

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 200329-029

WHEREAS, In 2014, the SFMTA Board of Directors approved Contract No. 2013-19 with Siemens Industry, Inc. (Siemens) to provide up to 260 Light Rail Vehicles (LRVs), including two options for expansion LRVs (the Contract), all for an amount not to exceed \$1,192,651,577, and a term not to exceed 15 years; and,

WHEREAS, The Contract included the replacement of the SFMTA's 151 Breda LRVs, as replacing these older and less reliable vehicles is an established need in the Agency's Capital Plan and will have immediate impact on overall system performance; and,

WHEREAS, On March 31, 2015, the SFMTA Board approved Modification No. 1 to the contract to exercise Option 1 for 40 additional LRVs to be delivered after the Phase 1 delivery of 24 vehicles; and,

WHEREAS, On October 30, 2015, the Director of Transportation, approved Modification No. 2 to the Contract to update the list of approved major suppliers, and clarify Contract language; and,

WHEREAS, On August 16, 2016, the SFMTA Board approved Modification No. 3 to the Contract, which added design changes to provide enhancements to passengers, enable full systems integration, and reduce the life-cycle costs of the LRVs, in the amount of \$19,596,728, with no increase in the total Contract price; and,

WHEREAS, On June 17, 2017, the SFMTA Board authorized the Director of Transportation to execute Modification No. 4 to SFMTA Contract No. 2013-19: Procurement of New Light Rail Vehicles (LRV4), with Siemens Industry, Inc., to provide four additional LRV4 vehicles for an amount not to exceed \$15,875,000, with no increase in the total Contract price and no increase in the overall term of the Contract; and,

WHEREAS, On November 28, 2018, the Director of Transportation approved the assignment of the Contract from Siemens Industry, Inc., to Siemens Mobility, Inc.; and,

WHEREAS, On October 22, 2019, the Director of Transportation, under his delegated authority, executed Contract Modification No. 5 to expedite the design and pilot installation of track brakes to the power trucks as a method to reduce frequency of flat spots on wheels caused by activation of the push button emergency brake in the amount of \$466,505, with no increase in the total Contract price; and,

WHEREAS, On November 19, 2019, the SFMTA Board approved Contract Modification No. 6, to enhance the vehicle design with passenger comforts, updated operator cab features, and engineering refinements that improve fleet performance; and to advance Phase 2 long-lead activities to accelerate fleet replacement, for an amount not to exceed \$9,799,688, with no increase in the total Contract price, achieved through a decrease in the escalation allowance, and no increase in the term of the Contract; and,

WHEREAS, The proposed Contract Modification No. 7 will further enhance the Phase 1 vehicle design with passenger comforts, including seating changes and engineering refinements that improve overall fleet performance, and will complete the installation of track brakes as a means to reduce flat wheels; and,

WHEREAS, Contract Modification No. 7 will also provide funding for continued production acceleration activities essential to eliminating known risks to future service through the early fleet replacement, and provide related benefits, including the reduction of operating and maintenance costs, minimizing further investments in the existing Breda fleet, and minimizing the complexity of operating a mixed fleet of vehicles; and,

WHEREAS, On June 19, 2014, the San Francisco Planning Department determined (Case Number 2014.0929E) that the Procurement of New Light Rail Vehicles is statutorily exempt from the California Environmental Quality Act (CEQA) as defined in Title 14 of the California Code of Regulations Section 15275(a), which provides an exemption from environmental review for the institution or increase of passenger or commuter service on rail lines already in use; and,

WHEREAS, The vehicles to be used for the Central Subway Project are within the scope of the Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Central Subway SEIS/SEIR), Case No. 1996.281E; and,

WHEREAS, The vehicles to be used to provide enhanced Muni service to the Golden State Warriors Event Center Project are within the scope of the Golden State Warriors Event Center and Mixed Use Development at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report (Event Center FSEIR), Case No. 2014.1441E; and,


WHEREAS, The changes in the current Contract Modification are within the scope of the environmental review discussed above; no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors has subsequently reviewed the Central Subway SEIS/SEIR and the Event Center FSEIR and finds that since the certification of the two documents, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in those documents, and that no new information has emerged that would materially change the analysis or conclusions set forth in the two documents; the actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in those documents; and be it further

RESOLVED, That the SFMTA Board authorizes the Director of Transportation to execute Contract Modification No. 7 to SFMTA Contract No. 2013-19: Procurement of New Light Rail Vehicles, with Siemens Mobility, Inc., to enhance the vehicle design with passenger comforts and engineering refinements that improve fleet performance; and to advance Phase 2 production acceleration activities for early fleet replacement, for an amount not to exceed \$43,514,046, with no increase in the total Contract price, achieved through planned change allowances and a decrease in the escalation allowance; and no increase in the term of the Contract.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 17, 2020.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency