



SFMTA

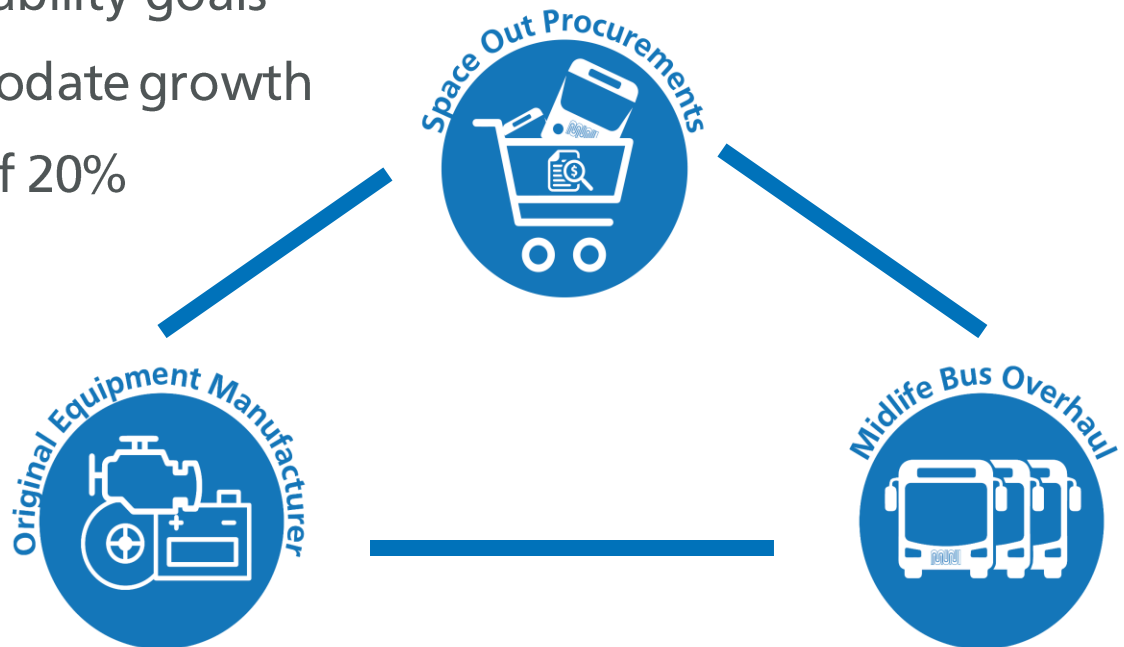
30ft Motor Coach Replacement

Transportation Authority Board
January 12, 2021

Fleet Management Plan

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%



30ft Coach Replacement

- Replaces oldest vehicles in the fleet, 30 diesel hybrid motor coaches, purchased from Orion Bus Industries in 2007
- 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



30ft Coach Background

- First generation hybrid purchased in 2007
- No midlife overhaul
- Focused component rebuild campaign started in 2016 to stretch end of useful life
- Vehicle maintenance is challenging and expensive due to reduced parts availability and increasing failures



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 30ft 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

Are 30ft buses needed?

- 30ft buses provide important flexibility in the Muni fleet
 - 30ft buses can be used on 40ft routes, but 40ft buses cannot be used on 30ft routes due to tight turns on hills
 - Shrinking the size of the fleet will slow Muni's recovery and reduce our readiness to support future initiatives (e.g., congestion pricing)
- Most 30ft bus routes have been suspended during COVID in order to redirect resources to routes with high volumes of essential trips
 - All current changes temporary
 - New buses will start arriving in ~15 months

Why now?

Replacing fleet now is cost effective

- \$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

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

Why now?

Industry Phasing Out Small Hybrids

- Current generation of the hybrid propulsion system is expected to sunset in 2021
- The release date of the next Allison hybrid propulsion system is now less unclear due to COVID-19 and bus OEM qualification process.
- ETA 2023/2024 for next-generation propulsion system

Why hybrid and not electric?

- SFMTA ebus pilot buses expected in 2021 and will provide important information about how to integrate electric fleet into current Muni routes and facilities
- Initial experience with ebus pilot demonstrating that facility upgrades are expensive and have long delivery lead times (e.g., PG&E coordination)
- Industry does not currently have a 30ft electric bus that meets key design criteria – e.g., front door wheelchair boarding

Schedule & Milestones

12/2/2020	SFCTA Citizens Advisory Committee
1/12/2021	SFCTA Board #1 (Allocation Request)
1/26/2021	SFCTA Board #2 (Allocation Request)
February 2021	SFMTA Board Contract Approval
February/March 2021	BOS Budget and Finance Committee
March 2021	BOS Contract Approval*
March 2021	Notice to Proceed (NTP)
March – June 2021	Accessibility/Operator 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

