

Project Name and Sponsor		
<b>Project Name:</b>	60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)	
<b>Implementing Agency:</b>	SFMTA	
Prop L Expenditure Plan Information		
<b>Prop L Program:</b>	06- Muni Transit Maintenance, Rehabilitation, and Replacement	
<b>Prop L Sub-Program (if applicable):</b>	N/A	
<b>Second Prop L Program (if applicable):</b>		
Project Information		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Purchase 6 60' and 12 40' Battery Electric Buses, along with all required accessories, and deploy the vehicles in revenue service as replacements for 18 40' diesel electric hybrid buses. Replacing vehicles at the end of their useful life will keep the average fleet age down, which increases the reliability of service. Battery Electric Buses also generate zero greenhouse gas emissions because they are powered by a battery in their operating system rather than fuel and don't produce harmful exhaust.	
<b>Project Location and Limits:</b>	San Francisco	
<b>Supervisory District(s):</b>	Citywide	
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>	Yes	<b>Is the project located in an Equity Priority Community (EPC)?</b> Yes
<b>Which EPC(s) is the project located in?</b>	Citywide	
<b>Detailed Scope (may attach Word document):</b> Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Purchase 6 60' and 12 40' battery electric buses, along with all required accessories (Tools &amp; Equipment, Spare Parts, Training and Data Monitoring subscription), and deploy the vehicles in revenue service as replacements for 18 40' diesel electric hybrid buses. The battery electric buses shall be procured from multiple manufacturers through various statewide procurement contracts (through VA or WA state contracts), or possibly as options through existing procurement contracts.</p> <p>The 60' battery electric buses shall be stored and operated out of the Islais Creek bus facility, and the 40' battery electric buses shall be stored and operated out of the Woods bus facility. This procurement aligns with the SFMTA's Zero Emission Bus Rollout Plan. This procurement is an important step along the path to replacing diesel/hybrid buses with battery electric buses and achieving a complete zero-emissions fleet as highlighted in the Rollout Plan. An evaluation for suitability of battery electric buses for SFMTA will be conducted that will allow us to develop future procurement strategies for battery electric buses at scale.</p> <p>The project scope does not include the required charging infrastructure needed to accommodate the 18 battery electric buses. The charging infrastructure will be required to be installed prior to the arrival of these buses.</p>	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.		
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt	
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.		

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	10%	In-house and Contracted	Q3-Jan-Feb-Mar	2022/23	Q1-Jul-Aug-Sep	2023/24
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24	Q2-Oct-Nov-Dec	2024/25
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house	Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)		In-house			Q2-Oct-Nov-Dec	2030/31

**Notes**

Fleet capital projects have 4 phases: Planning, Contracting, Design & Procurement, and Warranty Close-Out.

\*Planning covers what is for other projects two phases, Planning & Preliminary Engineering.

\*Contracting covers what for other projects is Detail Design.

\*Design & Procurement is what is called Construction in other projects.

\*Warranty & Closeout covers what is Administrative Closure for other projects.

Mapping to the PIF:

\*Planning/Conceptual Engineering = Planning

\*Environmental Studies are not applicable

\*Right of Way is not applicable

\*Design Engineering (PS&E) = Contracting

\*Advertise Construction is not a separate phase, it is encompassed within Design Engineering (Contracting)

\*Start Construction (e.g. Award Contract) = start date for Design & Procurement for bus and rail

\*Operations (i.e. paratransit) = start date Design & Procurement for paratransit

\*Open for Use = end date for Start Construction and Operations (Design & Procurement) phases

\*Project Completion (means last eligible expense) = Warranty & Closeout

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**Project Name:** 60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)

Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 388,000	\$ -	\$ 388,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 2,697,000	\$ -	\$ 2,697,000	
Construction	\$ 41,031,000	\$ 10,000,000	\$ 31,031,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 44,116,000</b>	<b>\$ 10,000,000</b>	<b>\$ 34,116,000</b>	
<b>Percent of Total</b>		<b>23%</b>	<b>77%</b>	

**Funding Plan - All Phases - All Sources**

**Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)**

Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Transportation Sustainability Fee		Planning/Conceptual Engineering	Allocated	2021/22	\$ 388,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5339		Design Engineering (PS&E)	Planned	2022/23	\$ 509,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Low Carbon Fuel Sales		Design Engineering (PS&E)	Programmed	2022/23	\$ 127,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5339		Design Engineering (PS&E)	Programmed	2022/23	\$ 758,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Low Carbon Fuel Sales		Design Engineering (PS&E)	Programmed	2022/23	\$ 189,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA Capital Contingency		Design Engineering (PS&E)	Programmed	2022/23	\$ 193,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Design Engineering (PS&E)	Planned	2024/25	\$ 321,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Sustainability Fee		Design Engineering (PS&E)	Programmed	2024/25	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Design Engineering (PS&E)	Planned	2024/25	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5339		Construction	Planned	2024/25	\$ 5,634,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Construction	Planned	2024/25	\$ 6,740,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2025/26	\$ 18,657,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	06- Muni Transit Maintenance,	Construction	Planned	2024/25	\$ 10,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 3,000,000	\$ 3,000,000
<b>Total By Fiscal Year</b>					<b>\$ 44,116,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 3,000,000</b>	<b>\$ 3,000,000</b>

**Notes**

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>Prop L Supplemental Information</b> Please fill out each question listed below (rows 2-8) for all projects.	
<b>Project Name</b>	<i>60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)</i>
<b>Relative Level of Need or Urgency (time sensitive)</b>	The SFMTA must sign contracts with bus vendors by end-of-year 2023 to ensure buses are delivered in time to meet the SFMTA's procurement schedule. Keeping to the procurement schedule is imperative for maintaining service reliability and meeting California Air Resources Board Innovative Clean Transit mandate.
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>	<p>This project is not dedicated to a specific community. Fleet projects benefit the whole of the City, operating across the revenue service network. Community outreach is conducted as needed and can include presentations to stakeholder groups, public surveys and physical mock ups of aspects of the vehicles.</p> <p>Procurement of battery buses is mandated by the SFMTA Zero Emission Policy and is outlined in the 2022 Zero Emission Rollout Plan.</p>
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>	Battery buses eliminate tailpipe emissions, increasing air quality in all areas of operation when compared to diesel buses. Bus replacements also serve to keep the average fleet age down, increasing reliability of public service for all of transit riders, including those in disadvantaged populations and Equity Priority Communities.
<b>Compatibility with Land Use, Design Standards, and Planned Growth</b>	Yes
<b><u><a href="#">San Francisco Transportation Plan Alignment (SFTP)</a></u></b>	<p>Environmental Sustainability, Safety and Livability</p> <p>Environmental Sustainability: This project reduces emissions for the SFMTA's fleet by replacing diesel hybrid buses with battery electric buses, increasing environmental sustainability.</p> <p>Safety and Livability: Emissions reductions in public areas increases air quality, contributing to increased safety and livability within San Francisco.</p>

**Prop L Sales Tax Program  
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The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

**06- Muni Transit Maintenance, Rehabilitation, and Replacement**

<b>Safety</b>	Battery electric buses have no tailpipe emissions, so replacing diesel hybrid buses when they reach the end of their useful lives improves air quality in service areas and for employees who service and operate the vehicles.
<b>Need (Asset Useful Life) (Vehicles Sub-program)</b>	The procured battery electric buses will replace existing diesel hybrid buses at the end of their useful lifespans at a 1:1 ratio. This reduces the average age of the fleet, increasing reliability, and reducing emissions of SFMTA's fleet.
<b>Improves Efficiency of Transit Operations (Vehicles Sub-program)</b>	Battery electric buses are simpler than diesel hybrid buses, most notably in not utilizing an internal combustion engine. This simplicity should result in more reliability, and lower maintenance and operational costs compared to the SFMTA's existing diesel hybrid buses while increasing efficiency in keeping vehicles in service.
<b>Need (Asset Useful Life) (Facilities and Guideways Sub-program)</b>	
<b>Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)</b>	
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