



## Memorandum

### AGENDA ITEM 8

**DATE:** October 11, 2023

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 10/17/2023 Board Meeting: Approve San Francisco's Program of Projects for the 2024 Regional Transportation Improvement Program, with Conditions

#### **RECOMMENDATION** ☐ Information ☒ Action

Approve San Francisco's Program of Projects for the 2024 Regional Transportation Improvement Program (RTIP), with conditions, programming \$46,684,000 in RTIP funds to:

- Metropolitan Transportation Commission (MTC): Planning, Programming, and Monitoring (\$188,000)
- Transportation Authority: Planning, Programming, and Monitoring (\$927,000)
- San Francisco Municipal Transportation Agency (SFMTA): New Flyer Midlife Overhaul - Phase III (\$45,569,000, which includes \$10,642,000 proposed to be reprogrammed from SFMTA's Train Control Upgrade - Phase 3 N Judah project)

#### **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 currently direct RTIP funds to the Central Subway (\$32.8M), MTC Advance for Presidio Parkway (\$31.0), and Caltrain Downtown Extension (The Portal)(\$17.8M) in that order until the commitments are filled. Since the Central Subway contracts have all been awarded, we cannot program RTIP funds directly to the project and are meeting the commitment instead by funding other RTIP-eligible SFMTA projects. The Portal, led by the Transbay Joint Powers Authority (TJPA), is currently working with the Federal Transit Administration (FTA) to submit its financial plan and request entry into engineering as part of its efforts to secure a \$4+ billion Capital Investment Grant (CIG). To support this time sensitive effort and position the project well, we recommend that the Board fulfill the RTIP priorities out of order by

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



funding the \$17.8M for The Portal. This will require a fund exchange with Prop L since the project's progressive design build approach doesn't easily comply with California Transportation Commission (CTC) RTIP guidelines. SFMTA staff has agreed to a cost-neutral Prop L/RTIP fund exchange that will involve funds proposed for the New Flyer Midlife Overhaul - Phase III project in the upcoming Prop L Muni Maintenance 5YPP that will be before the Board in fall 2023. We recommend directing the remaining new RTIP funds (\$17.1M) to the New Flyer Phase III project, as well. In addition, SFMTA has requested that we reprogram \$10.6M in FY26 RTIP funds from SFMTA's Train Control Upgrade-Phase 3 N Judah project to the New Flyer project, which is a better fit with RTIP guidelines. This would result in a total of \$45.6M for the New Flyer Phase III project (Attachment 3). In order to fulfill the RTIP commitment to The Portal before MTC's RTIP commitment, MTC has conditioned its support on the Board resetting our remaining RTIP commitments to put the Central Subway (\$15.7M) and MTC (\$31.0M) commitments on equal footing for future cycles. (Attachment 4). RTIP programming is ultimately subject to approval by the MTC (anticipated in December) and the CTC (anticipated in March 2024).

## **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 bike paths to highway redesigns or rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

The CTC's RTIP guidelines include strict timely use of funds deadlines. For instance, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or advertise a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. As in previous RTIP programming cycles, these and other eligibility requirements significantly narrowed the list of potential projects that are good candidates for the 2024 RTIP.

**San Francisco's Remaining RTIP Commitments.** In 2005, the Transportation Authority Board 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 three remaining RTIP priorities, which are currently Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension now known at



The Portal. We recommend a revision to the order of these priorities, described below, as part of our 2024 RTIP recommendations.

## **DISCUSSION**

**Funds Available.** MTC has initiated development of the 2024 RTIP, providing guidance based on CTC-adopted guidelines and the 2024 Fund Estimate. For the 2024 RTIP, San Francisco has a total of \$36,042,000 in RTIP funds that can be programmed in Fiscal Years 2026/27 through 2028/29 to RTIP-eligible projects (Attachment 2). These funds are split into two categories: \$1,115,000 for planning, programming and monitoring and \$34,927,000 for capital projects. Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is primarily available in FYs 2027/28 and 2028/29.

Our staff recommendations for 2024 RTIP programming are summarized in Attachment 3 and described below. 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.

**Recommendations for Planning, Programming and Monitoring (PPM).** CTC guidelines allow up to 5% 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 Portal and Caltrain Electrification. Per CTC guidelines, \$1,115,000 in new PPM programming is available to be split between MTC (\$188,000) and the Transportation Authority (\$927,000).

**Recommendations for Capital Projects.** Our recommendations for the 2024 RTIP \$34,927,000 capital funds prioritize fulfilling the \$17,847,000 commitment to The Portal due to the critical path the project is on to enter into the FTA's CIG engineering phase which requires the project to demonstrate certain levels of non-CIG committed funds by certain deadlines. We explored various options with the TJPA to identify a scope of work that was compatible with the CTC's strict requirement that contracts not be awarded until after allocation of RTIP funds and were not able to find a viable option. Both the project's construction management contract and its large progressive design-build engineering contract will be awarded far in advance of FY 28, the earliest that new 2024 RTIP funds are available for allocation. Thus, working with SFMTA and TJPA, we are recommending meeting the RTIP commitment to The Portal through a Prop L funds exchange with SFMTA's New Flyer Mid-Life Overhaul Phase III project that will be seeking Prop L funds in the Muni Maintenance 5YPP. This exchange allows us to fulfill our commitment with flexible local Prop L funds while holding SFMTA's project harmless.

SFMTA has requested and we recommend programming the remaining \$17,080,000 in 2024 RTIP capital funds to the New Flyer Phase III project. Further, SFMTA has also requested reprogramming of \$10,642,000 in previously programmed RTIP funds from its Train Control



Upgrade - Phase 3 N Judah to its New Flyer Midlife Overhaul - Phase III project in FY 2026/27. SFMTA and our staff agreed that this was necessary since the procurement approach and complexity of the train control project make it difficult to comply with the RTIP timely use of funds and contracting requirements mentioned above based on lessons learned from prior RTIP projects. In March 2023, SFMTA was unable to meet timely use of funds deadlines for \$13,752,000 in previously obligated 2018 RTIP funds for Train Control Upgrade - Phases 1 & 2; thus the funds lapsed (i.e., were deobligated consistent with RTIP guidelines). We are working closely with SFMTA to support identification of Prop L and other non RTIP funding for its train control upgrade project, which is a high priority project for the SFMTA.

In all, these actions would result in a total of \$45,569,000 in FY 27 RTIP funds to the New Flyer Midlife Overhaul - Phase III project, which would help fully fund the construction phase. MTC is supporting the request for early year RTIP funds since SFMTA anticipates the project will be ready to advance then, though the year of programming will be at the CTC's discretion. Note due to color of money issues in the RTIP (i.e., because the project is not California State Constitution Article XIX-eligible and there is no capacity in the state Public Transit Account), SFMTA is seeking 100% federal funds in the RTIP, which means SFMTA must provide the 11.47% local match of \$5,226,764, proposed to be fulfilled through Prop L funds contingent on approval of the Prop L Muni Maintenance 5YPP.

The proposed 2024 RTIP funded scope of work includes scheduled midlife overhauls on 100 New Flyer trolley coaches or motor coaches. Midlife overhauls have been shown to significantly improve vehicle reliability, reduce the incidence of breakdowns, prevent service interruptions, and avoid additional costly repairs. The overhauls may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system, repainted exteriors, updated seating configurations, and improved wheelchair securements.

**Conditions.** Our 2024 RTIP recommendations required extensive coordination with the SFMTA, MTC, and the TJPA. Both SFMTA and MTC support fulfilling San Francisco's RTIP commitment to The Portal in the 2024 RTIP. MTC and SFMTA are interested in having their remaining Presidio Parkway and Central Subway commitments, respectively, treated as first priority in the 2026 RTIP. As a condition of MTC's support for elevating The Portal over payback to MTC in the 2024 RTIP, our recommendation specifies a resetting of San Francisco's RTIP commitments as shown in Attachment 4, footnote 4: when the Fund Estimate is available for the 2026 RTIP programming cycle (anticipated in 2025), we will work with MTC and SFMTA to evaluate funds available, readiness and urgency of proposed projects by each agency, and RTIP project delivery track record when developing San Francisco's 2026 RTIP programming recommendations.

**Next Steps.** After the Board adopts San Francisco's 2024 RTIP Program of Projects, we will submit the Program of Projects to MTC by its November 1, 2023 deadline. We will bring the Prop L Muni Maintenance 5YPP to the Board for approval in fall 2023, which will include the proposed Prop L/RTIP fund exchange with the SFMTA's New Flyer Midlife Overhaul - Phase III for The Portal as well as the required local match that SFMTA's project will need for the RTIP funds. The MTC Commission is expected to consider the 2024 RTIP on December 20, 2023.



The CTC will consider adopting the 2024 RTIP at its March 21, 2024, meeting. If approved, SFMTA would be able to request allocation of the RTIP funds for the New Flyer Midlife Overhaul - Phase III project in FY 2026/27. We plan to closely work with SFMTA to ensure that the project can successfully allocate and expend the proposed RTIP and matching funds, including Prop L.

## **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted FY 2023/24 budget. The proposed PPM funds, following approval by the CTC, would be included in the agency's FY 2026/27 through FY 2028/29 budgets.

## **CAC POSITION**

The CAC considered this item at its September 27, 2023, meeting and unanimously adopted a motion of support for the staff position

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Current Remaining RTIP Commitments
- Attachment 2 - 2024 RTIP New Funds Available for San Francisco
- Attachment 3 - 2024 Proposed Program of Projects
- Attachment 4 - Proposed Remaining RTIP Commitments
- Attachment 5 - Project Programming Request Forms (3)
- Attachment 6 - Resolution

**Attachment 1**  
**San Francisco County Transportation Authority**  
**Current Remaining Regional Transportation Improvement Program (RTIP) Commitments<sup>1</sup>**  
**Last Amended October 2021 (Res. 22-12), Updated with Lapsed Funds March 2023**

<b>Project <sup>2</sup></b>	<b>Initial RTIP Commitment</b>	<b>Remaining RTIP Commitment (Oct. 2021)</b>	<b>Lapsed Funds<sup>5</sup></b>	<b>Current Remaining RTIP Commitment</b>
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [1st priority] <sup>3, 5</sup>	\$92,000,000	\$19,027,654	(\$13,752,000)	\$32,779,654
MTC STP/CMAQ Advance for Presidio Parkway [2nd priority] <sup>4</sup>	\$34,000,000	\$31,000,000		\$31,000,000
Caltrain Downtown Extension [3rd priority] <sup>5</sup>	\$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>\$67,874,654</b>	<b>(\$13,752,000)</b>	<b>\$81,626,654</b>

<sup>1</sup> Based on Transportation Authority Board-adopted RTIP priorities last amended by Resolution 22-12, October 26, 2021.

<sup>2</sup> Acronyms include 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 sufficient RTIP 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 RTIP guidelines.

<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 RTIP funds. Repayment of the advance, i.e. by programming RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC reduced the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

<sup>5</sup> In March 2023, SFMTA was unable to meet timely use of funds deadlines for \$13,752,000 in previously-obligated 2018 RTIP funds; thus the funds lapsed (i.e., were deobligated consistent with RIP guidelines) and will be available for reprogramming in the 2024 RTIP.

## Attachment 2.

### 2024 Regional Transportation Improvement Program (RTIP)

#### New Funds Available for San Francisco

The 2024 RTIP covers five years (Fiscal Years (FYs) 2024/25 – 2028/29). However, the California Transportation Commission has advised that new project programming is largely available only in the last two years, FY 2027/28 and FY 2028/29, and a smaller amount in FY 2026/27.

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$927,000	Up to 5% allowable per 3-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 CMAAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state’s transportation goals.
	MTC: \$188,000	
	<b>PPM subtotal:</b> <b>\$1,115,000</b>	
Capital Projects	Lapsed funds <sup>1</sup> : \$13,752,000	Capital projects to improve transportation, including highways, local roads, bicycle and pedestrian facilities, and transit projects. For the 2024 RTIP, transit projects must be State Constitution Article XIX compliant (e.g. no rolling stock) or must seek federal-only funding and provide required matching funds. Can fund environmental, design, right of way and construction phases.
	New formula distribution: \$21,175,000	
	<b>Capital Projects subtotal:</b> <b>\$34,927,000</b>	
<b>Total:</b>	<b>\$36,042,000</b>	

<sup>1</sup> In March 2023, SFMTA was unable to meet timely use of funds deadlines for \$13,752,000 in funds previously obligated to Train Control Upgrade Project Phase 1 & 2 in the 2018 RTIP; thus the funds lapsed (i.e., were deobligated consistent with RIP guidelines) and are available for programming in the 2024 RTIP.

