

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Amendment No. 4 to Contract No. CPT 713 with New Flyer of America Inc., to change 68 coaches from parallel propulsion to series propulsion, amend the list of additional equipment added during the production phase of the contract, and amend the Schedule of Prices to reflect these changes, for an additional amount of \$14,880,231 and a total contract amount not to exceed \$428,654,904, with no change to the term of the contract, subject to approval by the Board of Supervisors.

SUMMARY:


- On December 30, 2014, the San Francisco Municipal Transportation Agency (SFMTA) entered into Contract No. CPT 713 with New Flyer (the Contract) to purchase 61 60-ft (articulated) low floor, diesel hybrid buses (buses) and associated spare parts, training, manuals, and special tools (base order) in an amount not to exceed \$68,257,536.
- Currently, about 132 standard and 184 articulated hybrid coaches been delivered under the Contract and put into daily revenue service.
- The SFMTA now wishes to change 68 coaches from parallel propulsion to series propulsion, amend the list of additional equipment added to the vehicles during the production phase of the contract, and revise the Schedule of Prices and to reflect these changes.
- The series propulsion system has a higher capacity battery which would allow the SFMTA to run a test program to operate "Green Zones," in which the vehicle operates entirely on battery power with the vehicle engine off, along several electric hybrid routes.
- The series propulsion system is also convertible to all electric, which will be possible in the future when battery technology advances.

ENCLOSURES:

1. SFMTAB Resolution
2. Amendment No. 4

APPROVALS:

DATE

DIRECTOR	 _____	5/8/2018 _____
SECRETARY	 _____	5/8/2018 _____

ASSIGNED SFMTAB CALENDAR DATE: May 15, 2018

PURPOSE

The purpose of this calendar item is to request authorization for the Director of Transportation to execute Amendment No. 4 to Contract No. CPT 713 with New Flyer of America Inc., to change 68 coaches from parallel propulsion to series propulsion, amend the list of additional equipment added during the production phase of the contract, and amend the Schedule of Prices to reflect these changes, for an additional amount of \$14,880,231 and a total contract amount not to exceed \$428,654,904, with no change to the term of the contract, subject to approval by the Board of Supervisors.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.

Objective No. 2.2: Improve transit performance

This action supports the following SFMTA Transit First Policy Principles:

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

Prior to award of the SFMTA's contract with New Flyer for the purchase of new hybrid buses, the SFMTA's rubber tire fleet included 56 standard Orion diesel hybrid buses, 138 standard and 124 articulated Neoplan diesel buses, and 24 inactive articulated New Flyer diesel buses. These buses have reached or will be reaching their expected useful lives of 12 years over the next two years. In addition to replacing these vehicles, the SFMTA needs to procure additional buses to meet future service demand projections for the rubber tire fleet, resulting in a net increase of six buses for the standard fleet and 76 buses for the articulated fleet over the duration of this contract.

The SFMTA issued a Request for Proposals (RFP) on January 31, 2014, for procurement of 30-foot, 40-foot and articulated low floor diesel hybrid buses. New Flyer submitted the only proposal in response.

On December 2, 2014, the SFMTA Board of Directors approved a contract with New Flyer to purchase 61 articulated low floor diesel hybrid buses for the base order, including related tools, training and spare parts, for an amount not to exceed \$68,257,536 and a term of six years. The contract also included periodic options over the six-year term of the Contract to purchase up to 200 additional standard buses and up to 163 additional articulated buses.

On December 23, 2014, the Board of Supervisors adopted a resolution approving the Contract.

On June 29, 2015, after the Board of Supervisors adopted Resolution 224-15, the SFMTA issued Contract Amendment No. 1 to change the base order quantity of 61 articulated parallel propulsion coaches to a combination of 55 articulated parallel propulsion coaches and six articulated series propulsion coaches. In addition, under Amendment No. 1, the SFMTA exercised an option to the purchase 24 series propulsion standard buses, 24 parallel propulsion standard buses, 25 series propulsion articulated buses, 25 parallel propulsion articulated buses, and associated spare parts, training, manuals, and special tools, leaving 265 vehicles remaining under the options. Amendment No. 1 increased the contract amount by \$99,382,133.

On January 15, 2016, after the Board of Supervisors adopted Resolution 527-15, the SFMTA issued Contract Amendment No. 2 to exercise the remaining options to purchase 152 standard and 113 articulated low floor diesel hybrid buses, for a total of 265 additional buses, increasing the contract amount by \$244,630,752.

On December 1, 2017, after the Board of Supervisors adopted Resolution 413-17, the SFMTA issued Contract Amendment No. 3 to amend the list of Spare Parts and Special Tools and to include the list of additional equipment added during the production phase to the Contract, increasing the contract amount by \$1,504,252.

Currently, about 132 standard and 184 articulated hybrid coaches been delivered under the Contract and put into daily revenue service. The vehicles that we have received have delivered an immediate benefit to our customers. The new vehicles are cleaner, quieter, more spacious, and easier for people with disabilities to use. They also represent a dramatic improvement in service reliability. The new 60-ft. hybrid averages over 14,000 miles between breakdowns, compared to 4,300 miles between failures on the aging Neoplan 60-ft. coaches. The new 40-ft. hybrid averages over 16,000 miles between breakdowns, compared to 5,030 miles between failures on the aging Neoplan 40-ft. coaches.

