



RESOLUTION APPROVING AN AMENDED 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 (MTC) and the California Transportation Commission (CTC); and

WHEREAS, On October 22, 2019, through approval of Resolution 20-12, the Board approved San Francisco's 2020 RTIP project priorities, including \$7,174,000 in new funding for the San Francisco Municipal Transportation Agency's (SFMTA's) New Flyer Midlife Overhaul - Phase III project and \$13,752,000 in Fiscal Year 2020/21 for the SFMTA's Restoration of Light Rail Lines - Axle Counters project carried forward from the 2018 RTIP (Attachment 1); and

WHEREAS, In September 2019, SFMTA notified Transportation Authority staff that it would like to incorporate the Restoration of Light Rail Lines - Axle Counters project scope into its larger, multiphase Communications-Based Train Control (CBTC) project, which will provide the same functionality as axle counters in tracking train movements but with modern technology and extended benefits such as reliability, capacity, and ease of maintenance to the entire Muni Metro, not just the subway; and

WHEREAS, SFMTA staff requested and Transportation Authority staff recommended reprogramming the \$13,752,000 in RTIP funds from the Axle Counters project to the first two phases of the seven phase CBTC project, with Phase 1 extending from 23<sup>rd</sup> Street along the T-Third line to the subway entrance at The Embarcadero and Phase 2 encompassing the entire Muni Metro Subway from West Portal to The Embarcadero with additional details on scope, schedule, cost and funding show in Attachment 2; and

WHEREAS, Through Resolution 20-12, the Transportation Authority recommended programming all new available capital funding (\$7,174,000) in the 2020 RTIP to the SFMTA's 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; and

WHEREAS, Subsequently, MTC staff discovered an error in the Transportation



Authority staff's calculation of 2020 RTIP funding available, and as a result determined that there is an additional \$778,000 available for programming this cycle; and

WHEREAS, In consultation with the SFMTA, Transportation Authority staff recommended programming the additional \$778,000 in 2020 RTIP funds to the New Flyer Midlife Overhaul - Phase III project, bringing the total proposed 2020 RTIP funds from \$7,174,000 to \$7,952,000 and increasing the number of buses to be overhauled from 13 to 14 as shown in Attachments 1 and 2; and

WHEREAS, Subject to approval by the MTC and CTC, the amended 2020 RTIP program of projects would reduce the Transportation Authority's remaining RTIP commitment to the SFTMA's Central Subway project, which the Transportation Authority is fulfilling by programming RTIP funds to other RTIP-eligible SFMTA projects, to \$32,798,000 (Attachment 3); and

WHEREAS, At its October 23, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support to reprogram \$13,752,000 in Fiscal Year 2020/21 RTIP funds from the Restoration of Light Rail Lines - Axle Counters project to the CBTC - Phases 1 and 2 project; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves an amended San Francisco Program of Projects for the 2020 RTIP as summarized in Attachment 1; and be it further

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

Attachments:

- Attachment 1 – Proposed Amended 2020 RTIP Program of Projects
- Attachment 2 – Project Programming Request Forms (for amended projects)
- Attachment 3 – Draft Remaining RTIP Commitments



**San Francisco  
County Transportation  
Authority**

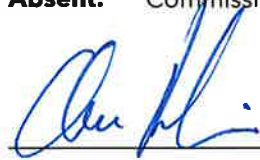
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RESOLUTION NO. 20-17

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 19th day of November, 2019, by the following votes:

**Ayes:** Commissioners Fewer, Mandelman, Mar, Peskin, Ronen, Stefani, Walton and Yee (8)

**Absent:** Commissioner Brown, Haney and Safai (3)

 12-3-19

Aaron Peskin  
Chair

Date

ATTEST:

 12/3/19

Tilly Chang  
Executive Director

Date

**Attachment 1  
Proposed Amended San Francisco 2020 Regional Transportation Improvement Program (RTIP) Programming Priorities**

Project Totals by Fiscal Year (\$ 1,000's)							
CTIC 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
<b>Existing 2018 RTIP Programming Priorities</b>							
SFMTA	Restoration of Light Rail Lines - Axle Counters Communications-Based Train Control - Phases 1 and 2	\$13,752	\$13,752				Construction
				SFMTA will request 100% federal RTIP funds.			
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>		\$14,767	\$14,088	\$338	\$341		

Project Totals by Fiscal Year (\$ 1,000's)							
CTIC 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
<b>New 2020 RTIP Programming Priorities</b>							
SFMTA	New Flyer Midlife Overhaul - Phase III	\$7,174 \$7,952				\$7,174 \$7,952	Construction
				SFMTA will request 100% federal RTIP funds			
SFCTA	Planning, programming, and Monitoring	\$245				\$46	n/a
MTC	Planning, Programming, and Monitoring	\$173				\$85	n/a
<b>Proposed 2020 RTIP Programming</b>		\$7,592 \$8,370				\$131 \$8,239	
<b>Total RTIP Funds Available</b>		<b>\$22,359</b>					
<b>Surplus / (Shortfall)</b>		<b>\$23,137</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).

## 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					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			
Alex Hallowell			(415) 646-4112		<a href="mailto:Alexandra.Hallowell@sfmta.com">Alexandra.Hallowell@sfmta.com</a>			
<b>Project Title</b>								
Communications-Based Train Control - Phases I & 2								
<b>Location (Project Limits), Description ( Scope of Work)</b>								
A new 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 SFMTA will install a new CBTC system, starting with Phase 1 between 23rd Street and the subway portal at Market Street. Phase 2 will include the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. CBTC will include the functionality of the Axle Counters project while taking advantage of newer technology and equipment. Five subsequent phases of the project will deploy CBTC throughout the entirety of the SFMTA's 75 miles of light rail service (full text on next tab).								
<b>Component</b>		<b>Implementing Agency</b>						
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 bidirectional miles of light rail lines and six transit lines. 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 system uses a centralized train control in the Market Street tunnel (the core segment described in Phase 2 above). The system was installed more than two decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations (continues on next tab):								
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Operational improvements				Miles	18	
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>						<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						11/30/19		
Begin Environmental (PA&ED) Phase						03/01/2019	NA	
Circulate Draft Environmental Document				<b>Document Type</b>	CE/CE			
Draft Project Report								
End Environmental Phase (PA&ED Milestone)						06/30/2019	03/31/20	
Begin Design (PS&E) Phase						07/01/2019	03/31/20	
End Design Phase (Ready to List for Advertisement Milestone)						06/01/2020	03/31/20	
Begin Right of Way Phase							NA	
End Right of Way Phase (Right of Way Certification Milestone)							NA	
Begin Construction Phase (Contract Award Milestone)						12/01/2020	01/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						12/01/2023	06/30/25	
Begin Closeout Phase						01/01/2024	06/30/25	
End Closeout Phase (Closeout Report)						01/01/2026	12/31/25	

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**PROJECT PROGRAMMING REQUEST**

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

Date: 08/16/19

**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 SFTMA will install a new CBTC system, with phasing as follows: Phase 1 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 9 underground Muni Metro subway stations and represents the heart of the light rail system along which all lines converge. It will also include Central Subway's two surface and two subway stations. CBTC is envisioned as a multi-phase project with previously programmed STIP funds to be spent on the project's Phases 1 and 2. CBTC will include the functionality of the "Restoration of SFMTA Light Rail Lines - Axle Counters" project while taking advantage of newer technology and equipment. These two phases are part of a larger seven-phase project to deploy CBTC throughout the entirety of the SFMTA's 75 miles of light rail service.

**PURPOSE & NEED (Full language):** The SFMTA Muni Metro system uses a centralized train control in the Market Street tunnel (the core segment described in Phase 2 above). The system was installed more than two 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) higher travel speeds 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 Phase 1, 9-station segment, 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. 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 Mar, 1 2018 v7.08)

Date: 08/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF, ,	, ,			2137	
<b>Project Title:</b> Communications-Based Train Control - Phases I & 2						

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)									SFMTA
PS&E									SFMTA
R/W SUP (CT)									NA
CON SUP (CT)									SFMTA
R/W									NA
CON		32,000						32,000	SFMTA
<b>TOTAL</b>		<b>32,000</b>						<b>32,000</b>	
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)	2,435	6,000	500					8,935	
PS&E		8,569	4,856	1,475				14,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,752	40,072	12,551	825			67,200	
<b>TOTAL</b>	<b>2,435</b>	<b>28,321</b>	<b>45,428</b>	<b>14,026</b>	<b>825</b>			<b>91,035</b>	

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+	Total	
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,752						13,752	
<b>TOTAL</b>		<b>13,752</b>						<b>13,752</b>	
Proposed Funding (\$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		13,752						13,752	
<b>TOTAL</b>		<b>13,752</b>						<b>13,752</b>	

Fund No. 2:	FTA §5337 State of Good Repair								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									FTA (programmed by MTC)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		18,248						18,248	
<b>TOTAL</b>		<b>18,248</b>						<b>18,248</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E		2,760						2,760	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			816	403				1,219	
<b>TOTAL</b>		<b>2,760</b>	<b>816</b>	<b>403</b>				<b>3,979</b>	