**Attachment 3**

**Proposed San Francisco 2024 Regional Transportation Improvement Program (RTIP) Programming Priorities**

		<b>Project Totals by Fiscal Year (\$ 1,000's)</b> CTC has advised that new project programming is largely available only in the last two years, FY 2027/28 and FY 2028/29, and a smaller amount in FY						
<b>Agency <sup>1</sup></b>	<b>Project</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>	<b>Phase</b>
<b>Revised 2022 RTIP Programming Priorities</b>								
SFMTA	New Flyer Midlife Overhaul - Phase II III <sup>2</sup> [renamed]	<b>\$7,952</b>	\$7,952					Construction
SFMTA	Train Control Upgrade – Phase 3 N Judah <sup>3</sup> [dropped]	<b>\$10,642</b>		\$10,642				Construction
SFCTA	Planning, programming, and Monitoring	<b>\$579</b>	\$199	\$380				n/a
MTC	Planning, Programming, and Monitoring	<b>\$268</b>	\$88	\$89	\$91			n/a
<b>Revised Funds Programmed to 2022 RTIP Priorities</b>		\$8,799	\$8,239	\$469	\$91			
<b>New 2024 RTIP Programming Priorities</b>								
SFMTA	New Flyer Midlife Overhaul - Phase III <sup>4</sup>	<b>\$45,569</b>			\$45,569			Construction
SFCTA	Planning, programming, and Monitoring	<b>\$927</b>			\$326	\$327	\$274	n/a
MTC	Planning, Programming, and Monitoring	<b>\$188</b>				\$93	\$95	n/a
<b>Proposed 2024 RTIP Programming</b>		\$46,684			\$326	\$420	\$369	
<b>Total RTIP Funds Available</b>		<b>\$46,684</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> This project was programmed as New Flyer Midlife Overhaul - Phase III in the 2022 RTIP. As part of the 2024 RTIP, SFMTA has requested that this project be renamed New Flyer Midlife Overhaul - Phase II, with minor changes to programming and scope. The 2024 RTIP recommendations include new programming for the next phase of this project called New Flyer Midlife Overhaul - Phase III.

<sup>3</sup> As part of the 2024 RTIP, SFCTA recommends with SFMTA concurrence, reprogramming \$10,642,000 from Train Control Upgrade - Phase 3 N Judah to its New Flyer Midlife Overhaul - Phase III project in FY 2026/27. SFMTA's procurement process and project delivery approach for the train control project are not a good fit with the RTIP guidelines. SFMTA is seeking other funds, including Prop L, for the train control project.

<sup>4</sup> The recommended programming of \$45,569,000 to the New Flyer Midlife Overhaul - Phase III project in FY 2026/27 is made up of:  
 - \$21,175,000 in new 2024 RTIP funds (including \$17,847,000 from a proposed Prop L/RTIP exchange to fulfill the SFCTA's RTIP commitment to The Portal);  
 - \$13,752,000 in lapsed funds deprogrammed from Train Control Upgrade - Phases 1 & 2 due to SFMTA's inability to meet timely use of funds deadlines; and  
 - \$10,642,000 reprogrammed from Train Control Upgrade - Phase 3 N Judah (see note 3).



**Attachment 4**  
**San Francisco County Transportation Authority**  
**Proposed Remaining Regional Improvement Program (RIP) Commitments<sup>1</sup>**  
**Proposed October 2023**

<b>Project<sup>2</sup></b>	<b>Initial RIP Commitment</b>	<b>Current Remaining RIP Commitment</b>	<b>Proposed New Funds 2024 RTIP</b>	<b>Proposed Remaining RIP Commitment</b>
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [2026 RTIP priority TBD] <sup>3, 4</sup>	\$92,000,000	\$32,779,654	\$17,080,000	\$15,699,654
MTC STP/CMAQ Advance for Presidio Parkway[2026 RTIP priority TBD] <sup>4</sup>	\$34,000,000	\$31,000,000		\$31,000,000
Caltrain Downtown Extension [Fulfilled] <sup>5, 6</sup>	\$28,000,000	\$17,847,000	\$17,847,000	\$0
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
<b>Total</b>	<b>\$52,000,000</b>	<b>\$81,626,654</b>	<b>\$34,927,000</b>	<b>\$46,699,654</b>

<sup>1</sup> Based on Transportation Authority Board-adopted RTIP priorities last amended by Resolution XX-XX, DATE.

