>	<b>\$262,101,000</b>	<b>\$92,597,000</b>	<b>\$7,174,000</b>	<b>\$85,423,000</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 \$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.

<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 \$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)

#### New Funds Available for San Francisco

The 2020 RTIP covers five years (Fiscal Years (FYs) 2020/21 – 2024/25). However, the California Transportation Commission has advised that new programming is only available in the last two years (FY 2023/24 and FY 2024/25).

<b>Programming Category</b>	<b>San Francisco County Share – New Programming</b>	<b>Eligible Activities</b>
Planning, Programming, and Monitoring (PPM)	\$418,000	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.
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.
<b>Total:</b>	<b>\$7,592,000</b>	

### 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 <sup>1</sup>	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 <sup>2</sup>	\$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
<b>Existing Funds Programmed in 2018 RTIP</b>		<b>\$14,767</b>	<b>\$14,088</b>	<b>\$338</b>	<b>\$341</b>			
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
<b>Proposed 2020 RTIP Programming</b>		<b>\$7,592</b>				<b>\$131</b>	<b>\$7,461</b>	

<b>Total RTIP Funds Available</b>	<b>\$22,359</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).

<sup>2</sup> 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.

## PROJECT PROGRAMMING REQUEST

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

General Instructions

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		<a href="mailto:amber.crabbe@sfccta.org">amber.crabbe@sfccta.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>							
PA&ED		San Francisco County Transportation Authority					
PS&E							
Right of Way							
Construction		San Francisco County Transportation Authority					
<b>Legislative Districts</b>							
Assembly:	17, 19		Senate:	11		Congressional:	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 Commission's guidelines.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions No		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
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)							

## ADA Notice

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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, ,	, ,		0418000008	2007	
<b>Project Title:</b> 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
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
TOTAL	5,117	260	259	259				5,895	\$466 CON voted 07/26/07
									\$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		<a href="mailto:Alexandra.Hallowell@sfmta.com">Alexandra.Hallowell@sfmta.com</a>		
<b>Project Title</b>						
New Flyer Midlife Overhaul - Phase III						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
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					
<b>Legislative Districts</b>						
Assembly:	17, 19	Senate:	11	Congressional:	12, 14	
<b>Project Benefits</b>						
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.						
<b>Purpose and Need</b>						
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	
<b>Project Milestone</b>					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				
<b>Project Title:</b> 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								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)									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								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)									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	



## Memorandum

### AGENDA ITEM 6

**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

**RECOMMENDATION** ☐ Information ☒ Action

Approve San Francisco's Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP):

- 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)

**SUMMARY**

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).

- ☐ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: \_\_\_\_\_



## **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 advanced 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. We anticipate presenting an item to the CAC and Board to enable CTC approval of an amendment to redirect the existing RTIP funds to the advanced train control project or another RTIP-eligible SFMTA project if the former doesn't seem like a good fit for RTIP funds.



## **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 was briefed at its September 25, 2019 meeting and unanimously approved a motion of support.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2020 RTIP New Funds Available for San Francisco
- 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



# 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

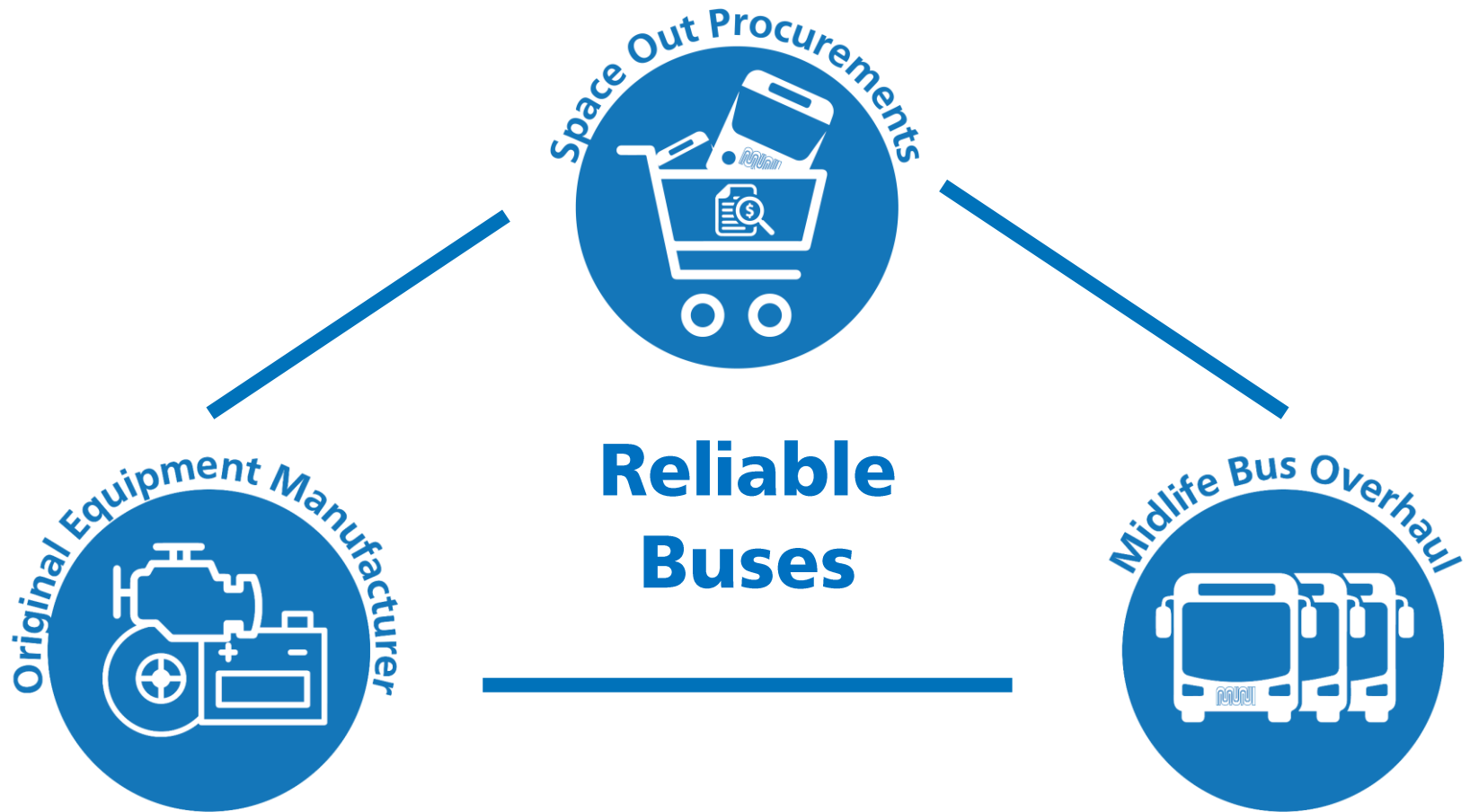
## **SFMTA Bus Fleet Management Plan**

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**

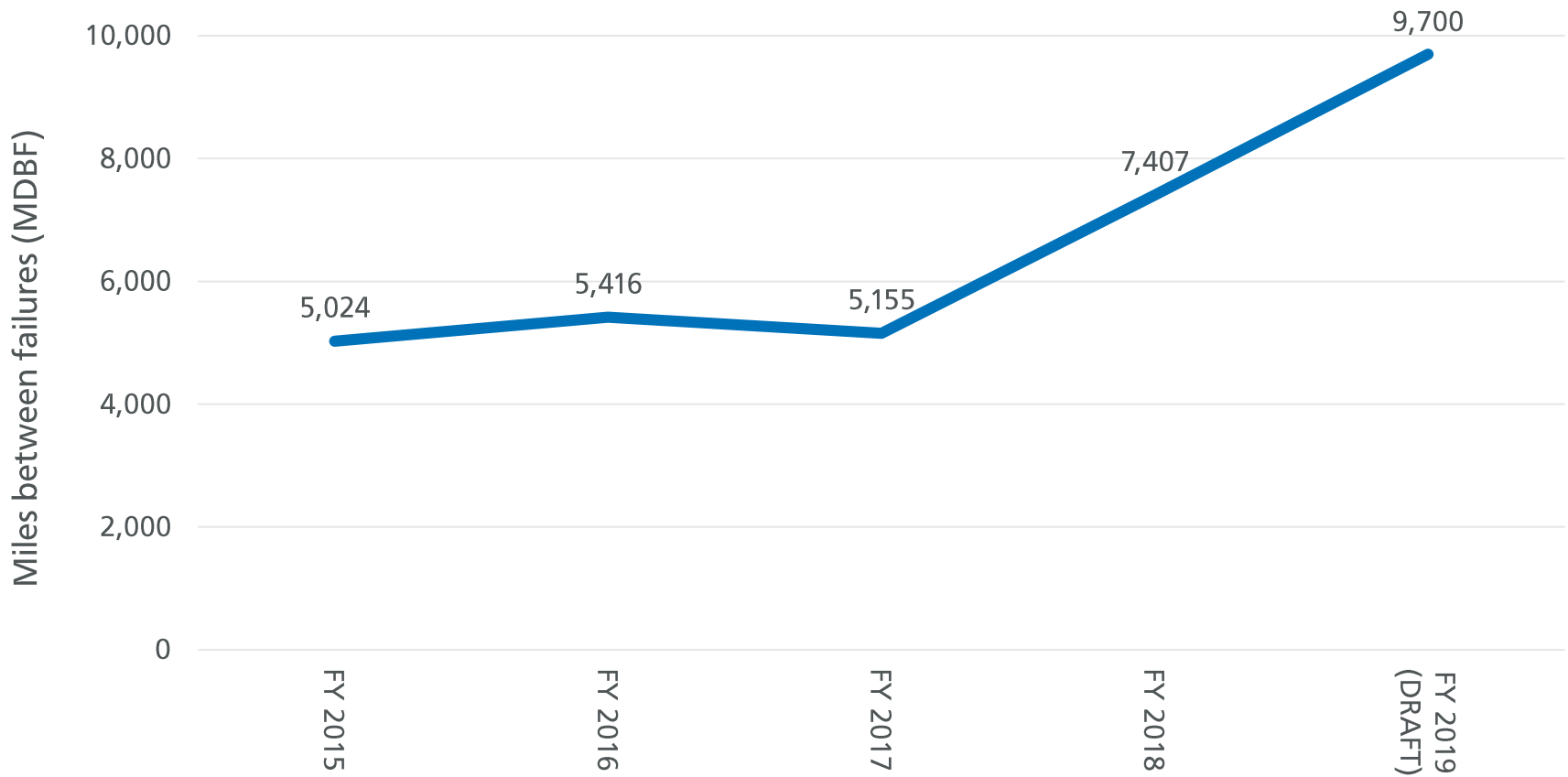
**4,000-6,000**  
**miles**

**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



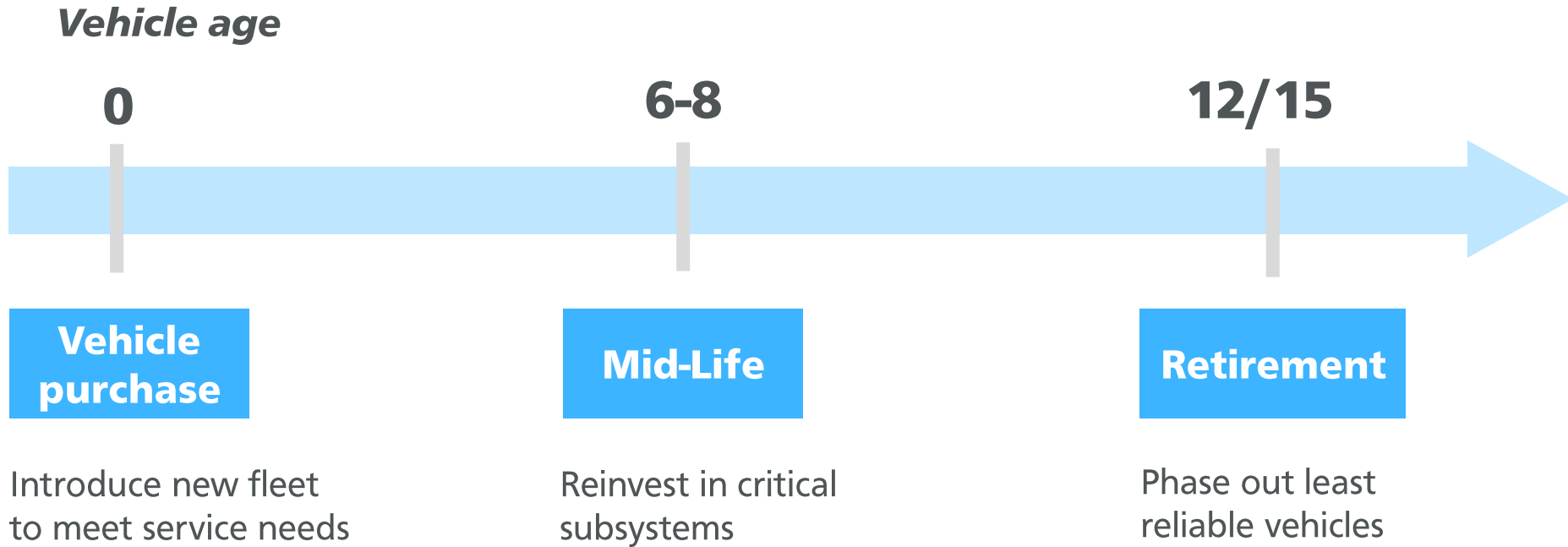
# Continuous improvement

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



# Rubber Tire Vehicle Lifecycle



# 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



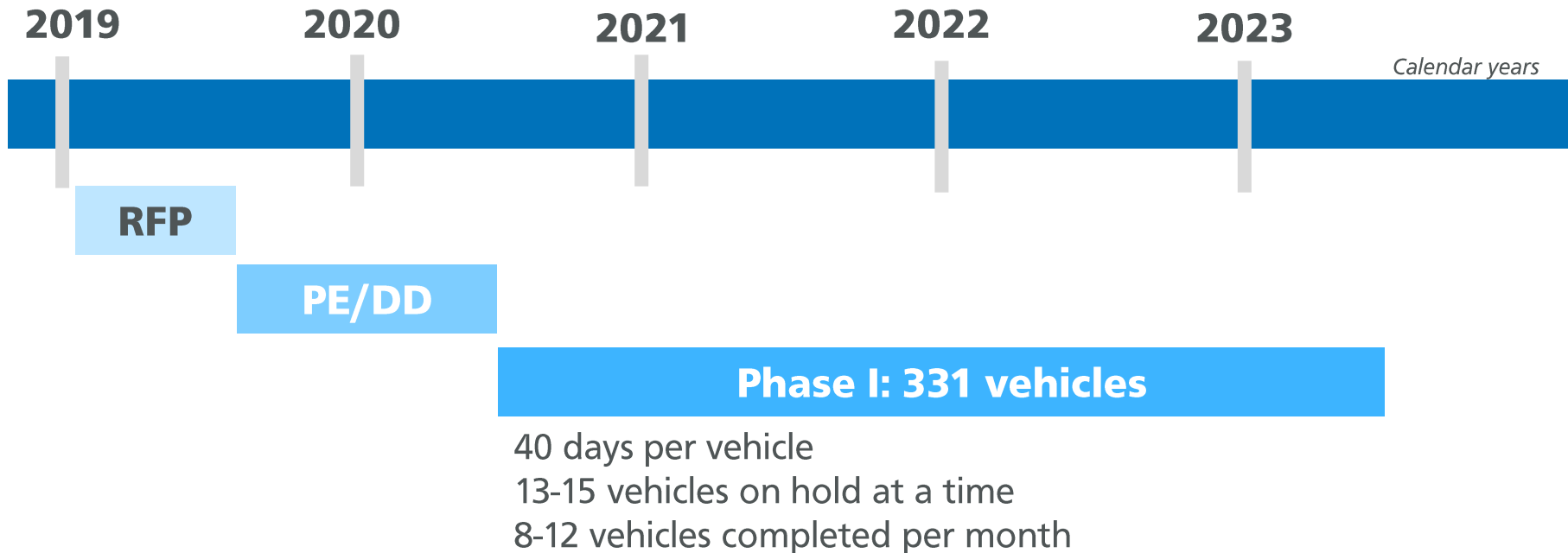
Cosmetic



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

