

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-010

WHEREAS, On September 3, 2014, the Board of Supervisors authorized the SFMTA to enter into LRV Contract No. 2013-19 with Siemens Industry, Inc., for a base order of 151 replacement LRVs and 24 expansion LRVs, in an amount not to exceed \$1.19 billion and options for up to 85 LRVs; the Board's approval was subject to the condition that the Contract provide for two separate options—Option 1 for 40 LRVs and Option 2 for 45 LRVs—and that the SFMTA obtain approval from the Board of Supervisors prior to exercising Option 2; and

WHEREAS, On January 20, 2015, the SFMTA Board of Directors approved programming of up to \$210 million, including \$153 million from the Metropolitan Transportation Commission (MTC), to exercise Option 1 to Contract No. SFMTA-2013-19 should the State not approve that amount from the Transit and Intercity Rail Capital Program (TIRC), a new State competitive program funded by cap-and-trade dollars; and

WHEREAS, On December 30, 2015, the City entered into Contract No. CPT 713 (Procurement of 40-Ft and 60-Ft Low Floor Diesel Hybrid Coaches) with New Flyer of America Inc. to purchase 61 articulated low floor buses, in an amount not to exceed \$68,257,536; and

WHEREAS, On June 29, 2015, the City approved Amendment No. 1 to Contract No. CPT 713, to change the propulsion system in six of the previously ordered buses from parallel propulsion to series propulsion, and to exercise an option to purchase 48 standard and 50 articulated buses, for an additional amount of \$99,382,133; and

WHEREAS, On December 15, 2015, the City finally approved Amendment No. 2 to Contract No. CPT 713 to purchase 152 standard and 113 articulated buses, for a total contract amount not to exceed \$412,270,421, subject to availability of funding; and

WHEREAS, The SFMTA has identified \$137.5 million of the \$284 million needed to fully fund Amendment No. 2 to Contract No. CPT 713 (including soft costs), which will allow SFMTA to procure 85 standard buses and 63 articulated buses until additional funding is secured; and

WHEREAS, The \$137.5 million includes \$5.5 million in AB664 bridge toll funds currently programmed for Option 1 of the LRV Contract; and

WHEREAS, SFMTA proposes the \$5.5 million of AB664 funds be programmed instead for Amendment No. 2 of Contract No. CPT 713 and that \$5.5 million of Proposition B General Fund set-aside funding in FY2018-19 be used for Option 1 of the LRV Procurement project; and

WHEREAS, MTC and the Transportation Authority are taking actions to their respective authorizing bodies in January and February 2016, respectively, to commit a portion of the funds they are allocating for the Hybrid Coach Procurement project; and

WHEREAS, On November 5, 2014, the Planning Department determined that the Hybrid Coach Procurement contract did not constitute a project under CEQA Guidelines Sections 15060(c) and 15378. 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 approves the programming of \$5.5 million of AB664 funds from the Metropolitan Transportation Commission, from the Light Rail Vehicle (LRV) Procurement project to the Hybrid Bus Procurement project, and programming \$5.5 million of Proposition B General Fund set-aside funding in FY2018-19 for the LRV Procurement project.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of January 19, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency