

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



Project Name and Sponsor			
<b>Project Name:</b>	New Flyer Midlife Overhaul Phase III (218 Vehicles)		
<b>Implementing Agency:</b>	SFMTA		
Prop L Expenditure Plan Information			
<b>Prop L Program:</b>	06- Muni Transit Maintenance, Rehabilitation, and Replacement		
<b>Prop L Sub-Program (if applicable):</b>	06a - Vehicles		
Project Information			
<b>Brief Project Description for MyStreetSF (80 words max):</b>	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 III of the overhaul program will address 218 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.		
<b>Project Location and Limits:</b>	San Francisco		
<b>Supervisory District(s):</b>	Citywide		
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>	Yes	<b>Is the project located in an Equity Priority Community (EPC)?</b>	Yes
<b>Which EPC(s) is the project located in?</b>	Citywide		
<b>Detailed Scope (may attach Word document):</b> 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' &amp; 60' motor coaches and 40' &amp; 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 III of the overhaul program will include substantial work to 185 40' trolley coaches and 33 60' trolley coaches (218 vehicles). The vehicles in Phase III were procured between the years 2018-2020.</p> <p>Using lessons learned, the scope of the work will remain like-to-like replacement and will not upgrade vehicles to the latest vehicle configuration.</p>		
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt		
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.			

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<b>Project Delivery Milestones</b>	<b>Status</b>	<b>Work</b>	<b>Start Date</b>		<b>End Date</b>	
<b>Phase</b>	<b>% Complete</b>	<b>In-house - Contracted - Both</b>	<b>Quarter</b>	<b>Fiscal Year (starts July 1)</b>	<b>Quarter</b>	<b>Fiscal Year (starts July 1)</b>
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr- May-Jun	2024/25	Q3-Jan- Feb-Mar	2026/27
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	Contracted	Q3-Jan- Feb-Mar	2026/27		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct- Nov-Dec	2029/30
Project Completion (means last eligible expenditure)		In-house			Q2-Oct- Nov-Dec	2030/31
<b>Notes</b>						
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.						

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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 694,000	\$ -	\$ 694,000	Prior work
Construction	\$ 145,858,000	\$ 23,818,000	\$ 122,040,000	Prior work
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	\$ 146,552,000	\$ 23,818,000	\$ 122,734,000	
<b>Percent of Total</b>		<b>16%</b>	<b>84%</b>	

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	2028/29	2029/30	2030/31	2031/32
RM3		Design Engineering (PS&E)	Planned	2025/26	\$ 694,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Construction	Planned	2025/26	\$ 406,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIP		Construction	Programmed	2027/28	\$ 45,569,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2025/26	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2026/27	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2027/28	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2028/29	\$ 16,065,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	06- Muni Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2026/27	\$ 41,665,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 7,500,000	\$ 9,500,000	\$ 10,500,000	\$ 4,165,000
STIP/Prop L Fund Exchange to DTX			Planned	2026/27	\$ (17,847,000)									\$ -
<b>Total By Fiscal Year</b>					<b>\$ 146,552,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000,000</b>	<b>\$ 7,500,000</b>	<b>\$ 9,500,000</b>	<b>\$ 10,500,000</b>	<b>\$ 4,165,000</b>

**Notes**  
The \$17.847 million proposed fund exchange from New Flyer Phase III Prop L funds to DTX is pending approval of this item.

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
<b>Project Name</b>	<i>New Flyer Midlife Overhaul Phase III (218 Vehicles)</i>
<b>Relative Level of Need or Urgency (time sensitive)</b>	<p>The project window is to conduct the overhaul at the vehicles' midlife point. This project is for Phase 3, to address the vehicles that were procured between the year 2018-2020.</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>
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>	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.
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>	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.
<b>Compatibility with Land Use, Design Standards, and Planned Growth</b>	Yes
<b><a href="#">San Francisco Transportation Plan Alignment (SFTP)</a></b>	Equity, Safety and Livability
	<b>Equity; Safety and Livability:</b> The mid-life overhaul project provides safe, reliable, and equitable citywide transportation services by reducing in-service failures.
<b>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 &amp; Schedule tab.</b>	
<b>06- Muni Transit Maintenance, Rehabilitation, and Replacement</b>	
<b>Safety</b>	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.
<b>Need (Asset Useful Life) (Vehicles Sub-program)</b>	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.
<b>Improves Efficiency of Transit Operations (Vehicles Sub-program)</b>	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.
<b>Need (Asset Useful Life) (Facilities and Guideways Sub-program)</b>	Not Applicable
<b>Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)</b>	Not Applicable