At this time, the SFMTA wishes to amend the Contract to change 68 coaches from parallel propulsion to series propulsion. The series propulsion system has a higher capacity battery which would allow the SFMTA to run a test program to operate "Green Zones," in which the vehicle operates entirely on battery power with the vehicle engine off, along several electric hybrid routes. These zero emission "Green Zones" will encompass up to 25 percent of daily operation for these vehicles. The change to series propulsion will also enable future conversion of the vehicles from hybrid to all electric, which will be possible from an operational standpoint once electric battery and vehicle technology advances.

The SFMTA also wishes to amend the Schedule of Prices list to reflect the cost of the additional series propulsion vehicles and include the list of additional equipment, including air conditioning, a Conduent (ACS) radio commissioning which specifies SFMTA programming onsite at SFMTA post-delivery, and a Global Positioning System (GPS) based traffic priority signal system, added to the vehicles during the production phase of the Contract, increasing the contract by an additional amount of \$14,880,231 for a total contract amount not to exceed \$428,654,904.

STAKEHOLDER ENGAGEMENT

SFMTA Fleet Engineering staff worked with Vehicle Maintenance staff to evaluate the benefits of changing the propulsion system from parallel to series on the 68 coaches, and worked with Accessible Services staff to review and revise the seating configuration.

ALTERNATIVES CONSIDERED

The alternative to authorizing Amendment No. 4 would be to keep the parallel propulsion system instead of changing it to the series propulsion system. SFMTA would not be able to run a “Green Zones” test program without changing to the series propulsion system. This would further delay SFMTA’s goal of moving toward a zero emission fleet.

FUNDING IMPACT

The total project cost for this amendment is \$16,145,051. The budget includes modifications to change 68 coaches from parallel propulsion to series propulsion and to amend the list of Schedule of Prices and includes the list of additional equipment added to the vehicles during the production phase of the Contract.

Amendment No. 4 will increase the contract amount by \$14,880,231, for a total contract amount of \$428,654,904. Following is the detailed project budget:

New Flyer Amendment No. 4	Cost
Modification of 68 coaches change from parallel to series propulsion & to amend the list of Schedule of Prices & Additional Equipment added (including air conditioning, radio, and transit priority)	\$ 14,880,231
Subtotal New Flyer Contract Amendment No. 4	\$ 14,880,231

Other Associated Cost Items Amendment No. 4	Cost
Tax (8.5%)	\$ 1,264,820
Subtotal Other Associated Cost Items Amendment No. 4	\$ 1,264,820
Total Cost Amendment No. 4	\$ 16,145,051

Total Project Cost Summary	Cost
Base Order Plus Amendment No.1 Amount	\$ 167,639,669
Base Order Plus Amendment No,1 Other Associated Cost Items	\$ 22,498,279
Amendment No. 2 Contract Amount	\$ 244,630,752
Amendment No. 2 Other Associated Cost Items	\$ 39,483,073
Amendment No. 3 Contract Amount	\$ 1,504,252
Amendment No. 4 Contract Amount	\$ 14,880,231
Amendment No. 4 Other Associated Cost Items	\$ 1,264,820
Total Project Cost Amount	\$ 491,901,076

Funding Sources:

Funding for Amendment No. 4 is available but the exact source(s) of funding are yet to be determined. The funding will come from a variety of sources including, but not limited to: Federal Transit Administration (FTA) Formula Funds, San Francisco County Transportation Authority (SFCTA) Proposition K Sales Tax, Proposition B General Fund, and/or AB664 Bridge Tolls.

The table below summarizes the sources of funding for this project:

Funding Source Amendment No. 4	Amount
Prop K Transportation Sales Tax (17%)	\$2,744,659
Federal Transit Administration Section 5307 (83%)	\$13,400,392
Total Funding	\$16,145,051

ENVIRONMENTAL REVIEW

On March 30, 2018, the SFMTA, under authority delegated by the Planning Department, determined that Amendment No. 4 to Contract No. CPT 713 is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

Amendment No. 4 will also require approval from the Board of Supervisors.

RECOMMENDATION

Staff recommends that the SFMTA Board authorize the Director of Transportation to execute

Amendment No. 4 to Contract No. CPT 713 with New Flyer of America Inc., to change 68 coaches from parallel propulsion to series propulsion and to amend the list of Schedule of Prices and to include the list of additional equipment added to the vehicles during the production phase of this contract, for an additional amount of \$14,880,231 and a total contract amount not to exceed \$428,654,904, with no change to the term of the contract, contingent on approval by the Board of Supervisors.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Prior to commencement of the SFMTA's contract with New Flyer for the purchase of new hybrid buses, the SFMTA rubber tire fleet included 56 40-foot (standard) Orion hybrid diesel buses, 138 standard and 124 60-foot (articulated) Neoplan diesel buses, and 24 inactive articulated New Flyer buses that were due for replacement over the next four years; and

WHEREAS, These Orion, Neoplan and New Flyer buses have reached or will be reaching the end of their expected useful lives of 12 years within the next two years; and

WHEREAS, Service demands for the diesel and hybrid fleet will require the SFMTA to purchase buses to accommodate service expansion; and

WHEREAS, On December 30, 2014, the SFMTA entered into Contract No. CPT 713 with New Flyer of America Inc. (the Contract) to purchase 61 articulated low floor, diesel hybrid buses and associated spare parts, training, manuals, and special tools (base order), and

WHEREAS, The Contract included options to purchase an additional 200 standard and 163 articulated low floor diesel hybrid buses over the next six years should funding be identified; and

WHEREAS, On June 29, 2015, the SFMTA issued Contract Amendment No. 1 to change the base order quantity of 61 articulated parallel propulsion coaches to a combination of 55 articulated parallel propulsion coaches and six articulated series propulsion coaches, and exercise the option to purchase 24 series propulsion standard coaches, 24 parallel propulsion standard coaches, 25 series propulsion articulated coaches, 25 parallel propulsion articulated coaches, and associated spare parts, training, manuals, and special tools; and

WHEREAS, On January 15, 2016, the SFMTA issued Contract Amendment No. 2 to purchase an additional 152 standard and 113 articulated low floor diesel hybrid buses, for an additional amount of \$244,630,752; and

WHEREAS, On December 1, 2017, the SFMTA issued Contract Amendment No. 3 to amend the list of Spare Parts and Special Tools and to include the list of additional equipment added during the projection phase to Contract, for an additional amount of \$1,504,252; and

WHEREAS, The SFMTA now wishes to amend the Contract to change 68 coaches from parallel propulsion to series propulsion and to amend the list of Schedule of Prices and to include the list of additional equipment being added during the production phase to the Contract; and

WHEREAS, On March 30, 2018, the SFMTA, under authority delegated by the Planning Department, determined that Amendment No. 4 to Contract No. CPT 713 is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore, be it

RESOLVED, that the SFMTA Board of Directors authorizes the Director of Transportation to execute Amendment No. 4 to Contract No. CPT 713 with New Flyer of America Inc., to change 68 coaches from parallel propulsion to series propulsion, amend the list of additional equipment added during the production phase of the contract, and amend the Schedule of Prices to reflect these changes, for an additional amount of \$14,880,231 and a total contract amount not to exceed \$428,654,904, with no change to the term of the contract; and be it

FURTHER RESOLVED, that the SFMTA Board of Directors commends Amendment No. 4 to Contract No. CPT 713 to the Board of Supervisors for approval.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 15, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Amendment No. 4
to
Contract between
the City and County of San Francisco
and
New Flyer of America Inc.
for Procurement of 40-Ft and 60-Ft Low Floor Diesel Hybrid Coaches
Contract No. CPT 713
CCO No. 14-1287

This Amendment No. 4 to Contract is made and effective this _____ day of _____, 2018, by and between: New Flyer of America Inc., a North Dakota corporation, 711 Kernaghan Avenue, Winnipeg, Manitoba, Canada R2C 3T4 (Contractor or New Flyer), and the City and County of San Francisco, a municipal corporation (City), acting by and through its San Francisco Municipal Transportation Agency (SFMTA).

Recitals

- A.** On December 30, 2014, the SFMTA entered into Contract No. CPT 713 with New Flyer (the Contract) to purchase 61 60-ft (articulated) low floor, diesel hybrid coaches (coaches) and associated spare parts, training, manuals, and special tools.
- B.** On June 29, 2015, the SFMTA issued Contract Amendment No. 1 to change the base order quantity of 61 articulated parallel propulsion coaches to a combination of 55 articulated parallel propulsion coaches and six articulated series propulsion coaches. In addition, as authorized by Section 65 of the Contract, under Amendment No. 1 the SFMTA exercised its option to purchase 24 series propulsion standard coaches, 24 parallel propulsion standard coaches, 25 series propulsion articulated coaches, 25 parallel propulsion articulated coaches, and associated spare parts, training, manuals, and special tools.
- C.** On January 15, 2016, the SFMTA issued Contract Amendment No. 2 to exercise the remaining options to procure 265 coaches as authorized by Section 65 of the Contract. The SFMTA exercised the remaining options to purchase 30 series propulsion standard coaches, 122 parallel propulsion standard coaches, and 113 parallel propulsion articulated coaches from New Flyer.
- D.** On December 1, 2017, the SFMTA issued Contract Amendment No. 3 to amend the list of Spare Parts and Special Tools and to include the list of additional equipment added during the production phase to the Contract.
- E.** The SFMTA and New Flyer now wish to amend the Contract to provide that 68 coaches previously scheduled as parallel propulsion under the options exercised by Contract

Amendment No. 2 shall instead be scheduled as series propulsion and to include the list of additional equipment added during the production phase to the Contract, according to the terms set forth in this Amendment, and amending Exhibit 1 (Schedule of Prices) and adding Exhibit 5 (Additional Equipment) to reflect these changes. The aforementioned changes increase the total Contract Amount by \$14,880,231

