

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Requesting SFMTA Board of Directors recommend that the Board of Supervisors appropriate \$49.8 million from the first issuance and sale of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond), Series 2015A to SFMTA capital projects including Muni Forward Rapid Network improvements and pedestrian safety improvements that were included in the SFMTA's FY2016 Capital Budget, appropriate \$8.5 million from the GO bond proceeds to the Department of Public Works (Public Works) for the Better Market Street Project, and appropriate \$7.8 million from GO Bond sale proceeds to the SFMTA to be used to satisfy the City's contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system.

**SUMMARY:**

- In November 2014, the voters approved a \$500 million Transportation and Road Improvement General Obligation bond (GO Bond) for transportation and road improvements projects.
- Upon issuance of the GO Bond, the Board of Supervisors has the power and is obligated to levy ad valorem taxes without limitation as to rate or amount upon all property subject to taxation by the City (except for certain property which is taxable at limited rates) for the payment of the GO Bond and the interest thereon when due. Any proposed expenditure of GO Bond proceeds is subject to Capital Planning Committee and Board of Supervisors approval.
- The SFMTA Board is asked to recommend that the Board of Supervisors appropriate the projects that are to be included in the GO Bond.
- The issuance sale of the first series of General Obligation bonds is scheduled for July 2015.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

4/28/15

SECRETARY \_\_\_\_\_

4/28/15

**ASSIGNED SFMTAB CALENDAR DATE:** May 5, 2015

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### **PURPOSE**

Requesting that the Board of Supervisors appropriate \$49.8 million from the first issuance of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond), Series 2015A to SFMTA capital projects including Muni Forward Rapid Network improvements and pedestrian safety improvements that were included in the SFMTA's FY2016 Capital Budget, appropriate \$8.5 million from the GO bond proceeds to the Department of Public Works for the Better Market Street Project, and appropriate \$7.8 million from GO Bond proceeds to the SFMTA to be used to satisfy the City's contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system.

### **GOAL**

This item supports all of the Strategic Plan Goals:

Goal 1: Create a safer transportation experience for everyone

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel

Goal 3: Improve the environment and quality of life in San Francisco

Goal 4: Create a workplace that delivers outstanding service.

### **DESCRIPTION**

In November 2014, San Francisco voters approved a \$500 million Transportation and Road Improvement General Obligation Bond for transportation and road improvements. Bond proceeds may be expended to construct, redesign and rebuild streets and sidewalks for infrastructure improvements that increase MUNI service reliability, ease traffic congestion, reduce vehicle travel times, enhance pedestrian and bicycle safety, and improve disabled access. The Bond specified that Bond proceeds funds would 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.

Based on project funding needs, SFMTA recommends that the Board of Supervisors appropriate \$49.8 million from the first issuance and sale of the GO Bond to SFMTA capital projects including Muni Forward Rapid Network improvements, and pedestrian safety improvements that were included in the SFMTA's FY2016 Capital Budget summarized in the table below. Additionally, SFMTA recommends that the Board of Supervisors appropriate \$8.5 million to Public Works for the Better Market Street Project.

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (millions)
Muni Forward Rapid Network Improvements	7 Haight-Noriega: Haight Street Rapid Project	The 7 Haight-Noriega is one of Muni’s busiest routes, serving about 13,000 customers every day and is an important east-west bus route. This project includes optimizing transit stop locations, adding transit bulbs, creating signalized transit queue jumps, and replacing all-way STOP-controlled intersections with traffic signals. The changes are expected to reduce transit travel time by 20% in the corridor.	\$10.7
Muni Forward Rapid Network Improvements	10 Townsend: Sansome Contraflow Signals	The 10 Townsend’s route currently travels via an indirect path as it turns south because Sansome Street is a one-way northbound street north of Washington Street. This results in longer than necessary travel time and causes route unreliability. This project will construct a Muni contraflow lane on Sansome Street south of Washington Street to Market Street. This requires the modification of three existing traffic signals from Broadway to Washington Street. Curb ramps will also be installed at each of the four corners at three intersections along this section of Sansome Street. This will result in reduce travel time and improved operating conditions by enabling a right turn from Broadway directly onto Sansome Street.	\$1.9
Muni Forward Rapid Network Improvements	9 San Bruno: 11th St and Bayshore Blvd Rapid Project	The 9 San Bruno is one of Muni’s busiest routes, serving about 12,000 customers every day and is an important north-south bus route. This project includes implementing various street improvements, such as optimized stop placements, bus bulbs, pedestrian improvements, bicycle paths behind bus stops, and other changes that help transit vehicles navigate safely and efficiently. The changes in this project, combined with improvements on Potrero Avenue are expected to reduce transit travel time by 20%.	\$4.4
Muni Forward Rapid Network Improvements	5 Fulton: East of 6th Ave (Inner) Rapid Project	The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. The route's reliability and travel time are hampered in this segment by traffic congestion and closely spaced stops. This project will implement various enhancements throughout	\$4.8

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (millions)
		the corridor, including new bus bulbs, transit stop optimization, removing all-way stop controls at intersections, adding turn pockets, and building new pedestrian bulbs. The changes will reduce transit travel time and improve reliability on the 5 Fulton corridor.	
Muni Forward Rapid Network Improvements	N Judah: Arguello to 9th Ave Rapid Project	The N Judah rail line has one of the highest ridership in the Muni network and carries approximately 45,000 daily customers on an average weekday. The main causes of delay to the N Judah include long passenger boarding and alighting times, a high number of stop signs along the route and areas of closely spaced transit stops. This project will build transit priority lanes with efficient stop spacing, create better boarding zones to make it safer and faster for passengers to get on board, and make it easier to find stops and shelters with improved signage. The project will reduce transit travel time and improve reliability.	\$2.8
Muni Forward Rapid Network Improvements	30 Stockton: East of Van Ness Ave Transit Priority Project	The 30 Stockton is one of Muni’s busiest routes, serving about 28,000 customers every day. The corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project includes optimizing bus stop locations, adding new transit bulbs and extending existing transit bulbs, establishing transit-only lanes, and widening travel lanes. Implement engineering changes to reduce travel time and improve reliability on the 30 Stockton corridor between the intersection of Van Ness Avenue and Chestnut Street and Market Street.	\$2.7
Muni Forward Rapid Network Improvements	30 Stockton: Chestnut St (West of Van Ness) Transit Priority Project	The 30 Stockton is one of Muni’s busiest routes, serving about 28,000 customers every day. This project includes optimizing bus stop locations, adding new transit bulbs and extending existing transit bulbs, establishing transit-only lanes, and widening travel lanes. The changes will make it safer to walk, increase the frequency and reliability of service, and enhance the customer experience along Chestnut, Broderick, Divisadero and Jefferson streets, west of Van Ness Avenue. This would improve an east-west portion of the Rapid	\$5.4

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (millions)
		Network connecting the future Van Ness Bus Rapid Transit with the 30 Stockton	
Muni Forward Rapid Network Improvements	14 Mission: Division to Randall (Inner) Rapid Project	Mission Street is a Rapid Corridor and carries some of the heaviest loads in the Muni system. Primary causes of delay include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right-turning cars, narrow lanes, and areas of closely spaced transit stops. This project will construct traffic engineering changes and related improvements for the 14 Mission on Mission Street between South Van Ness Avenue and Cesar Chavez Street. Changes include new transit lanes and enhancements to existing transit lanes, bus bulbs and pedestrian improvements, signalized transit queue-jump lanes, turn pockets, and optimized transit stop placements. Together, the proposed changes are anticipated to reduce the travel time of the 14 Mission by about 8-10 minutes in each direction (16-20 minutes total) within the study area (12- 14 percent reduction), improving the average operating speed to 7-8 miles per hour and improving service reliability.	\$0.5
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System (OCS) on Church/Duboce	The 22 Fillmore passes through red transit-only lanes along Church Street to improve route reliability. In this segment, the overhead wires are not directly overhead resulting in delays when buses lose contact with these wires. This project will modify the alignment overhead wires for the 22 Fillmore along Church Street to provide more reliable transit service.	\$0.8
Muni Forward Rapid Network Improvements	22 Fillmore: OCS on 16th St & Kansas	This project will construct overhead bypass wires on Kansas between 17th and 16th Streets for the 22 Fillmore to enable the 33 Stanyan to provide service to Potrero Hill.	\$0.8
Muni Forward Rapid Network Improvements	33 Stanyan: OCS on Guerrero	The 33 Stanyan currently travels north on Mission Street as it travels between 16th and 18th streets. This segment of Mission Street is crowded with numerous Mission corridor Muni routes resulting in delays to the 33 Stanyan when it attempts to travel through. The additional buses also cause delays to the higher-ridership Mission corridor Muni routes.	\$2.9

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (millions)
		This project will construct new overhead wires along Guerrero Street between 16th and 18th streets to alleviate transit congestion on Mission Street and provide better connections with the 22 Fillmore. Further outreach will determine the final alignment.	
Muni Forward Rapid Network Improvements	28 19th Avenue: 19th Ave Rapid Project	The 28 19th Avenue corridor along Park Presidio and 19th Avenue faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project will construct, in coordinated with a Caltrans repaving project, various enhancements throughout the corridor, such as stop placement optimization, turn pockets, and bus bulbs. The changes will result in 20% reduced travel times and improved reliability on the 28 19th Avenue corridor between the intersections of California Street and Park Presidio and Junipero room Serra Boulevard and 19th Avenue.	\$4.1
Muni Forward Rapid Network Improvements	14 Mission: Mission & South Van Ness Transit Priority Project	Mission Street is a Rapid Corridor and carries some of the heaviest loads in the Muni system. Primary causes of delay include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right-turning cars, narrow lanes, and areas of closely spaced transit stops. This project will construct traffic engineering changes and related improvements for the 14 Mission on Mission Street east of South Van Ness Ave. Changes include new transit lanes and enhancements to existing transit lanes, bus bulbs and pedestrian improvements, signalized transit queue-jump lanes, turn pockets, and optimized transit stop placements. Together, the proposed changes are anticipated to reduce the travel time of the 14 Mission by about 8-10 minutes in each direction (16-20 minutes total) within the study area (12-14 percent reduction), improving the average operating speed to 7-8 miles per hour and improving service reliability	\$1.4
Muni Forward Rapid Network Improvements	30 Stockton: Terminal OCS Upgrades	Modify the Overhead Catenary System (OCS) system at the 30 Stockton Terminal in the Marina to reverse the route of the bus. Scope includes	\$0.5

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (millions)
		modifying locations of poles and the overhead centenary wires. This will enable more efficient terminal operations and provide a more suitable location for bus layovers.	
		<b>Total Muni Forward Rapid Network Improvements</b>	<b>\$43.7</b>

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (millions)
Pedestrian Safety Improvements	New Signals on High Injury Corridors (10 intersections)	Project to plan and design new traffic signals at 8 locations and 2 flashing beacon systems at these Walkfirst Pedestrian High Injury Corridors. Project includes planning and design of pedestrian countdown signals, conduits, new poles, vehicular signal heads, mast-arms where justified, curb ramps where not already present, street lighting, new controllers and Rectangular Rapid Flash Beacons (RRFB).	\$0.5 For Planning and Design and Outreach efforts only.
Pedestrian Safety Improvements	Add Pedestrian Countdown Signals (PCS) to High Injury Corridors (18 locations)	Project to plan and design upgrade traffic signals at 18 locations so that Pedestrian Countdown Signals can be added on Walkfirst Pedestrian High Injury Corridors. Project includes planning and designing for PCS infrastructure including conduits, new poles, vehicular signal heads, mast-arms where justified, curb ramps where not already present, street lighting, and new controllers.	\$0.8 For Planning and Design and Outreach efforts only.
Pedestrian Safety Improvements	Curb Bulbs on High Injury Corridors (19 Intersections)	The Scope of work includes planning and designing permanent measures identified through the WalkFirst Process, including bulbs-outs.	\$1.2 For Planning and Design and Outreach efforts only.
Pedestrian Safety Improvements	Geary Pedestrian Improvements	This project includes the planning and design of pedestrian safety measures such as bulbs and countdown signals along the Geary corridor.	\$0.3 For Planning and Design and Outreach

