

1 [Approval of Contract Modification No. 2 to Contract No. 350-30 between the City and County
2 of San Francisco and DaimlerChrysler Commercial Buses North America Ltd.]

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4 **Resolution approving Contract Modification No. 2 to Contract No. 350-30 between the**
5 **City and County of San Francisco, through the San Francisco Municipal Transportation**
6 **Agency, and DaimlerChrysler Commercial Buses North America Ltd., to replace the**
7 **energy storage system in the entire 30-foot hybrid electric bus fleet from lead acid**
8 **based batteries and controls to lithium-ion based batteries and controls with a five-year**
9 **battery warranty, delete special tools that are no longer needed, and purchase training**
10 **modules, at an additional cost of \$1,075,524, for a total contract amount not to exceed**
11 **\$18,250,293.80.**

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13 WHEREAS, On June 30, 2006, the San Francisco Municipal Transportation Agency
14 Board of Directors adopted Resolution No. 06-075, which authorized the Executive
15 Director/CEO to execute Contract No. 350-30 (Procurement of 30-Foot Low Floor Hybrid-
16 Electric Diesel Coaches) with Orion Bus Industries, for an amount not to exceed \$17,132,780;
17 and,

18 WHEREAS, On August 15, 2006, the Board of Supervisors adopted Resolution No.
19 484-06, which approved the award of a sole source contract (Procurement of 30-Foot Low
20 Floor Hybrid-Electric Diesel Coaches) between the City and County of San Francisco and
21 Orion Bus Industries, in an amount not to exceed \$17,132,780; and,

22 WHEREAS, On October 20, 2006, Orion Bus Industries Ltd. changed its name to
23 DaimlerChrysler Commercial Buses North America Ltd.; and,

24 WHEREAS, On March 24, 2008, the Executive Director/CEO executed Contract
25 Modification No.1 to add new features to vehicles for an additional cost of \$41,989.80; and,

1 WHEREAS, All the hybrid electric buses have been delivered, accepted and are in
2 revenue service; and,

3 WHEREAS, Lead acid battery technology has a limited useful life but was chosen at
4 the time of award because it was the best available technology; and,

5 WHEREAS, The lithium-ion battery type technology is now mature and has been
6 service proven for heavy duty urban transit and is expected to achieve reliability goals and
7 contribute toward meeting on time performance requirements; and,

8 WHEREAS, A maintenance life cycle cost analysis projects a considerable operational
9 cost savings over the life of the vehicles using lithium-ion batteries instead of lead acid
10 batteries; and,

11 WHEREAS, On March 3, 2009, The San Francisco Municipal Transportation Agency
12 Board of Directors adopted Resolution No. 09-038, which authorized the Executive
13 Director/CEO to execute Contract Modification No. 2 to Contract No. 350-30, Procurement of
14 30-Foot Low Floor Hybrid-Electric Diesel Coaches, with DaimlerChrysler Commercial Buses
15 North America Ltd., to replace the energy storage system in the entire 30-foot bus fleet from
16 lead acid based batteries and controls to lithium-ion based batteries and controls with a five-
17 year battery warranty, delete special tools that are no longer needed, and purchase training
18 modules, at a cost not to exceed \$1,075,524, for a total contract amount not to exceed
19 \$18,250,293.80 subject to approval by the Board of Supervisors; now, therefore, be it

20 RESOLVED, That the Board of Supervisors approves Contract Modification No. 2 to
21 Contract No. 350-30, between the City and County of San Francisco, through the San
22 Francisco Municipal Transportation Agency, and DaimlerChrysler Commercial Buses North
23 America Ltd., at a cost not to exceed \$1,075,524, for a total contract amount not to exceed
24 \$18,250,293.80.

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