<sup>2</sup> Acronyms include 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> Since sufficient RTIP funds were unavailable when SFMTA was awarding the Central Subway construction contracts, SFCTA is honoring this commitment by programming new RTIP funds when they become available to other SFMTA eligible projects to comply with RTIP guidelines.

<sup>4</sup> Both MTC and SFMTA are interested in having their RTIP commitment treated as first priority in the 2026 RTIP. When the Fund Estimate is available for the 2026 RTIP programming cycle (anticipated in 2025), SFCTA agrees to work with MTC and SFMTA to evaluate the funds available; readiness and urgency of proposed projects by each agency; and RTIP project delivery track record when developing San Francisco's 2026 RTIP programming recommendations. SFCTA's remaining RTIP commitments to MTC and SFMTA shown above have equal priority.

<sup>5</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 RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC reduced the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

<sup>6</sup> Fulfilling the Caltrain Downtown Extension (DTX) RIP commitment is conditioned upon Board approval of a fund exchange to program \$17,847,000 in Prop L funds from the Muni Maintenance 5-Year Prioritization Program (5YPP) to DTX, scheduled for Board consideration in November 2023, with an equal amount of RTIP funds to be programmed to SFMTA's New Flyer Midlife Overhaul - Phase III project.

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/08/2023 08:36:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04		0423000376	2007	San Francisco County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco County					
				MPO	Element
				MTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Amber Crabbe			415-522-4801	amber.crabbe@sfcta.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	San Francisco County Transportation Authority
PS&E	
Right of Way	
Construction	San Francisco County Transportation Authority

Legislative Districts

Assembly: 17,19 Senate: 11 Congressional: 12,14

Project Milestone	Existing	Proposed
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)		

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Purpose and Need

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 Commissioners guidelines.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
04	San Francisco County			0423000376	2007

**Project Title**

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	65							65	San Francisco County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County Transportation
R/W									
CON	6,036	199	380					6,615	San Francisco County Transportation
TOTAL	6,101	199	380					6,680	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	6,036	199	380	326	327	274		7,542	
TOTAL	6,101	199	380	326	327	274		7,607	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	65							65	Metropolitan Transportation Commiss
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	5,876	199						6,075	\$65 CON voted 03/15/07
TOTAL	5,941	199						6,140	\$466 CON voted 07/26/07
									\$541 CON voted 07/24/08
									\$500 CON voted 08/13/09

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,876	199						6,075	
TOTAL	5,941	199						6,140	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss \$160 CON voted 08/18/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	160							160	
TOTAL	160							160	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	160							160	
TOTAL	160							160	
Fund #3:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			380					380	
TOTAL			380					380	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			380					380	
TOTAL			380					380	

Fund #4:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commis
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				326	327	274		927	
TOTAL				326	327	274		927	



Complete this page for amendments only				Date 09/08/2023 08:36:43	
District	County	Route	EA	Project ID	PPNO
04	San Francisco County			0423000376	2007

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

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

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/13/2023 13:29:58
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04			2014W	San Francisco County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco Count				MPO	Element
				MTC	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Gary Chang			415-646-2636	gary.chang@sfmta.com	

Project Title

New Flyer Midlife Overhaul - Phase III

Location (Project Limits), Description (Scope of Work)

In the city and county of San Francisco. Perform midlife overhauls on one hundred (100) 40-foot and 60-foot electric trolley or motor coaches. The overhaul may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system. The overhaul may also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Work may be completed with in-house forces or contracted, as deemed appropriate.

Component	Implementing Agency
PA&ED	City & County of San Francisco
PS&E	City & County of San Francisco
Right of Way	City & County of San Francisco
Construction	City & County of San Francisco

Legislative Districts

Assembly:	17,19	Senate:	11	Congressional:	12,14
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/30/2023	
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type CE/CE	
Draft Project Report		09/30/2023
End Environmental Phase (PA&ED Milestone)		04/01/2025
Begin Design (PS&E) Phase		04/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2027
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		03/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2029
Begin Closeout Phase		12/31/2029
End Closeout Phase (Closeout Report)		12/31/2030

Date 10/13/2023 13:29:58

Purpose and Need

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 may also include improvements such as repainted exteriors, updated seating configurations, and improved wheelchair securements.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	100

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	100	0	100

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				2014W

Project Title  
New Flyer Midlife Overhaul - Phase III

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				51,470				51,470	
TOTAL				51,470				51,470	

Fund #1:	Local Funds - Proposition L (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									San Francisco County Transportation
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				5,901				5,901	
TOTAL				5,901				5,901	

Fund #2:	RIP - STP - No State Match (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									Project is not Article XIX-eligible. Public Transit Account (PTA) funds requested to serve as federal STP match, if available.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				45,569				45,569	
TOTAL				45,569				45,569	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	09/22/2023 18:36:17
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04			2014W	City & County of San Francisco	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco Count				MPO	Element
				MTC	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Gary Chang			415-646-2636	gary.chang@sfmta.com	

Project Title

New Flyer Midlife Overhaul - Phase II

Location (Project Limits), Description (Scope of Work)

In the city and county of San Francisco. Perform midlife overhauls on seventeen (17) 40-foot and 60-foot electric trolley or motor coaches. The overhaul may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system. The overhaul may also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Work may be completed with in-house forces or contracted, as deemed appropriate.

Component	Implementing Agency
PA&ED	City & County of San Francisco
PS&E	City & County of San Francisco
Right of Way	City & County of San Francisco
Construction	City & County of San Francisco

Legislative Districts

Assembly:	17,19	Senate:	11	Congressional:	12,14
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		09/30/2023
Circulate Draft Environmental Document	Document Type CE/CE	
Draft Project Report		09/30/2023
End Environmental Phase (PA&ED Milestone)		09/30/2023
Begin Design (PS&E) Phase	07/01/2024	04/03/2023
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2025	03/03/2025
Begin Right of Way Phase		09/30/2023
End Right of Way Phase (Right of Way Certification Milestone)		09/30/2023
Begin Construction Phase (Contract Award Milestone)	07/01/2025	07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	01/04/2026	11/01/2028
Begin Closeout Phase	01/04/2026	11/01/2028
End Closeout Phase (Closeout Report)	08/01/2026	11/01/2029



Date 09/22/2023 18:36:17

Purpose and Need

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 may also include improvements such as repainted exteriors, updated seating configurations, and improved wheelchair securements.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Rail cars/transit vehicles	EA	17

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				2014W

Project Title  
New Flyer Midlife Overhaul - Phase II

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City & County of San Francisco
PS&E									City & County of San Francisco
R/W SUP (CT)									City & County of San Francisco
CON SUP (CT)									City & County of San Francisco
R/W									City & County of San Francisco
CON			9,879					9,879	City & County of San Francisco
TOTAL			9,879					9,879	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,982					8,982	
TOTAL			8,982					8,982	

Fund #1:	RIP - Public Transportation Account (Committed)								Program Code
	Existing Funding (\$1,000s)								30.10.070.626
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,952					7,952	
TOTAL			7,952					7,952	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,952					7,952	
TOTAL			7,952					7,952	

Fund #2:	Local Funds - Local Transportation Funds - Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,794					1,794	
TOTAL			1,794					1,794	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Decrease local match from 20% to required 11.47%
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			897					897	
TOTAL			897					897	
Fund #3:	Local Funds - Local Transportation Funds - Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			133					133	
TOTAL			133					133	
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	

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Date 09/22/2023 18:36:17

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				2014W

**SECTION 1 - All Projects**

**Project Background**

In the city and county of San Francisco. Perform midlife overhauls on seventeen (17) 40-foot and 60-foot electric trolley or motor coaches. The overhaul may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system. The overhaul may also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Work may be completed with in-house forces or contracted, as deemed appropriate.

**Programming Change Requested**

Name change, decrease local match, increased scope, milestone date updates

**Reason for Proposed Change**

NAME CHANGE: New Flyer Midlife Overhaul - Phase III has had its name changed to New Flyer Midlife Overhaul - Phase II because the contracting sequence has been updated since the initial project submittal in 2019.

DECREASED LOCAL MATCH: The amount of local match has been decreased from 20% to the required 11.47%

INCREASED SCOPE: The project scope has been updated. The scale of the Midlife Overhaul Program allows the SFMTA to overhaul 17 vehicles instead of 14, even with the decreased local match.

MILESTONE DATE UPDATES: See below

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Proposed changes are not related to changes in earlier Begin Design, later End Design, later End Construction, Begin Closeout, and End Closeout milestones. Milestone changes are the result of increased scope, alignment with the larger New Flyer Midlife Overhaul program, and schedule refinement since the 2020 STIP estimate.

The contract award date is unchanged.

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

**Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)**

Because "Not applicable" is not an choice for project milestones, Sept 30, 2023 is shown for PSR, Environmental, and ROW phases. The project will be CE/CE with regard to environmental approvals, and there is no ROW consideration.

**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

**SECTION 3 - All Projects**

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE  
2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, distributed through the Regional Transportation Improvement Program (RTIP) and the Interregional Improvement Program which can fund a wide variety of projects including major transit expansion, highway repair and redesign, and bicycle and pedestrian projects; and

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for programming San Francisco's county share of RTIP funds, subject to approval by the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC); and

WHEREAS, The Transportation Authority has longstanding RTIP project priorities which designate the SFMTA's Central Subway first priority, MTC's Advance for Presidio Parkway second priority, and the Transbay Joint Power Authority's (TJPA's) The Portal/Caltrain Downtown Extension Project third priority until their commitments are fulfilled as shown in Attachment 1; and

WHEREAS, The Transportation Authority must submit its approved 2024 RTIP priorities to MTC by November 1, 2023; and

WHEREAS, For the 2024 RTIP, San Francisco has a total of \$36,042,000 in RTIP funds that can be programmed in Fiscal Years 2026/27 through 2028/29 and that are split into two categories: \$1,115,000 for planning, programming and monitoring (PPM) and \$34,927,000 for RTIP-eligible capital projects (Attachment 2);

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; and



WHEREAS, MTC and the CMAs 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 recommend programming \$972,000 for the Transportation Authority and \$188,000 for MTC in PPM funds; and

WHEREAS, With respect to the \$34,927,000 available for RTIP-eligible capital projects, Transportation Authority staff recommend that the RTIP priorities be addressed out of order to fulfill the \$17,847,000 commitment to The Portal to support its time sensitive efforts toward securing a \$4+ billion federal Capital Investment Grant; and

WHEREAS, The Transportation Authority cannot program RTIP funds directly to The Portal because the project's progressive design-build contract is not compatible with CTC RTIP guidelines; thus, Transportation Authority staff proposes to fulfill this commitment through a cost-neutral Prop L/RTIP fund exchange that will involve funds proposed for the SFMTA's New Flyer Midlife Overhaul - Phase III project in the upcoming Prop L Muni Maintenance 5-Year Prioritization Program that will be before the Board for adoption in fall 2023; and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's and MTC's guidelines, Transportation Authority staff recommended programming the \$17,080,000 in remaining 2024 RTIP capital funds to the SFMTA's New Flyer Midlife Overhaul Phase III project, in addition to \$10,642,000 in previously programmed FY 2025/26 RTIP funds from the SFMTA's Train Control Upgrade - Phase 3 N Judah project, which isn't a good fit with the RTIP guidelines; and

WHEREAS, The staff recommendations, as shown in Attachment 3, would recommend a total of \$45,569,000 in RTIP funds for the New Flyer Midlife Overhaul Phase III project, which will improve reliability, prevent service interruptions, and reduce maintenance costs of the SFMTA's electric trolley and motor coach fleet; and





WHEREAS, MTC and SFMTA staff have expressed support for the recommended 2024 RTIP Program of Projects, with the condition that both MTC's and SFMTA's remaining RTIP commitments be treated with equal priority in the 2026 RTIP, which is reflected in Attachment 4 showing the Transportation Authority's proposed remaining RTP commitments; and

WHEREAS, Attachment 5 contains Project Programming Request Forms with additional detail on the scope, schedule, cost and funding for the New Flyer Midlife Overhaul Project Phase III and PPM projects; and

WHEREAS, At its September 27, 2023 meeting, the Community Advisory Committee considered the staff recommended 2024 RTIP Program of Projects and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby adopts San Francisco's 2024 RTIP Program of Projects, with conditions, as shown 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:

1. Remaining RTIP Commitments
2. 2024 RTIP Funds Available
3. Proposed 2024 RTIP Program of Projects
4. Proposed Remaining RTIP Commitments
5. Project Programming Request Forms (3)