

Project Name and Sponsor			
Project Name:	40' Motor Coach Replacement (104 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		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project is to replace the 104 hybrid 40' vehicles that were procured from 2016 to 2018 and have reached the end of their useful lives. 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. Replacing vehicles will keep the average fleet age down, which increases the reliability of service.□		
Project Location and Limits:	San Francisco		
Supervisory 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 104 hybrid 40' vehicles that were procured in 2016 to 2018 and will reach the end 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 and this 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. The SFMTA submitted the Rollout Plan for the California Air Resources Board's reugulation, updated on May 2022, 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 availability. 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 and Contracted	Q3-Jan-Feb-Mar	2025/26	Q4-Apr-May-Jun	2026/27
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2026/27	Q3-Jan-Feb-Mar	2027/28
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2028/29		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)		In-house			Q4-Apr-May-Jun	2031/32

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: 40' Motor Coach Replacement (104 Vehicles)

Project Cost Estimate	Funding Source			Source of Cost Estimate
	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ 895,000	\$ -	\$ 895,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 5,076,000	\$ -	\$ 5,076,000	
Construction	\$ 220,429,000	\$ 60,000,000	\$ 160,429,000	
Operations (i.e., paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 226,400,000	\$ 60,000,000	\$ 166,400,000	
Percent of Total		27%	73%	

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	2031/32	2032/33
Dev Fee-Potrero		Planning/Conceptual Engineering	Programmed	2025/26	\$ 895,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dev Fee-Potrero		Design Engineering (PS&E)	Programmed	2026/27	\$ 94,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Design Engineering (PS&E)	Planned	2027/28	\$ 4,982,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Planned	2027/28	\$ 110,429,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2031/32	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2032/33	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2033/34	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B		Construction	Programmed	2034/35	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	06- Muni Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2027/28	\$ 60,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Total By Fiscal Year					\$ 226,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000

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>40' Motor Coach Replacement (104 Vehicles)</i>
Relative Level of Need or Urgency (time sensitive)	A contract must be in place by Q3 2028 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 the California Air Resources Board Innovative Clean Transit mandate.
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. Procurement of battery buses is mandated by the SFMTA Zero Emission Policy and is outlined in the 2022 Zero Emission Rollout Plan.
Benefits to Disadvantaged Populations and Equity Priority Communities	Battery electric 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 service.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Environmental Sustainability, Safety and Livability
	<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>

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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	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.
Need (Asset Useful Life) (Vehicles Sub-program)	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.□
Improves Efficiency of Transit Operations (Vehicles Sub-program)	Battery electric buses are simpler than diesel hybrid buses, most notably in not utilizing an internal combustion engine. This simplicity should result in more reliable buses, offer lower maintenance and operational costs compared to the SFMTA's existing diesel hybrid buses, and increase efficiency in keeping vehicles in service.
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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