

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 210406-045

WHEREAS, In November 2014, the voters approved a \$500 million Transportation and Road Improvement General Obligation bond (GO Bond) for transportation and road improvements; and

WHEREAS, The GO Bond provided that bond proceeds could be used for the following purposes: construct transit-only lanes and separated bikeways; install new boarding islands, accessible platforms, and escalators at MUNI/BART stops; install new traffic signals, pedestrian countdown signals, and audible pedestrian signals; install sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking; and upgrade Muni maintenance facilities; and

WHEREAS, On May 5, 2015, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved the request that the Board of Supervisors appropriate \$66 million from the first issuance and sale of the 2014 Transportation and Road Improvement General Obligation Bond, Series 2015A, to various projects including Muni Forward Rapid Network, Pedestrian Safety Improvement, Better Market Street, and Communications Based Overlay Signal System (CBOSS); and

WHEREAS, On June 2, 2015, the Board of Supervisors approved the issuance and sale of the Series 2015A bonds in the amount of \$66 million and appropriated the bond proceeds to various transportation projects; and

WHEREAS, On July 11, 2018, the Board of Supervisors approved the reallocation of Series 2015A bond proceeds in the following amounts: \$5.5 million for Better Market Street; \$5.0 million for Muni Forward Improvements (Transit); \$21.5 million for Muni Forward and Pedestrian Safety Improvements (Parking & Traffic); \$7.8 million for Caltrain Electrification, and \$26.2 million for Muni Facility Improvements; and

WHEREAS, On March 17, 2020, the Board of Supervisors approved the allocation of Series 2020B bond proceeds in the following amounts: \$69.1 million for Muni Forward Rapid Network Improvements; \$27.9 million for Pedestrian Safety Improvements; \$21.2 million from Series 2020 bond proceeds to SFMTA for BART for the BART Market Street Canopy Modernization project; \$11.2 million of the Series 2020 bond proceeds to SFMTA for Caltrain upgrades to the Caltrain Electrification project; and \$4.9 million for program contingency; and

WHEREAS, the SFMTA recommends that the Board of Supervisors approve the issuance and sale of the fourth series of Transportation and Road Improvement General Obligation Bonds, series 2021C, in the amount of \$121.3 million in Series 2021C; and

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WHEREAS, SFMTA recommends that the Board of Supervisors appropriate \$79.3 million of the Series 2021C GO Bond proceeds for the following SFMTA projects: \$22.2 million for Complete Streets Improvements, \$38.6 million for Muni Forward Rapid Network Improvements; \$2.6 million for Pedestrian Safety Improvements; \$15.9 million for Traffic Signal Improvements; and

WHEREAS, SFMTA recommends that the Board of Supervisors appropriate \$42 million from Series 2021C bond proceeds to SFMTA for BART for the BART Market Street Canopy Modernization project; and

WHEREAS, The Better Market Street Environmental Impact Report (Final EIR) evaluated the environmental impacts of the Better Market Street Project pursuant to the CA Public Resources Code Sections 21000 et seq. (CEQA) and SF Administrative Code Chapter 31; the Final EIR was certified by the San Francisco Planning Commission in Motion No. 20538 on October 10, 2019 (Case No. 2014.0012E); on October 15, 2019, the SFMTA Board of Directors approved Resolution No. 191015-131 adopting the Better Market Street Project environmental findings as required under CEQA (CEQA Findings), including a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; and

WHEREAS, On December 21, 2020, the San Francisco Planning Department issued an addendum to the Final EIR and determined that the proposed parking and traffic modifications would not cause new significant impacts that were not identified in the Final EIR, no new mitigation measures would be necessary to reduce significant impacts and no supplemental environmental review is required beyond the addendum; and

WHEREAS, The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and

WHEREAS, On September 20, 2016, the SFMTA Board of Directors in Resolution 16-132 approved the L Taraval Transit Improvements Project (TTRP.L); the San Francisco Planning Department reviewed the modifications to TTRP.L, and on August 8, 2016 and on February 22, 2018, determined that the project was within the scope of the TEP FEIR; no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation were required for the project; and

WHEREAS, On June 28, 2018, the BART Board of Directors adopted the Final Mitigated Negative Declaration (State Clearinghouse Number 2018042081) and CEQA findings for the entire BART Market Street Canopies Project, including the Mitigation Monitoring and Reporting Plan, and approved the project; and

WHEREAS, The proposed Western Addition Area – Traffic Signal Upgrades project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; on August 11, 2020 the Planning Department determined (Case Number 2020-005744ENV) that the proposed Western Addition Area – Traffic Signal Upgrades project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; the proposed action related to the Western Addition Area – Traffic Signal Upgrades project is the Approval Action as defined by the S. F. Administrative Code Chapter 31; now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Better Market Street Project Final Environmental Impact Report, addendum, and record as a whole, including the Planning Department’s December 21, 2020 determination and finds that the FEIR is adequate for the Board’s use as the decision-making body for the actions taken herein, and incorporates the CEQA findings by this reference as though set forth in this Resolution; and, be it further

RESOLVED, That the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report, California Environmental Quality Act findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at sfplanning.org or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the SFMTA Board of Directors adopts the BART Market Street Canopy Project Mitigated Negative Declaration CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and are incorporated herein by reference; and, be it further

RESOLVED, The SFMTA Board of Directors approves the issuance and sale of the fourth series of Transportation and Road Improvement General Obligation Bonds, Series 2021C, in the amount of \$79.3 million for the following SFMTA projects: \$22.2 million for Complete Streets Improvements, \$38.6 million for Muni Forward Rapid Network Improvements; \$2.6 million for Pedestrian Safety Improvements; \$15.9 million for Traffic Signal Improvements; and, be it further

RESOLVED, That the SFMTA Board of Directors approves the issuance and sale of the fourth series of Transportation and Road Improvement General Obligation Bonds, Series 2021C, in the amount of \$42 million of the Series 2021C bond proceeds for SFMTA and for the BART Market Street Canopy Modernization project; and, be it further

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RESOLVED, That the SFMTA Board of Directors recommends that the Board of Supervisors approve the issuance and sale of the fourth series of Transportation and Road Improvement General Obligation Bonds, series 2021C, in the amount of \$121.3 million in Series 2021C; and, be it further

RESOLVED, That the SFMTA Board of Directors requests that the Board of Supervisors appropriate \$80.8 million of the Series 2021C bond proceeds for the following SFMTA projects: \$22.2 million for Complete Streets Improvements, \$38.6 million for Muni Forward Rapid Network Improvements; \$2.6 million for Pedestrian Safety Improvements; \$15.9 million for Traffic Signal Improvements; and be it further

RESOLVED, That the SFMTA Board of Directors request that the Board of Supervisors appropriate \$42 million of the of the Series 2021C bond proceeds for SFMTA and for the BART Market Street Canopy Modernization project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 6, 2021.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency