

Project Name and Sponsor			
Project Name:	60' Motor Coach Replacement (132 Vehicles)		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	06- Muni Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project is to replace the 132 hybrid 60' vehicles that were procured in 2015 to 2017 and have reached the end of their useful life. The intention of this procurement is to conditionally accept the vehicles in 2 years and this would help to lower the average age of the bus fleet and increases the reliability of service.		
Project Location and Limits:	San Francisco		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Citywide		
Detailed Scope (may attach Word document): 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>This project is to replace the 132 hybrid 60' vehicles that were procured in 2015 to 2017 and will reach the end of their useful lives in 20XX-20XX. The intention of this procurement is to conditionally accept the vehicles in 2 years from the start of the procurement which would help to lower the average age of the bus fleet.</p> <p>Effective October 1, 2019, the Innovative Clean Transit regulation requires all public transit agencies in the state to transition from internal combustion engine buses (ICEBs) to zero-emission buses (ZEBs), such as battery-electric (BEB) or fuel cell electric (FCEB), by 2040. The regulation requires a progressive increase of an agency's new bus purchases to be ZEBs based on its fleet size. SFMTA submitted the Rollout Plan for California Air Resources Board's approval on March 2021 which outlined the procurement schedule for 40' and 60' battery electric buses.</p> <p>The Transit industry was impacted heavily by the pandemic on materials supply chain, labor resources and the infrastructure funding availabilities. As SFMTA continues to face the challenges of upgrading the electrification network, it needs to continue providing reliable transit service to San Francisco riders.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: 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	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	0%	In-house	Q3-Jan- Feb-Mar	2023/24	Q4-Apr- May-Jun	2024/25
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul- Aug-Sep	2025/26	Q4-Apr- May-Jun	2025/26
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul- Aug-Sep	2026/27		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q4-Apr- May-Jun	2027/28
Project Completion (means last eligible expenditure)		In-house			Q4-Apr- May-Jun	2029/30

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' Motor Coach Replacement (132 Vehicles)

Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 476,000	\$ -	\$ 476,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 7,560,000	\$ -	\$ 7,560,000	
Construction	\$ 279,088,000	\$ 60,000,000	\$ 219,088,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 287,124,000	\$ 60,000,000	\$ 227,124,000	
Percent of Total		21%	79%	

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	2029/30	2030/31
Dev Fee- MissionRock		Planning/Conceptual Engineering	Programmed	2024/25	\$ 476,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee- MissionRock		Design Engineering (PS&E)	Programmed	2024/25	\$ 3,549,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee-Potrero		Design Engineering (PS&E)	Programmed	2024/25	\$ 4,011,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2025/26	\$ 169,088,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2027/28	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2028/29	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2029/30	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2030/31	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	Off-Mount Transit Maintenance, Rehabilitation, and	Construction	Planned	2025/26	\$ 60,000,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000	\$ 15,000,000
Total By Fiscal Year					\$ 287,124,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000	\$ 15,000,000

Notes

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>60' Motor Coach Replacement (132 Vehicles)</i>
Relative Level of Need or Urgency (time sensitive)	It is urgent that we replace the vehicles that were procured in 2013 as they have now reached the end of their useful lives. If these vehicles are not replaced in a timely manner, SFMTA will continue to run the vehicles after their useful lives and will not be able to take advantage of the lower emissions that the newest vehicle offer. In addition, in-service failures will cause service disruption, and unscheduled maintenance and labor costs will negatively impact SFMTA's operating budget.□
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	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.
Benefits to Disadvantaged Populations and Equity Priority Communities	This project is for bus replacements, which keep the average fleet age down, increasing reliability of service. Reliable transit delivers the most benefit to those who rely on public transportation the most. 38% of SFMTA riders are low-income and 57% qualify as minority. Our projects that improve reliability and dependability deliver transportation benefits directly to low-income individuals and communities. Delivering daily service that is safe and reliable, and at the frequency levels promised in the schedule, is a fundamental assumption of all SFMTA planning efforts,
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Environmental Sustainability, Safety and Livability Equity; Safety and Livability: These vehicles provide safe, reliable, and equitable citywide transportation services by reducing the in-service failures of using the vehicles that past their useful life already. Environmental Sustainability: The newest vehicles offer lower emmissions than vehicles currently in use.

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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	
Safety	Newer vehicles have higher emissions standards, so replacing in use vehicles when they reach the end of their useful lives improves air quality in service areas and for employees who service and operate the vehicles.
Need (Asset Useful Life) (Vehicles Sub-program)	This is a one-to-one replacement for vehicles at the end of their useful life.
Improves Efficiency of Transit Operations (Vehicles Sub-program)	The newest vehicles will improve the reliability and availability for daily service and reduce the in-service failures of continuing use of the vehicles that are reached their useful lives.
Need (Asset Useful Life) (Facilities and Guideways Sub-program)	N/A
Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)	N/A
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