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (millions)
			efforts only.
Pedestrian Safety Improvements	Pedestrian Safety Improvements Related to Muni Forward	This project will implement permanent pedestrian improvements in conjunction with Muni Forward projects. Specific intersections and treatments will be determined as the projects proceed through design.	\$3.3
		<b>Total Pedestrian Safety Improvements</b>	<b>\$6.1</b>
		<b>Total Appropriation to SFMTA</b>	<b>\$49.8</b>
Major Transit Corridor Improvements	Better Market Street Project (Appropriation to Public Works)	Market Street serves as the spine of the City’s transportation system, with approximately 250,000 transit boardings and alightings on Market Street each weekday. As such, transit improvements on Market Street have significant benefits to transit service system-wide. The proposed \$400 million project includes bus bulbs, enhancement to transit stops, stop spacing, and accessibility improvements, including widening boarding platforms, and rehabilitation of Muni Rail and Overhead Lines, which can significantly improve mobility and safety for all users, and improve travel time while increasing accessibility. The money allocated for this proposed project would provide funding for additional planning, design and related outreach	\$8.5
		<b>Total Appropriation to DPW</b>	<b>\$8.5</b>

Public Works is the project lead for the Better Market Street Project therefore, the Board of Supervisors is requested to appropriate \$8.5 million from the GO bond proceeds to Public Works to fund additional planning, design and related outreach for the project as described above.

In addition to the projects listed above, the Board of Supervisors is requested to appropriate \$7.8 million from GO Bond sale proceeds to the SFMTA to be used to satisfy a portion of the City’s \$39 million total contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system. Caltrain is proceeding with the design and installation of an Advance Signal System, also known as CBOSS or PTC project. CBOSS is a system that tracks train locations and prevents unsafe train movements through the use of equipment on-board the locomotives and in the field. The Advanced Signal System is a key component of the Caltrain Modernization Program that will electrify and upgrade the performance,



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operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service, providing Peninsula communities with modernized rail service that will help meet growing ridership demand between San Francisco and San Jose.

## **PUBLIC OUTREACH**

The voters approved the General Obligation Bond in November 2014. Significant public outreach was conducted prior to the approval of this measure as part of the Mayor's T2030 Task Force efforts. Project-specific public outreach will continue as each project advances.

## **ALTERNATIVES CONSIDERED**

The alternative would be not to move forward with the issuance and sale of the first series of General Obligation bonds for these projects.

## **FUNDING IMPACT**

Debt service on the Bond will be paid out of the City's levy of ad valorem property taxes, not the SFMTA's budget. Approval by the Board of Supervisors for the issuance and sale of the first series of General Obligation bonds will provide \$49.8 million in funding for the SFMTA projects described above, \$8 .5 million to Public Works for the Better Market Street Project, and \$7.8 million to satisfy a portion of the City's \$39 million total contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system.

## **ENVIRONMENTAL REVIEW**

### ***Muni Forward Rapid Network Improvements*** (Formerly, the Transit Effectiveness Project)

The Transit Effectiveness Project Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Based on the FEIR, on March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved the Transit Effectiveness Project, including various Service-Related Capital Improvements (SCI) and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of the 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). Approval for TEP Service-Related Capital Improvements and Travel Time Reduction Proposals for the Muni Forward Rapid Network Improvement projects listed above relies on said FEIR.

The SFMTA Board of Directors previously approved several of the specific Muni Forward Projects listed above: On November 18, 2014, in Resolution 14-066, the SFMTA Board adopted the 7-Haight Noriega (formerly 71-Haight) Travel Time Reduction Proposal (TTRP.71). On October 7, 2014, in Resolution 14-148, the SFMTA Board adopted the 9-San Bruno Rapid Travel Time

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Reduction Proposal (TTRP.9): 11th Street & Bayshore. On September 2, 2014, in Resolution 14-137, the SFMTA Board of Directors approved the 10 Townsend Contraflow Lane Extension (SCI.2).

