



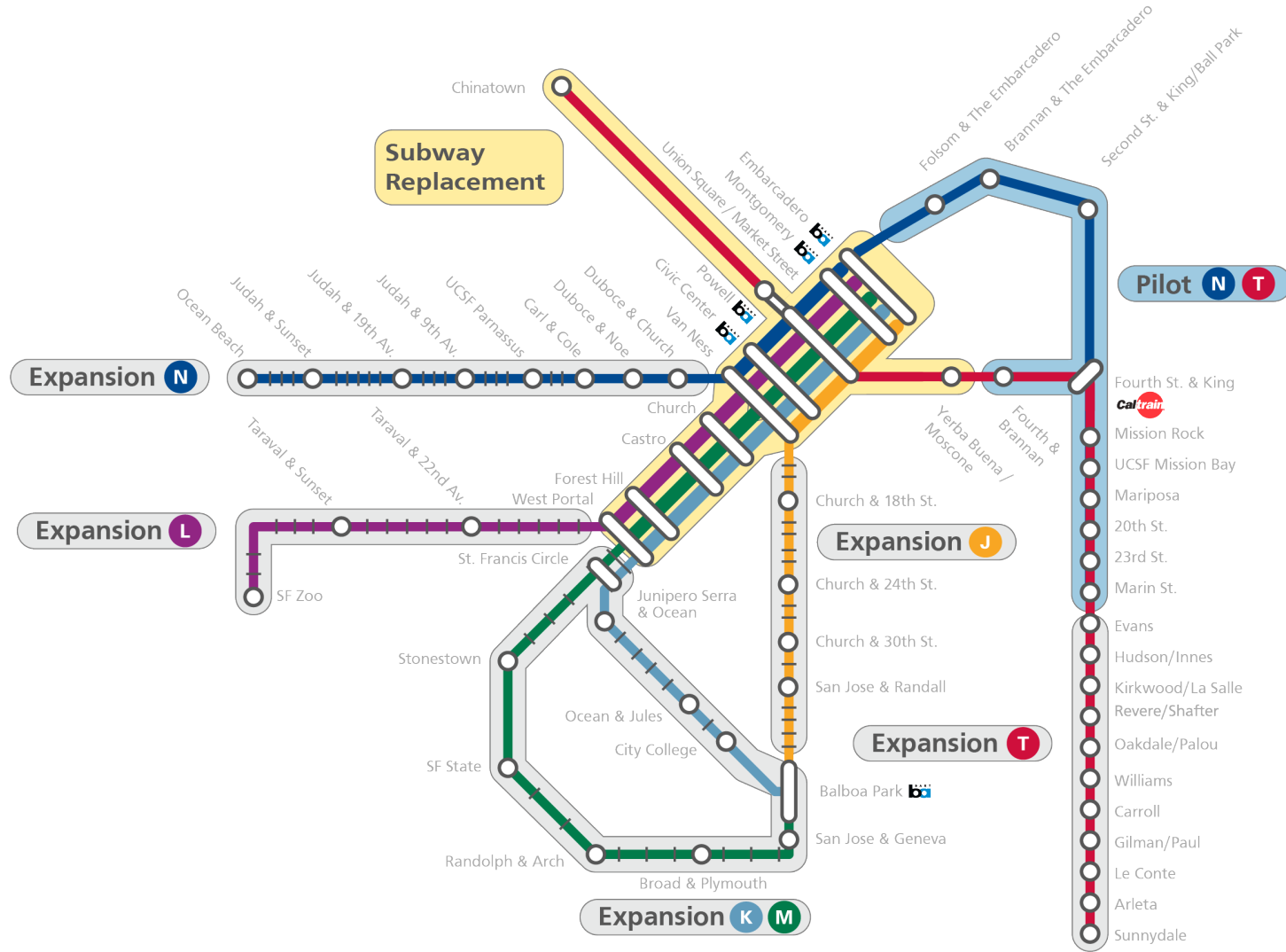
SFMTA

Train Control Upgrade Project

SFMTA Board: Oct 4, 2022



Multi-year new surface and subway upgrade communications-based train control (CBTC) to improve Muni light rail service.



Reduced delays: Customers no longer “stuck” on trains in-between stations due to subway congestion or slow-moving trains with a communication failure

Reduced travel times: Trips on Muni will be faster as trains will not have to wait for traffic lights on the surface – the train control system will talk to the signals and let them know a train is coming

Improved reliability: More consistent wait times that match the advertised frequency of trains, which makes trip-planning more reliable

Better service: the new system will give train controllers more flexibility to manage bunching and gaps



Applying Lessons Learned

Procurement Method

Ensure selection based on quality of supplier's product and expected long-term performance, not short-term construction issues

Harness Opportunities

Negotiate support terms while supplier is in competition with its peers

Supplier Partnership & Performance Incentives

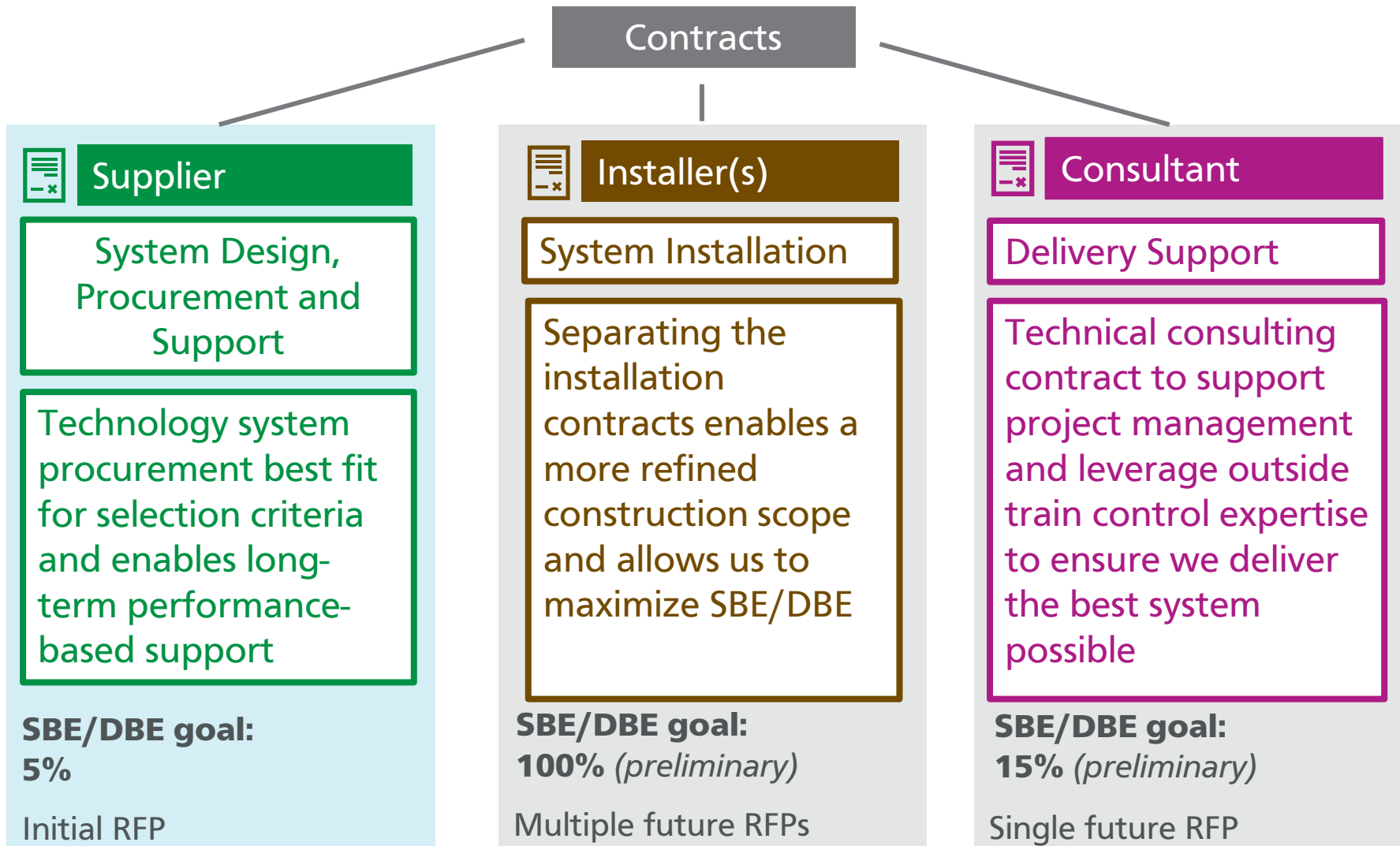
Create contractual incentives for supplier to partner in the success of the system

Support-Focused/ Lifecycle Management

Treat the system as a technology product, hardware and software kept up-to-date

Risk Assessment

Anticipate risk points ahead of time with a comprehensive risk assessment process





Benefits of including support contract with design RFP

Improves price and terms because firms are in competition with peers

Key elements linked to strategic goals:

- Performance-based support fee creates contractual elements for supplier to build reliability into initial design
- Vendor-Managed Spares Inventory designed to incentivize reduced parts replacement
- Regular software updates keeps hardware and software up to date

SFMTA Board of Supervisors Ordinance Request

SFMTA requesting BOS approval for an ordinance allowing supplier contract to extend past 10 years and enabling negotiated procurement (i.e., best/final offer)

Proposed Duration

- Design/Implementation Phase: 8 years
- Initial Support Term: 10 years
- Additional Support Terms (2 options): 5 years each

BOS Legislation Introduced

30-day waiting period initiated on 9/13

Budget and Finance Committee

Ordinance expected in committee 10/12

Board of Supervisors

First reading 10/26, second reading 11/1

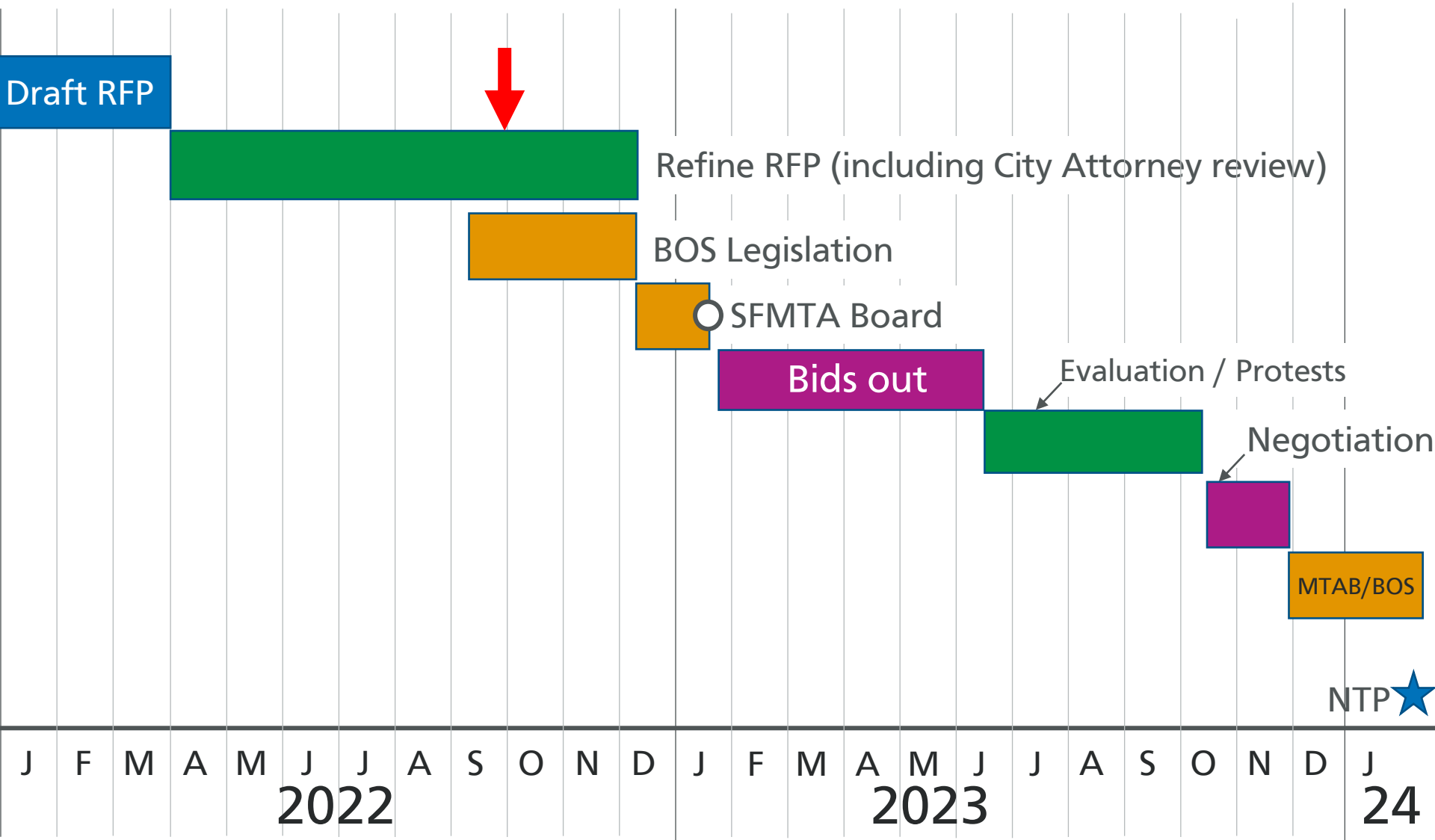
Finalize RFP

Complete RFP documents and necessary reviews by mid-Dec

Approve/Advertise RFP

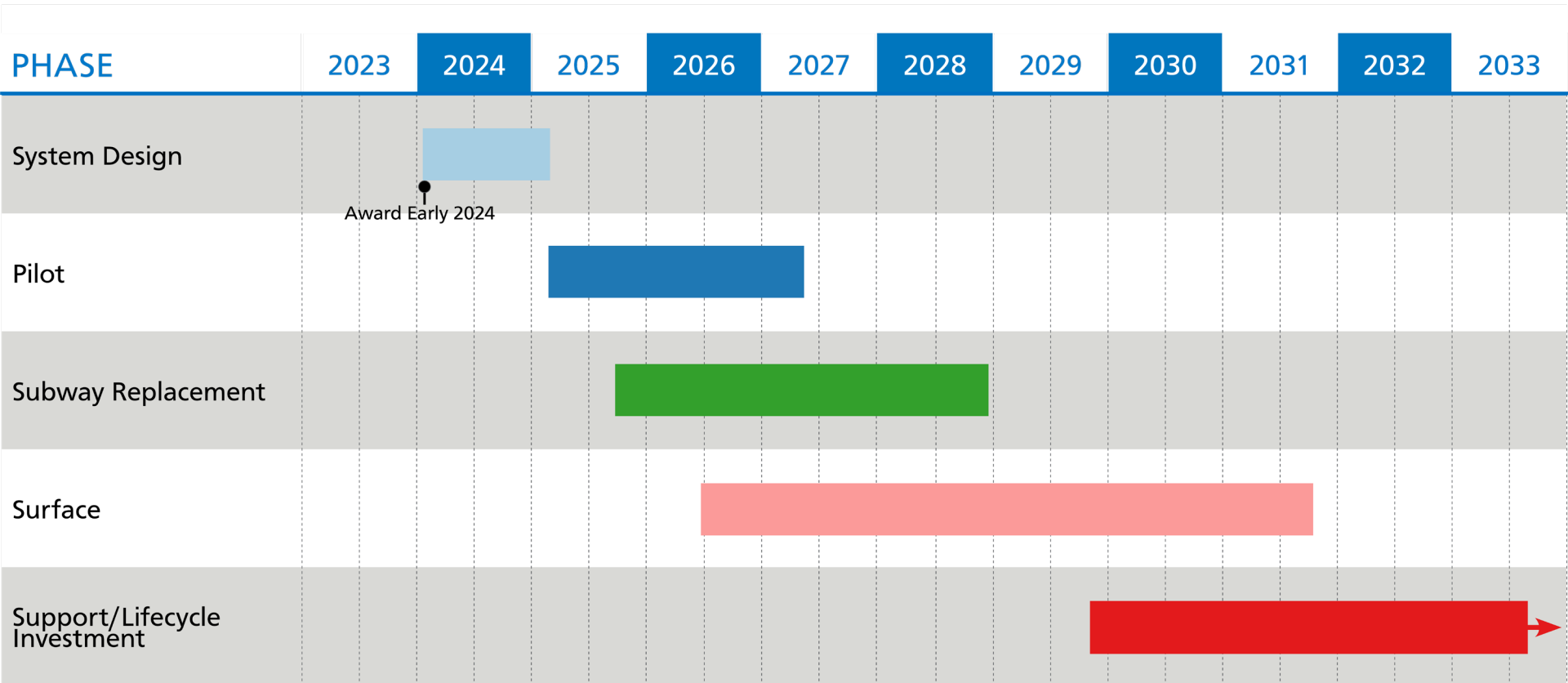
SFMTA Board approval action to advertise completed RFP package Jan 2023







Proposed Project Schedule



Total Project Budget: \$560 million
Support Costs: \$100 million over 10 years



Questions?