

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 171003-124

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has submitted an application to the Metropolitan Transportation Commission (MTC) for \$6,939,000 in funding assigned to MTC for programming discretion, including, but not limited to, federal funding administered by the Federal Highway Administration (FHWA), such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (collectively referred to as “Regional Discretionary Funding”) for the following project: Geary Rapid Project (formerly known as “Geary Bus Rapid Transit Phase 1”) (Project) for the One Bay Area Grant 2 (OBAG 2) Program (Program); and

WHEREAS, The Fixing America’s Surface Transportation Act (the FAST Act), and any extensions or successor legislation for continued funding, authorize various federal funding programs, including, but not limited to, the STP program (23 U.S.C. § 133), the CMAQ program (23 U.S.C. § 149) and the TA Program (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code Sections 182.6 and 182.7, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to the FAST Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO’s Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO for the nine counties in the San Francisco Bay Area region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of CMAQ funds; and

WHEREAS, The SFMTA is an eligible project sponsor for Regional Discretionary Funding; and

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a Resolution of Local Support be adopted stating that the SFMTA Board understands that:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$899,021) for the Project; and

2. The Regional Discretionary Funding is fixed at the programmed amount, any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with Regional Discretionary Funding; and
3. The Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. The SFMTA will complete the Project as described in the application as included in the MTC's federal TIP; and
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to MTC for OBAG 2 funding; and
6. The Project will comply with all Project-specific requirements as set forth in the Program; and
7. The Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and,

WHEREAS, On January 5, 2017, the SFCTA Board certified the Geary Corridor Bus Rapid Transit Project Final EIR as adequate, accurate, and objective and reflecting the independent judgment of the SFCTA, approved the Project (Resolution 17-21), and adopted findings required by CEQA, including a Statement of Overriding Considerations and Mitigation and Monitoring and Reporting Program; and

WHEREAS, On June 27, 2017, the SFCTA Board of Directors approved a minor modification to the Project, which modification was reviewed in an Addendum to the Final EIR dated May 19, 2017; and,

WHEREAS, On July 18, 2017, the SFMTA Board of Directors in Resolution No. 170718-095, reviewed and considered the Final EIR, and the Addendum to the Final EIR dated May 19, 2017, and found that there were no changes to the Geary BRT or its circumstances, and no new information had become available since certification of the Geary BRT EIR that would require subsequent or supplemental review of the Project; thereafter, the SFMTA Board approved the Project, concurred in the selection of the Locally Preferred Alternative, and adopted findings required by CEQA, including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Final EIR and Addendum to the Final EIR dated May 19, 2017, in relation to this action, and again finds that, in light of the whole record, there have been no further changes to the Project, or its circumstances, and no new information has become available since certification of the EIR that would require subsequent or supplemental review of the Geary BRT Project; now, therefore, be it

RESOLVED, The SFMTA Board of Directors has reviewed and considered the FEIR and the record as a whole, finds that the FEIR is adequate for its use as the decision-making body for this Resolution of Local Support and incorporates the CEQA findings in Resolution No. 170718-095, including the Statement of Overriding Considerations by this reference as though set forth in this Resolution; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Local Support for the Geary Rapid Project, to be funded from a FY 2019 One Bay Area Grant 2 grant of \$6,939,000 from the Metropolitan Transportation Commission, under the STP/CMAQ programs of MAP-21, any extensions of MAP-21, or any successor legislation for continued funding; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution of Support, states that:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$899,021) of the total cost of \$7,838,021;
2. The regional discretionary funding for OBAG 2 is fixed at the programmed amount, and any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because the OBAG 2 funds originate from the FHWA, the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver federally funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all FHWA-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (i.e., the SFMTA's Congestion Management Agency), MTC, the California Department of Transportation (Caltrans), and FHWA on all communications, inquiries, or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA assures it will complete the Project as described in the SFMTA's application to MTC for OBAG 2 funding and in this resolution, and, if approved, as described and for the amount programmed in MTC's federal Transportation Improvement Program (TIP);
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to MTC for OBAG 2 funding;

6. The Project will comply with Project-specific requirements as set forth in the OBAG 2 Program; and
7. The Project will comply with MTC Resolution No. 3866, as revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes its Director of Transportation to transmit a copy of this resolution to the MTC in conjunction with the filing of the applications; and be it

FURTHER RESOLVED, That the SFMTA requests the MTC to support the applications for the Project described in the resolution and to include the Project, if approved, in MTC's federal TIP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 3, 2017.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency