



SFMTA

32ft Motor Coach Replacement

Gary Chang, Senior Program Manager

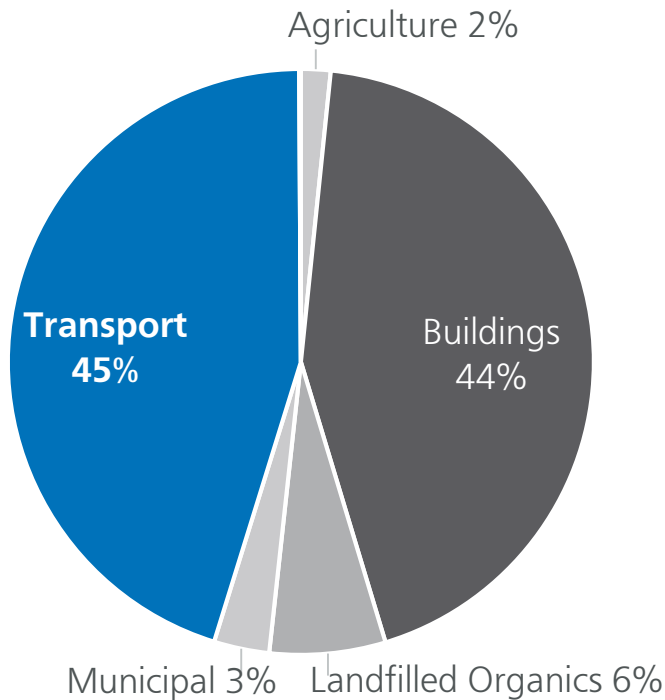
Budget & Finance Committee

March 24, 2021

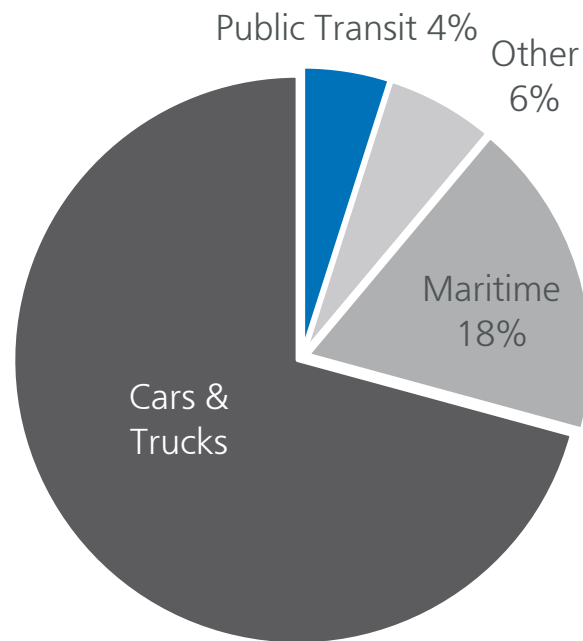
Climate Action at SFMTA

- SFMTA is committed to mitigating the impacts of climate change and addressing transportation sector greenhouse gas (GHG) emissions
- SFMTA is a national leader in reduced or zero emission transit vehicles

San Francisco Greenhouse Gas Emissions (2018)



Citywide



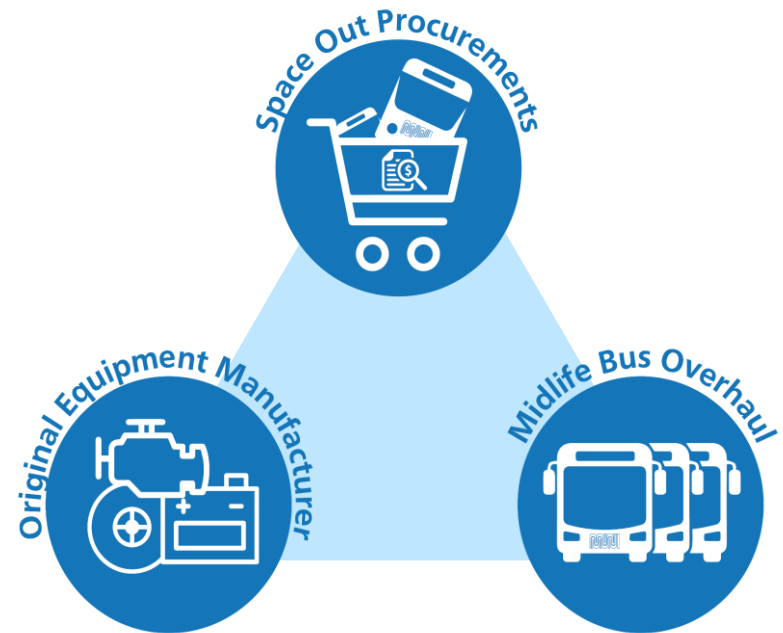
Transportation Sector

.01% of citywide emissions are attributable to Muni fleet

SFMTA's Approach to Fleet Management

Guiding Principles

- Maintain consistent fleet average age
- Performance-based procurements
- Develop robust maintenance standards
- Align with City's sustainability goals
- Anticipate and accommodate growth
- Maintain a spare ratio of 20%



32ft Coach Replacement

- Replaces oldest vehicles in the fleet, 30 diesel hybrid motor coaches, purchased from Orion Bus Industries in 2007
- Federal Transit Administration (FTA) Useful Life: 10 Years (Planned Retirement 2018/2019)
- Smallest vehicles in fleet
- Critical for hilltop circulator routes, but also have the flexibility to be used on lower ridership crosstown routes



Procurement Approach

- Reduce procurement time and costs by using pre-existing competitively bid process
 - Georgia Department of Administrative Services (DOAS) has an interstate contract approved by FTA that includes 32ft buses
 - New vehicles expected to arrive within 15-18 months versus 24-30 months with bid/award process
- Working towards a contract with Creative Bus Sales, Inc. (CBS), headquartered in Southern California and a City & County certified 12B vendor



Budget & Funding Strategy

Fund Source	Allocated/Planned	Amount
Prop B (Population-Based General Fund)	Allocated	\$2.4M
Bay Area Bridge Toll Fees	Allocated	\$17.9M
Sales Tax (EP-17) "Muni Vehicle Replacements & Rehabilitations"	Planned	\$16.2M
	Total	\$36.5M

Cost Effective Fleet Replacement

- \$6.1M from capital campaign for existing fleet can be redirected to new procurement if older vehicles are retired
- \$1.4M estimated escalation cost savings (versus waiting till 2023 to purchase)
- \$7.3M estimated savings from using Georgia Consortium
- Reduced parts and labor costs for new fleet

Why hybrid and not electric?

- SFMTA ebus pilot buses coming 2021
– will inform future procurements
- Initial experience with ebus pilot demonstrating that facility upgrades are expensive and have long delivery lead times
e.g., Pacific Gas and Electric Company (PG&E) coordination
- Potrero Yard Modernization will be the first facility to support eBus expansion in 2027



Future Procurements

- SFMTA's Zero Emissions Bus Policy calls for all battery electric buses by 2025
- Current Zero Emissions Bus Roll Out Plan highlighted that we do not currently have a facility plan that would support a 2025 electric bus purchase
- SFMTA Board adopted the Roll Out Plan on March 17 and supported staff recommendation to pursue 6-9 month policy discussion and further technical research to determine if there is a viable path for 2025 eBus procurement

Schedule & Milestones

March 2021	SFMTA Board Approval Request
March 2021	BOS Budget and Finance Committee
March/April 2021	BOS Contract Approval
April 2021	Pending approval - Notice to Proceed (NTP)
Summer 2021	Stakeholder Outreach, 100% Design
July – October 2021	Prototype Production, Testing
Nov 2021 – Mar 2022	Vehicle Production, Testing & Acceptance
March 2024	Warranty Support Ends, Project Closeout



Thank you