Fund No. 3:		Operating/Population Baseline							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)									SFMTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	2,435	4,243	500					7,178		
PS&E		690	3,856	1,475				6,021		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			1,782	4,328				6,110		
TOTAL	2,435	4,933	6,138	5,803				19,309		

Fund No. 4:		Low Carbon Transit Operations Program							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)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)		1,757						1,757		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		1,757						1,757		

Fund No. 5:		General Funds							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)									SFMTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E		1,000						1,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		1,000						1,000		



Fund No. 6:		SB1 State of Good Repair							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)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		1,993	1,000					2,993		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			13,507	4,750	825			19,082		
TOTAL		1,993	14,507	4,750	825			22,075		

Fund No. 7:		Other FTA / Match Programming (MTC discretion)							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)										
PS&E		2,126						2,126		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			23,967	3,070				27,037		
TOTAL		2,126	23,967	3,070				29,163		

**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				2137	

**SECTION 1 - All Projects**

**Project Background**

As with the original 2018 STIP project, the SFMTA continues to work to grow light rail ridership and expand service frequency. Our outdated centralized train control system is under constant pressure and is operating beyond the capacity for which it was designed three decades ago. The risk to service disruption is growing with the recent expansion of our light rail fleet by 68 vehicles (45%) and with the incredible growth in development particularly along the Mission Bay corridor (which corresponds to the Phase 1 geography). To increase rail network capacity, the SFMTA proposes implementing a new Communications-Based Train Control (CBTC) system: a CBTC system possesses the greatest potential of any single investment to improve our light rail operations. The CBTC updates the scope of the Restoration of SFMTA Light Rail Lines - Axle Counters project with new technology. CBTC is envisioned as a multi-phase project with previously programmed STIP funds to be spent on the

**Programming Change Requested**

The SFMTA will complete its Restoration of SFMTA Light Rail Lines - Axle Counters project, which is currently programmed to receive \$13.752 M in the STIP, by folding its scope and purpose into its larger CBTC Phases 1 and 2 project. The requested scope amendment (and related amendments to project milestones) incorporates the train 'tracking' feature of the Axle Counter project as a core function of the new CBTC system. Essentially, the Axle Counter functionality as originally proposed would have been to enhance the original and old train control system, and investment in CBTC would instead replace it with a new system with a multitude of additional benefits to speed up and improve reliability in an expanded service area. Note the project sponsor has been and remains "SFMTA," not "San Francisco County MTA / Dept. of Parking and Traffic", and this is now reflected throughout the PPR.

**Reason for Proposed Change**

The SFMTA has developed a vision for the train control system and has determined that the most beneficial path is to replace and expand the existing system due to its limitations and remaining life cycle. This CBTC project replaces the previous plan of staged upgrades to the legacy system. This legacy project was of smaller scope, and would deliver limited benefits as compared with this new project. Based on project development that has occurred since the approval of the 2018 STIP, the SFMTA will launch the full CBTC system in phases. The 2018 STIP funds will be devoted to Phase 1 and 2 improvements on light rail's surface corridor from 23rd Street and the Portal leading to the Market Street subway and the Market Street subway itself along with Central Subway. This includes and expands the geography of the original Axle Counter project, and will provide far superior benefits to the public. It also leverages significantly more federal, state, and local funds than the original

**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**

There would be no delay. The cost increase is due to the expanded scope of work and will be funded with non-STIP funds as shown in the "Funding Info" tab (federal, state and local funds).

**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:	10/22/19
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 fourteen 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.						
<b>Component</b>		<b>Implementing Agency</b>				
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.						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
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>					<b>Existing</b>	<b>Proposed</b>
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: 10/22/19

**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.

**ADA Notice**

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**PROJECT PROGRAMMING REQUEST**

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

Date: 10/22/19

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						9,879		9,879	
TOTAL						9,879		9,879	

Fund No. 1:	STIP-STP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									CTC/Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Federal-only funds requested as project is not Article XIX-eligible
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						7,952		7,952	
TOTAL						7,952		7,952	

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

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Draft Remaining Regional Improvement Program (RIP) Commitments<sup>1</sup>**  
**Updated October 28, 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 [SFCIA 1st priority] <sup>3</sup>	\$92,000,000	\$40,750,000	\$7,174,000 \$7,952,000	<del>\$33,576,000</del> \$32,798,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCIA 2nd priority] <sup>4</sup>	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCIA 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>\$7,952,000</b>	<b>\$85,423,000</b> <b>\$84,645,000</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~~ \$7,952,000 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.