

Prop L Sales Tax Program
Project Information Form (PIF) Template



Project Name and Sponsor			
Project Name:	New Flyer Midlife Overhaul Phase II (265 Vehicles)		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	06- Muni Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	06a - Vehicles		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Perform scheduled mid-life overhauls in accordance with manufacturer recommendations, on the New Flyer fleet. The New Flyer fleet consists of 40' & 60' motor coaches & 40' & 60' trolley coaches. Phase II of the overhaul program will address 265 motor coaches. Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces incidents of breakdowns, and prevents service interruptions and additional costly repairs.		
Project Location and Limits:	San Francisco		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Citywide		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Perform scheduled mid-life overhauls in accordance with manufacturer recommendations on the New Flyer fleet. The New Flyer fleet consists of 40' & 60' motor coaches & 40' & 60' trolley coaches. Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces incidents of breakdowns, and prevents service interruptions and additional costly repairs. Phase II of the overhaul program will include substantial work to 152 40' motor coaches and 113 60' motor coaches, and replace the ISB engines in-house for 40' motor coaches that are due for replacement before entering the mid-life program (265 vehicles). The vehicles in Phase II were procured between the years 2017-2018.</p> <p>Using Midlife Overhaul Phase I lessons learned, the scope of the work will remain like-to-like replacement and will not upgrade vehicles to the latest vehicle configuration. Overhauling the current vehicle configuration includes the hybrid propulsion system, engine, pneumatic systems, operator console area, HVAC system and other hydraulic systems.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr- May-Jun	2022/23	Q3-Jan- Feb-Mar	2024/25
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	Contracted	Q3-Jan- Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct- Nov-Dec	2027/28
Project Completion (means last eligible expenditure)	0%	In-house			Q2-Oct- Nov-Dec	2028/29

Notes

Planning for vehicle procurement projects includes writing technical specs and RFPs, developing a procurement strategy, and identifying funding sources, and is considered to be part of the Contracting phase, so there is no separate Planning phase for this project.

Fleet capital projects have 4 phases: Planning, Contracting, Design & Procurement, and Warranty Close-Out.

*Planning covers what is for other projects two phases, Planning & Preliminary Engineering.

*Contracting covers what for other projects is Detail Design.

*Design & Procurement is what is called Construction in other projects.

*Warranty & Closeout covers what is Administrative Closure for other projects.

Mapping to the PIF:

*Planning/Conceptual Engineering = Planning

*Environmental Studies are not applicable

*Right of Way is not applicable

*Design Engineering (PS&E) = Contracting

*Advertise Construction is not a separate phase, it is encompassed within Design Engineering (Contracting)

*Start Construction (e.g. Award Contract) = start date for Design & Procurement for bus and rail

*Operations (i.e. paratransit) = start date Design & Procurement for paratransit

*Open for Use = end date for Start Construction and Operations (Design & Procurement) phases

*Project Completion (means last eligible expense) = Warranty & Closeout

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Project Cost Estimate	Funding Source			Source of Cost Estimate
Phase	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 705,000	\$ -	\$ 705,000	Prior work
Construction	\$ 135,137,000	\$ 21,048,000	\$ 114,089,000	Prior work
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 135,842,000	\$ 21,048,000	\$ 114,794,000	
Percent of Total		15%	85%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
FTA 5307		Design Engineering (PS&E)	Programmed	2023/24	\$ 705,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307		Construction	Programmed	2023/24	\$ 1,642,000	\$ -	\$ -	\$ -	\$ -	\$ -
Low Carbon Fuel Sales		Construction	Allocated	2021/22	\$ 91,000	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2023/24	\$ 441,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307		Construction	Programmed	2022/23	\$ 6,744,000	\$ -	\$ -	\$ -	\$ -	\$ -
Low Carbon Fuel Sales		Construction	Programmed	2024/25	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund PropB		Construction	Programmed	2022/23	\$ 174,000	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund PropB		Construction	Programmed	2024/25	\$ 3,302,000	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee-MissionRock		Construction	Programmed	2024/25	\$ 615,000	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee-Pier 70		Construction	Programmed	2024/25	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee-Pier 70		Construction	Programmed	2025/26	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Construction	Planned	2024/25	\$ 344,000	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee-SchlageLock		Construction	Programmed	2024/25	\$ 97,000	\$ -	\$ -	\$ -	\$ -	\$ -
TSF		Construction	Programmed	2025/26	\$ 776,000	\$ -	\$ -	\$ -	\$ -	\$ -
TSF		Construction	Programmed	2026/27	\$ 732,000	\$ -	\$ -	\$ -	\$ -	\$ -
TSF		Construction	Programmed	2024/25	\$ 139,000	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2024/25	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2025/26	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -

Draft as of 10/5/2023

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Transit Capital Priorities		Construction	Planned	2026/27	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
STIP		Construction	Planned	2024/25	\$ 7,952,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	06- Muni Transit Maintenance,	Construction	Planned	2024/25	\$ 21,048,000	\$ -	\$ -	\$7,000,000	\$10,048,000	\$4,000,000
Total By Fiscal Year					\$ 135,842,000	\$ -	\$ -	\$ 7,000,000	\$ 10,048,000	\$ 4,000,000

Notes

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>New Flyer Midlife Overhaul Phase II (265 Vehicles)</i>
Relative Level of Need or Urgency (time sensitive)	<p>The project window is to conduct the overhaul at the vehicles' midlife point. This project is for Phase 2, to address the vehicles that were procured between the year 2017-2018.</p> <p>It is industry best practice to maintain vehicles in a state of good repair, which includes mid-life overhauls. When they are not performed, unscheduled maintenance and labor costs negatively impact SFMTA's operating budget, and service interruptions occur. It was also a requirement of the procurement funding that we conduct mid-life overhauls, so a delay will put us out of compliance.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project is not dedicated to a specific community. Fleet projects benefit the whole of the City, operating across the revenue service network. Community outreach is conducted as needed and can include presentations to stakeholder groups, public surveys and physical mock ups of aspects of the vehicles.
Benefits to Disadvantaged Populations and Equity Priority Communities	Disadvantaged Populations and Equity Priority Communities often rely on public transportation as their main transportation mode. The mid-life overhaul project provides safe and reliable bus services to all areas in San Francisco, including Disadvantaged Populations and Equity Priority Communities.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	<p>Equity, Safety and Livability</p> <p>Equity; Safety and Livability: The mid-life overhaul project provides safe, reliable, and equitable citywide transportation services by reducing the in-service failures.</p>
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
06- Muni Transit Maintenance, Rehabilitation, and Replacement	
Safety	The objective of overhauls is to remove and replace the major vehicle subsystems to ensure continued vehicle reliability and safety. There are no specific documented safety issues at this time.
Need (Asset Useful Life) (Vehicles Sub-program)	The mid-life overhaul project allows SFMTA to maintain vehicles in a State of Good Repair so that they can operate safely and reliably through the end of their useful lives.
Improves Efficiency of Transit Operations (Vehicles Sub-program)	The midlife overhaul project is to remove and replace aging subsystem components that will improve vehicle reliability, availability for daily service, and reduce in-service failures.
Need (Asset Useful Life) (Facilities and Guideways Sub-program)	Not Applicable
Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)	Not Applicable