F. This Amendment will increase the Total Contract Amount from \$413,774,673 to \$428,654,904.

Now, THEREFORE, the parties agree as follows:

1. Section 5.1 of the Contract is amended in its entirety to read as follows:

5.1 In no event shall the amount of this Contract exceed Four Hundred Twenty-Eight Million, Six Hundred Fifty-Four Thousand, Nine Hundred and Four U. S. Dollars (\$428,654,904 U.S.). This amount does not include California sales taxes, which shall be paid directly by the SFMTA. The breakdown of costs associated with this Contract appears in Exhibit 1 (Schedule of Prices), Exhibit 4 (Additional Equipment for SR1955/1907/1961/1962/1963/1964) and Exhibit 5 (Additional Equipment for SR2043/2044/2116/2117/2118) incorporated by reference as though fully set forth herein.

2. Schedules 2, 2.1 and 3.1 of Exhibit 1 of the Contract (Schedule of Prices) are deleted and replaced by the attached Schedules 2, 2.1 and 3.1.

3. Exhibit 5 of the Contract (Additional Equipment) is added to include the additional equipment and price for the five series of coaches including SR 2118 (30 vehicles), SR 2117 (68 vehicles), SR 2043 (54 vehicles), SR 2044 (44 vehicles) and SR 2116 (69 vehicles)

4. Release. The compensation (time and cost) set forth in this Amendment comprises the total of all compensation due to Contractor, and all subcontractors and suppliers (collectively, Contractor), as a result of the events giving rise to the Amendment and for the additional Work described in this Amendment, including, but not limited to, costs for labor, materials, equipment, delay, escalation, profit, inefficiency, overhead and administration. The execution of this Amendment constitutes a release and accord and satisfaction of any claim that Contractor may bring, as of the date of the approval of Amendment, for the Option Vehicles and parts, for additional compensation or time arising from, or related to, the procurement and delivery of the Option Vehicles to the SFMTA as described in this Amendment.

5. Except as expressly modified by this Amendment, all of the terms and conditions of the Contract shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Contract on the day first mentioned above.

CITY

CONTRACTOR

San Francisco Municipal Transportation Agency

New Flyer of America Inc.

Edward D. Reiskin
Director of Transportation

Paul Soubry
President & Chief Executive Officer

Approved as to Form:

Dennis J. Herrera
City Attorney

Glenn Asham
Chief Financial Officer

By _____
David A. Greenburg
Deputy City Attorney
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711 Kernaghan Avenue
Winnipeg, Manitoba,
Canada R2C 3T4

San Francisco Municipal Transportation Agency
Board of Directors
Resolution No. _____
Dated: _____
Attest:

City vendor number: 49642

Secretary, SFMTA Board of Directors

Board of Supervisors
Resolution No. _____
Dated: _____
Attest:

Clerk of the Board

Exhibits:

Exhibit 1: Schedules 2, 2.1, 3.1

Exhibit 5: Additional Equipment SR-2118, SR-2117, SR-2043, SR-2044, SR-2116

Exhibit 1
Schedule of Prices

SCHEDULE 2 - SCHEDULE OF PRICES
40-FT LOW FLOOR (SERIES) DIESEL HYBRID COACHES

No	Qty.	Description	Unit Price	Total Price	Comments
1	24	Option for 1-48 40-ft Low Floor Series Diesel Hybrid Coaches in year 2015	\$723,790 + <u>\$6,234</u> PPI ⁽¹⁾ \$730,024	\$17,520,576	
2	Per schedule 2A	Spare Parts for 40-ft Low floor Diesel Hybrid coaches (from Schedule 2A)	\$1,222,851 + <u>\$7,442</u> PPI ⁽¹⁾ \$1,230,293	\$ 1,230,293	
3	Per Tech. Specs., Attachment 14	Training for 40-ft Low Floor Diesel Hybrid Coaches	\$1,104,030	\$ 1,104,030	
4	-				Deleted by Amendment No. 1
5	Per Section 9 of Tech. Specs.	Operating, Maintenance and Parts Manuals for 40-ft Low Floor Diesel Hybrid Coaches	\$0	\$0	
6	Per Schedule 2B	Special Tools for 40-ft Low Floor Diesel Hybrid Coaches (from Schedule 2B)	\$588,341 + <u>\$1,783</u> PPI ⁽¹⁾ \$590,123	\$590,123	
7					Deleted by Amendment No. 2
8	30	Option for 1-30 40-ft Low Floor Series Diesel Hybrid Coaches in year 2017	\$723,790 + <u>\$36,819</u> PPI ⁽¹⁾ \$760,609	\$22,818,270	
9					Deleted by Amendment No.2
10					Deleted by Amendment No.2

No	Qty.	Description	Unit Price	Total Price	Comments
11	Per Exhibit 4 (SR1964)	Additional Equipment for (24) 40-ft Low floor Series Diesel Hybrid coaches – Option 2015	\$20,011	\$480,252	
12	68	68 40-ft Low Floor Series Diesel hybrid Coaches in year 2018 (With Cummins ISL/BAE 2018 Batteries)	\$760,609	\$51,721,427	Substitution of 68 coaches originally scheduled as Parallel Diesel hybrids under Options for 2018 and 2019.
13	Per Exhibit 5 (SR 2118)	Additional Equipment for (30) 40-ft Low floor Series Diesel Hybrid coaches – Option 2017	\$56,180	\$1,685,390	Additional equipment for coaches purchased under item 8 above
14	Per Exhibit 5 (SR 2117)	Additional Equipment for (68) 40-ft Low floor Series Diesel Hybrid coaches	\$112,626	\$7,658,563	Additional equipment for coaches purchased under item 12 above
<u>Grand Total</u>				<u>\$104,808,924</u>	

(1) PPI: Producer’s Price Index for Transportation Equipment Manufacturing: NAICS 336 to be determined at the time the options are exercised, calculated from the effective date of the contract.

**SCHEDULE 2.1 - SCHEDULE OF PRICES
40-FT LOW FLOOR (PARALLEL) DIESEL HYBRID COACHES**

No.	Qty.	Description	Unit Price	Total Price	Comments
1	24	Option for 1-48 40-ft Low Floor Parallel Diesel Hybrid Coaches in year 2015	\$782,035 + <u>\$6,736</u> PPI ⁽¹⁾ \$788,771	\$18,930,504	
2	Per schedule 2A.1	Spare Parts for 40-ft Low floor Diesel Hybrid coaches (from Schedule 2A)	\$1,588,057 + <u>\$11,167</u> PPI ⁽¹⁾ \$1,599,224	\$1,599,224	
3	Per Tech. Specs., Attachment 14	Training for 40-ft Low Floor Diesel Hybrid Coaches	\$1,104,030	\$1,104,030	
4					Deleted by Amendment No. 1
5	Per Section 9 of Tech. Specs.	Operating, Maintenance and Parts Manuals for 40-ft Low Floor Diesel Hybrid Coaches	\$0	\$0	
6	Per Schedule 2B.1	Special Tools for 40-ft Low Floor Diesel Hybrid Coaches (from Schedule 2B)	\$932,436 + <u>\$4,297</u> PPI ⁽¹⁾ \$936,733	\$936,733	
7	41	Option for 1-41 40-ft Low Floor Parallel Diesel Hybrid Coach in year 2016	\$782,035 + <u>\$30,803</u> PPI ⁽¹⁾ \$812,838	\$33,326,358	
8					Deleted by Amendment No. 2
9	36 13	Option for 1-36 40-ft Low Floor Parallel Diesel Hybrid Coaches in year 2018	\$782,035 + <u>\$30,803</u> PPI ⁽¹⁾ \$812,838	\$10,566,894	Quantity reduced as 23 of these coaches will now be Low Floor Series Diesel Hybrids, as listed in item 12 of Schedule 2
10	45	Option for 1-45 40-ft Low Floor Parallel Diesel Hybrid Coaches in year	\$782,035 + <u>\$30,803</u> PPI ⁽¹⁾	\$36,577,710	Option being exercised instead for 45 Low Floor

No.	Qty.	Description	Unit Price	Total Price	Comments
		2019	\$812,838		Series Diesel Hybrid Coaches as set forth in item 12 of Schedule 2
11	Per Exhibit 4 SR1963	Additional Equipment for (24) 40-ft Low floor Parallel Diesel Hybrid coaches – Option 2015	\$22,375	\$536,993	
12	Per Exhibit 5 SR 2043	Additional Equipment for (54) 40-ft Low floor Parallel Diesel Hybrid coaches – Option 2016	\$41,515	\$2,241,816	Additional equipment for coaches purchased under item 7 and 9 above
<u>Grand Total</u>				<u>\$69,242,552</u>	

(1) PPI: Producer’s Price Index for Transportation Equipment Manufacturing: NAICS 336 to be determined at the time the options are exercised, calculated from the effective day of the contract.

**SCHEDULE 3.1 - SCHEDULE OF PRICES
60-FT LOW FLOOR (PARALLEL) DIESEL HYBRID COACHES**

No.	Qty.	Description	Unit Price	Total Price
1	55	60-ft Low Floor Parallel Diesel Hybrid Coaches – Base Contract	\$1,041,443	\$57,279,351
2	Per Schedule 3A.1	Spare Parts for 60-ft Low floor Diesel Hybrid coaches (from Schedule 3A)	\$2,016,616	\$2,016,616
3	Per Tech. Specs., Attachment 14	Training for 60-ft Low Floor Diesel Hybrid Coaches	\$1,104,030	\$1,104,030
4	Per Section 9 of Tech. Specs.	Interactive Multimedia Training for 60-ft Low Floor Diesel Hybrid Coaches	\$236,250	\$236,250
5	Per Section 9 of Tech. Specs.	Operating, Maintenance and Parts Manuals for 60-ft Low Floor Diesel Hybrid Coaches	\$0	\$0
6	Per Schedule 3B.1	Special Tools for 60-ft Low Floor Diesel Hybrid Coaches (from Schedule 3B)	\$843,850	\$843,850
7	25	Option for 1-50 60-ft Low Floor Parallel Diesel Hybrid Coach in year 2015	\$1,041,443 + <u>8,970</u> PPI ⁽¹⁾ \$1,050,413	\$26,260,325
8	48	Option for 1-48 60-ft Low Floor Parallel Diesel Hybrid Coaches in year 2016	\$1,041,443 + <u>43,922</u> PPI ⁽¹⁾ \$1,085,365	\$52,097,520
9	35	Option for 1-35 60-ft Low Floor Parallel Diesel Hybrid Coaches in year 2018	\$1,041,443 + <u>43,922</u> PPI ⁽¹⁾ \$1,085,365	\$37,987,775
10	30	Option for 1-30 60-ft Low Floor Parallel Diesel Hybrid Coaches in year 2019	\$1,041,443 + <u>43,922</u> PPI ⁽¹⁾ \$1,085,365	\$32,560,950
11	Per Exhibit 4 (SR 1907)	Additional Equipment for (55) 60-ft Low floor Parallel Diesel Hybrid coaches – Base Contract	\$11,869	\$652,772
12	Per Exhibit 4 (SR 1961)	Additional Equipment for (25) 60-ft Low floor Parallel Diesel hybrid coaches – Option 2015	\$14,911	\$372,776

No.	Qty.	Description	Unit Price	Total Price
13	Per Exhibit 5 (SR 2044)	Additional Equipment for (44) 60-ft Low floor Parallel Diesel hybrid coaches – Option 2016	\$52,941	\$2,329,418
14	Per Exhibit 5 (SR 2116)	Additional Equipment for (69) 60-ft Low floor Parallel Diesel hybrid coaches – Option 2018	\$65,458	\$4,516,602
<u>Grand Total</u>				<u>\$218,258,235</u>

(1) PPI: Producer’s Price Index for Transportation Equipment Manufacturing: NAICS 336, to be determined at the time the options are exercised, calculated from the effective date of the contract.

EXHIBIT 5
Additional Equipment

SR 2118
40-FT LOW FLOOR (SERIES) DIESEL HYBRID COACHES

Description	Total
Change rear air charge, front air charge & tow connect to Amflo P/N CP1	\$0.00
Add (1) one additional 11" x 17" ad frame to front of SDS box	\$0.00
Change entrance door control handle	\$0.00
Change wheelchair ramp from NF ramp to Lift U	\$3,327.07
Change exterior streetside mirror	\$201.33
Change exterior curbside mirror	\$190.28
Delete take one holder from dash	(\$29.53)
Change red decal on bottom section of bus to red paint	(\$1,509.16)
Add (1) one LED scroll sign for the rearward securement passenger	\$0.00
Add flooring inserts to exit vestibule areas	\$367.46
Change to Altro Rocket Flooring P/N TFFG 2704F	\$503.30
Change to Bentech grabstraps P/N SH-21-TP	\$1,364.54
Add CONNECT 3 year subscription	\$2,340.00
Change forward facing and Tole camera housings from white to black	\$0.00
Add Cubic commissioning & installation kit	\$0.00
Change nylon handstraps to be provided with a fixed collar	\$0.00
Add glare shield to streetside front wheelhouse	\$0.00
Change Traffic Signal Priority System to GPS controlled	\$4,649.96
Add camera views to dash cluster	\$1,410.28
Change to push buttons same as previous SR2043	\$30.42
Add transfer cutter bracket assembly	\$93.35
Add start/stop functionality for BAE 40ft configuration	\$72.96
Change Voice Annunciator Requirements	\$13.85
Battery Management System (Battman) is to be provided	\$630.50
Delete Motorola Radio Provision / Add full system Harris Requirements	\$22,423.88
Change Seat Configuration	(\$246.00)
Change camera configuration to same as SR2043 and add 2 Terabytes	\$2,328.21
Change Camera lens from 6.0mm to 4.0mm	\$3.93
Add (2) Latches to Defroster door	\$75.99
Delete MGM E-Stroke	(\$2,056.28)
Delete front visor add front rollerblind	(\$17.44)
Change to Thermo King electric RLFE HVAC	\$16,241.85
Add Conduent (ACS) radio commissioning and specific SFMTA programming onsite at SFMTA post delivery	\$2,784.51
Add rear door enabled signal wire and SF specific build on IVU	\$984.39
Subtotal for one vehicle	\$56,179.65
Grand Total for 30 Vehicles	\$1,685,389.50

EXHIBIT 5
Additional Equipment

SR 2117
40-FT LOW FLOOR (SERIES) DIESEL HYBRID COACHES

Description	Total
Reverse SDS panel to face streetside window	\$43.67
Change upper rear interior panel to same material as sidewall panel	(\$104.47)
Change Farebox Mounting Provisions	\$49.63
Change to BykRak (3 bike capacity)	\$70.21
Upgrade TSP system	\$19.66
Delete Transfer cutter	(\$29.50)
Change Voice Annunciator Requirements	\$6.11
Delete Full Drivecam installation provide provisions only	(\$622.64)
Change from AMSECO Vision Seats to USSC 4ONE Aries Seats with plastic inserts and embedded seat logos	\$617.48
Change from A123 batteries to 3G32K batteries	\$17,250.00
Change to Cummins ISL with Auto Start/Stop Feature	\$28,696.87
Change to (2) Veritech low coolant sensors	449.25
Changes to production vehicle	\$10,000.00
Change rear air charge, front air charge & tow connect to Amflo P/N CP1	\$0.00
Add (1) one additional 11" x 17" ad frame to front of SDS box	\$0.00
Change entrance door control handle	\$0.00
Change wheelchair ramp from NF ramp to Lift U	\$3,327.07
Change exterior streetside mirror	\$201.33
Change exterior curbside mirror	\$190.28
Delete take one holder from dash	(\$29.53)
Change red decal on bottom section of bus to red paint	(\$1,509.16)
Add (1) one LED scroll sign for the rearward securement passenger	\$0.00
Add flooring inserts to exit vestibule areas	\$367.46
Change to Altro Rocket Flooring P/N TFFG 2704F	\$503.30
Change to Bentech grabstraps P/N SH-21-TP	\$1,364.54
Add CONNECT 3 year subscription	\$2,340.00
Change forward facing and Tole camera housings from white to black	\$0.00
Add Cubic commissioning & installation kit	\$0.00
Change nylon handstraps to be provided with a fixed collar	\$0.00
Add glare shield to streetside front wheelhouse	\$0.00
Change Traffic Signal Priority System to GPS controlled	\$4,649.96
Add camera views to dash cluster	\$1,410.28
Change to push buttons same as previous SR2043	\$30.42
Add transfer cutter bracket assembly	\$93.35
Add start/stop functionality for BAE 40ft configuration	\$72.96
Change Voice Annunciator Requirements	\$13.85

Battery Management system (Battman) is to be provided	\$630.50
Delete Motorola Radio Provision / Add full system Harris Requirements	\$22,423.88
Change Seat Configuration	(\$246.00)
Change camera configuration to same as SR2043 and add 2 Terabytes	\$2,328.21
Change camera lens from 6.0mm to 4.0mm	\$3.93
Add (2) Latches to Defroster door	\$75.99
Delete MGM E-Stroke	(\$2,056.28)
Delete front visor and add front rollerblind	(\$17.44)
Change to Thermo King electric RLFE HVAC	\$16,241.85
Add Conduent (ACS) radio commissioning and specific SFMTA programming onsite at SFMTA post delivery	\$2,784.51
Add rear door enabled signal wire and SF specific build on IVU	\$984.39
Subtotal for one vehicle	\$112,625.92
Grand Total for 68 Vehicles	\$7,658,562.56

EXHIBIT 5
Additional Equipment

SR 2043
40-FT LOW FLOOR (PARALLEL) DIESEL HYBRID COACHES

Description	Total
Change rear air charge, front air charge & tow connect to Amflo P/N CP1	\$2.15
Add (1) one additional 11" x 17" ad frame to front of the SDS box	\$32.06
Change entrance door control handle	\$10.21
Change wheelchair ramp from NF ramp to Lift U	\$3,260.86
Change exterior streetside mirror	\$197.32
Change exterior curbside mirror	\$186.49
Change camera configuration to same as SR1963 and add 2 Terabytes	\$2,281.89
Replace Harris Antenna to new GPS Harris antenna P/N: TMS-006134	\$167.93
Delete Motorola radio harness provision and install full Harris system	\$5,091.81
Delete Take One Holder From Dash	(\$29.53)
Change to Altro Rocket Flooring P/N TFFG 2704F	\$493.29
Change to Bentech grabstraps P/N SH-21-TP	\$1,337.39
Add CONNECT 3 year subscription	\$2,340.00
Change forward facing and Tole camera housings from white to black	\$0.00
Change (2) AVA LED signs from red to amber	\$0.00
Add Cubic commissioning & Installation kit	\$0.00
Change nylon handstraps to be provided with a fixed collar	\$0.00
Change red decal on bottom section of bus to red paint	(\$1,509.16)
Add Transfer Cutter Bracket Assembly	\$114.56
Add (1) one LED scroll sign for the rearward securement passenger	\$0.00
Relocate driver's radio handset to inside driver's door	\$15.39
Change from EMP alternator to Vanner	\$2,077.33
Change seat configuration to be same as previous SR1963 in addition to embedd	\$1,269.81
Relocate Standee line	\$5.77
Add flooring inserts to exit vestibules areas	\$401.55
Change push buttons to same as previous SR1961	\$29.81
Add glare shield to streetside front wheelhouse	\$4.68
Change Traffic Signal Priority System to GPS controlled	\$4,557.44
Delete Motorola UHF & VHF Antennas	(\$319.60)
Add Battery Management System	\$638.87
Change to conventional HVAC	\$14,728.80
Add camera views to dash cluster	\$1,424.53
Add back up camera to rear of coach	\$947.27
NextBus System	\$1,752.33
Change camera lens from 6.0mm to 4.0mm	\$3.85
Subtotal for one vehicle	\$41,515.10
Grand Total for 54 Vehicles	\$2,241,815.40

EXHIBIT 5
Additional Equipment

SR 2044
60-FT LOW FLOOR (PARALLEL) DIESEL HYBRID COACHES

Description	Total
Change driver's rear view mirror from convex to flat	\$1.92
Change rear air charge, front air charge & front tow connect to Amflo P/N CP1	\$2.15
Add (1) one additional 11" x 17" ad frame to front door of SDS box	\$32.06
Change entrance door control handle	\$10.21
Change wheelchair ramp from NF ramp to Lift U	\$3,260.87
Change exterior streetside mirror	\$258.07
Change exterior curbside mirror	\$247.24
Change traffic signal priority to system to GPS controlled	\$4,591.20
Add additional camera at stairwell to upper deck	\$1,838.03
Change camera hard drive from 1 TB to 2 TB	\$371.25
Replace Harris antenna to new GPS Harris Antenna P/N: TMS-006134	\$24.69
Delete Motorola radio harness provision and install full Harris radio system	\$5,233.85
Delete Take One Holder from dash	(\$29.53)
Add additional cornering lamp	\$206.07
Change to Altro Rocket Flooring P/N TFFG 2704F	\$424.56
Change to Bentech grabstraps P/N SH-21-TP	\$1,337.39
Add CONNECT 3 year subscription	\$2,340.00
Change forward facing and Tole camera housing from white to black	\$0.00
Change (2) AVA LED signs from red to amber	\$0.00
Add Cubic Commissioning & installation kit	\$0.00
Change to nylon straps with fixed collar	\$0.00
Change red decal on bottom section to red paint	(\$2,009.37)
Add transfer cutter bracket assembly	\$91.49
Add (1) one LED scroll sign for rearward securement passenger per spec	\$0.00
Change seat configuration (Manual Claw, Delete Storage Bag, Add embedded stencils to onserts	\$850.50
Relocate driver's radio handset to inside Driver's door	\$47.21
Change from EMP alternator to Vanner	\$6,791.76
Change push buttons to be same as previous SR1961	\$29.81
Change to conventional HVAC	\$24,315.02
Relocate standee line	\$14.16
Add glare shield to streetside front wheelhouse	\$4.68
Delete Motorola UHF & VHF antennas	(\$286.48)
Add flooring inserts to exit vestibule areas	\$403.30
Add Battery Management System	\$647.62
New NextBus system	\$1,790.09
Removal of dual HBAs	\$101.48
Subtotal for one vehicle	\$52,941.30
Grand Total for 44 Vehicles	\$2,329,417.20

EXHIBIT 5
Additional Equipment

SR 2116
60-FT LOW FLOOR (Parallel) DIESEL HYBRID COACHES

Description	Total
Change Wheelchair ramp from NF to LIFT U	\$3,327.07
Change exterior streetside mirror	\$263.44
Change exterior curbside mirror	\$252.37
Change traffic signal priority to system to GPS controlled	\$4,684.40
Add additional camera at stairwell to upper deck	\$1,973.03
Change camera hard drive from 1 TB to 2 TB	\$378.79
Add additional cornering lamp	\$210.25
Change to conventional HVAC	\$25,037.26
Change to Altro Rocket Flooring P/N TFFG 2704F	\$433.18
Change to Bentech grabstraps P/N SH-21-TP	\$1,364.54
Add CONNECT 3 year subscription	\$2,340.00
Add flooring inserts to exit vestibule areas	\$401.86
Add (1) one additional 11" x 17" ad frame to front door of SDS box	\$0.00
Change driver's rear view mirror from convex to flat	\$0.00
Change to rear air charge, front air charge & front tow connect to Amflo P/N CP1	\$0.00
Change entrance door control handle	\$0.00
Change push buttons to be same as previous SR1961	\$30.42
Delete Take One Holder from dash	(\$29.53)
Change forward facing and Tole camera housings from white to black	\$0.00
Change to red decal on bottom section to red paint	(\$2,009.37)
Add glare shield to streetside front wheelhouse	\$0.00
Add (1) one LED scroll sign for rearward securement passenger per spec	\$0.00
Change to nylon straps with fixed collar	\$0.00
Add camera views to dash cluster	\$1,382.22
Add Cubic Commissioning & installation kit	\$0.00
Delete Motorola Radio Provision and Add full system Harris Requirements	\$24,436.31
Add Battery Management system	\$630.50
Add Transfer cutter bracket assembly	\$93.35
Change seating requirements	(\$484.00)
Change Voice Annunciator Requirements	\$6.02
Change to Screened Engine door	\$413.98
Add (2) Latches to defroster door	\$75.99
Delete MGM EStroke	(\$2,889.69)
Delete Front Visor add Front Rollerblind	(\$25.27)
Add Conduent (ACS) radio commissioning and specific SFMTA programming onsite at SFMTA post delivery	\$2,784.51
Add rear door enabled signal wire and SFMTA specific build on IVU	\$962.50
Drivecam provision only for 65 units of 69 as opposed to full system install	(\$586.14)
Subtotal for one vehicle	\$65,457.99
Grand Total for 69 Vehicles	\$4,516,601.31