



SFMTA

# 30ft Motor Coach Replacement

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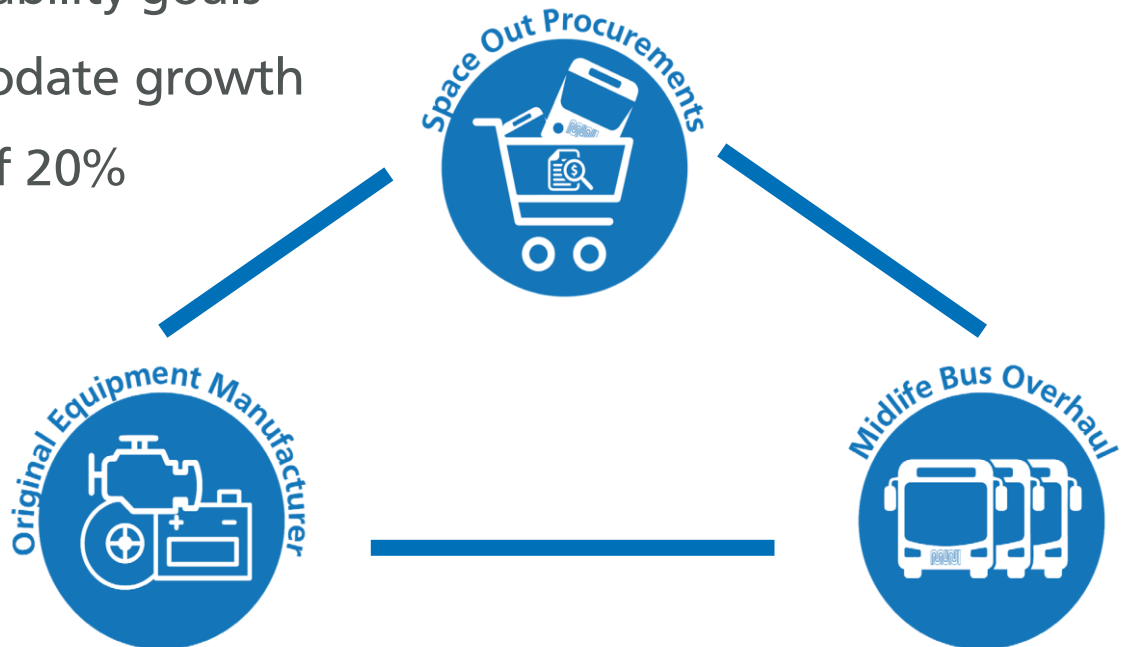
SFMTA Board of Directors

March 2, 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
- Federal Transit Administration (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
- Replacement originally started in 2017 was put on hold due to lack of funds
- Focused component rebuild campaign started in 2016 to stretch end of useful life
- Vehicle maintenance is challenging and increasingly expensive due to reduced parts availability and increasing failures



The 39-Coit Muni bus stops to pick up people traveling visiting Coit Tower in North Beach on Feb. 13, 2018. (Daniel E. Porter/Special to S.F. Examiner)

## SFMTA prepares to replace miniature Muni buses

JOE FITZGERALD RODRIGUEZ / Feb. 14, 2018 12:00 a.m. / NEWS / THE CITY



# 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
	<b>Total</b>	<b>\$36.5M</b>



# Why now?

- 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 coming 2021 – will inform future procurement
- Initial experience with ebus pilot demonstrating that facility upgrades are expensive and have long delivery lead times e.g., Pacific Gas and Electric Company (PG&E) coordination
- Potrero Yard Modernization will be the first facility to support eBus expansion
- Industry does not currently have a 30ft electric bus that meets key design criteria – e.g., two doors, front door wheelchair boarding
- Board discussion planned to further evaluate eBus roll out plan



# Schedule & Milestones

March 2021	SFMTA Board Approval Request
March 2021	BOS Budget and Finance Committee
March/April 2021	BOS Contract Approval
April 2021	Pending approval - Notice to Proceed (NTP)
Summer 2021	Stakeholder 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

