

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



Project Name and Sponsor			
Project Name:	Paratransit Vehicle Replacement (22 Gasoline Vehicles) & Expansion (5 Gasoline 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):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Procure total 27 cutaway vehicles; 22 of them to replace the outdated vehicles that have reached the end of their useful life and 5 of them to expand the Paratransit fleet. These modern vehicles will allow the Agency to provide more reliable paratransit service and a more comfortable form of transportation for people with disabilities that are unable to access the fixed route transit system.		
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>Procure total 27 cutaway vehicles; 22 of them to replace the outdated vehicles that have reached the end of their useful life and 5 of them to expand the Paratransit fleet. These modern vehicles will allow SFMTA to provide more reliable paratransit service and a more comfortable form of transportation for people with disabilities that are unable to access the fixed route transit system.</p> <p>Paratransit service is a critically important aspect of transit service in San Francisco. SFMTA is committed to maintaining the service and expanding service where possible. By expanding the fleet of paratransit vehicles, SFMTA will be able to provide higher-quality paratransit service while also keeping pace with population growth trends to reduce crowding and maintain the reputation and quality of service the riding public expects.</p> <p>These state-of-the art cutaway vehicles will be customized to meet the needs of San Francisco with slight design adjustments made to the vehicle prior to arriving onsite at our facility. Design specifications are established prior to ordering each vehicle through the State procurement program.</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	
			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	Q1-Jul-Aug-Sep	2026/27	Q4-Apr-May-Jun	2026/27
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2027/28		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)	0%	In-house			Q2-Oct-Nov-Dec	2028/29

Notes

SFMTA is planning to purchase these vehicles from the MBTA/CalAct Cooperative Procurement contracts so there is no 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 Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 120,000	\$ -	\$ 120,000	Prior work
Construction	\$ 5,544,000	\$ 3,000,000	\$ 2,544,000	Prior work
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 5,664,000	\$ 3,000,000	\$ 2,664,000	
Percent of Total		53%	47%	

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
TSF		Design Engineering (PS&E)	Programmed	2024/25	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee-MissionRock		Design Engineering (PS&E)	Programmed	2023/24	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TSF		Construction	Programmed	2024/25	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2026/27	\$ 1,984,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	06- Muni Transit Maintenance,	Construction	Planned	2026/27	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
Total By Fiscal Year					\$ 5,664,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000

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>Paratransit Vehicle Replacement (22 Gasoline Vehicles) & Expansion (5 Gasoline</i>
Relative Level of Need or Urgency (time sensitive)	This project is to replace vehicles that reached the end of their useful lives and expand the paratransit fleet by 5 vehicles based on the service demand. It is important that the project proceed as described in the schedule to avoid delaying vehicle replacement which can affect vehicle reliability, performance and rider experience.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>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.</p> <p>Since 1990, the Americans with Disabilities Act (ADA) has required all public transit agencies to provide paratransit services to eligible disabled people. It is a program available to all San Francisco residents who are unable to independently use or access public transit because of a disability or disabling health condition.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	San Francisco Paratransit ("SF Paratransit") is a van and taxi program for people unable to independently use or access public transit because of a disability or disabling health condition.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	<p>Equity, Safety and Livability</p> <p>Equity - Having new paratransit vehicles will allow SFMTA to provide more reliable and comfortable service to low-income people with disabilities.</p> <p>Safety & Livability - The latest and greatest paratransit vehicle will be equipped with DriveCam & Mobileye. Drivecam is a dashcam system that enables the detection and capture of risky driving for operator training purpose. Mobileye is a collision avoidance system to alert drivers when objects or pedestrian are detected in the vehicle path to avoid impact.□</p>

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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	As vehicle designs are improve safety is improved and enhanced. Components of vehicles that have reached the end of their useful lives might be damaged from wear and tear and therefore less safe than new vehicles. Replacing vehicles at the end of their useful lives ensures we are operating vehicles with the highest safety ratings possible. In addition, new vehicles will be equipped with dashcam and collision avoidance systems to help prevent collisions and enhance operator driving training.
Need (Asset Useful Life) (Vehicles Sub-program)	This is a one-to-one vehicle replacement to replace vehicles that have reached their useful lives, and an expansion of 5 additional vehicles to meet service demand.
Improves Efficiency of Transit Operations (Vehicles Sub-program)	The replacement vehicles will equipped with new engine models with better in fuel economy, higher performance and less emissions, and will cost less in maintenance in comparison to the existing paratransit fleet.
Need (Asset Useful Life) (Facilities and Guideways Sub-program)	N/A
Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)	N/A
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