The remaining Muni Forward projects for which GO Bond funding is sought were reviewed in the TEP EIR at either a project or program level. These include the 22 Fillmore: OCS on 16th Street & Kansas; 30 Stockton Rapid Project: East of Van Ness Avenue and Chestnut Street (West of Van Ness Avenue) (TTRP.30); 30 Stockton Terminal OCS upgrades and OCS upgrades at the route terminal in the Marina; 5 Fulton: East of 6th Avenue Rapid Project; 14-Mission Rapid Project: Division to Randall (Mission Street between South Van Ness Avenue and Cesar Chavez Street - Inner Mission; Mission Street East of South Van Ness Avenue – South of Market (TTRP.14); 22 Fillmore: OCS upgrades on Church and Duboce; 28 – 19th Avenue Rapid Project; 33-Stanyan; and the N Judah: Arguello to 9th Ave Rapid Project. Approval of the allocation by the SFMTA Board does not constitute approval for project implementation. Prior to SFMTA Board approval of these projects, they will be evaluated to determine if there is a need for further CEQA review and documentation by the Planning Department.

### ***Pedestrian Safety Improvements***

The \$2.8 million allocated for New Signals on High Injury Corridors (10 intersections), Adding Passenger Countdown Signals (PCS) to High Injury Corridors (18 locations), Curb Bulbs on High Injury Corridors (19 Intersections) and Geary Pedestrian Improvements will fund planning and design, environmental review, and related outreach activities.

The \$3.3 million allocated for pedestrian improvements related to the MUNI Forward (formerly Transit Effectiveness Project) will fund permanent pedestrian improvements in conjunction with Muni Forward projects. Specific intersections and treatments will be determined as the individual Muni Forward projects proceed through design. Pedestrian improvements related to MUNI Forward that are funded by this allocation will include pedestrian-related street treatments that were identified as elements of the Transit Preferential Streets (TPS) Program, generally referred to as the TPS Toolkit, which were evaluated in the Transit Effectiveness Project (TEP) FEIR.

### ***Better Market Street***

Public Works is the project lead for the Better Market Street Project. The Planning Department is currently preparing an environmental impact report (EIR) on the Better Market Street project in compliance with the California Environmental Quality Act (CEQA).

The \$8.5 million allocated to this project would fund continued planning, review, design and related outreach. Approval of the allocation by the SFMTA Board would not constitute approval of the project, and SFMTA would retain its full discretion to approve, reject or modify the project as proposed.

### ***Caltrain Upgrades for CBOSS***

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On June 29, 2009, the Peninsula Joint Powers Board found that the CBOSS was exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15301(f).

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City's Capital Planning Committee will need to approve the list of proposed projects and the issuance and sale of the first series of General Obligation bonds prior to the Mayor's Office and the Board of Supervisors' approval of the authorizing resolutions for the issuance and sale of these bonds, the supplemental appropriation of bond proceeds, and execution of related bond documents.

The City Attorney has reviewed this calendar item.

**RECOMMENDATION**

Requesting that the Board of Supervisors appropriate \$49.8 million from the first issuance of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond), Series 2015A to SFMTA capital projects including Muni Forward Rapid Network improvements and pedestrian safety improvements that were included in the SFMTA's FY2016 Capital Budget, appropriate \$8.5 million from the GO bond proceeds to the Department of Public Works for the Better Market Street Project, and appropriate \$7.8 million from GO Bond proceeds to the SFMTA to be used to satisfy the City's contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

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, Based on funding needs, SFMTA recommends that the Board of Supervisors appropriate \$49.8 million from the first issuance of GO Bond proceeds for the following SFMTA projects:

- Muni Forward Rapid Network: \$43.7 million
  - 7 Haight-Noriega: Haight Street Rapid Project
  - 10 Townsend: Sansome Contraflow Signals
  - 9 San Bruno: 11th St and Bayshore Blvd Rapid Project
  - 5 Fulton: East of 6th Ave (Inner) Rapid Project
  - N Judah: Arguello to 9th Ave Rapid Project
  - 30 Stockton: East of Van Ness Ave Transit Priority Project
  - 30 Stockton: Chestnut St (W of VN) Transit Priority Project
  - 14 Mission: Division to Randall (Inner) Rapid Project
  - 22 Fillmore: Overhead Catenary System on Church/Duboce
  - 22 Fillmore: Overhead Catenary System on 16th St & Kansas
  - 33 Stanyan: Overhead Catenary System on Guerrero
  - 28 19th Avenue: 19th Ave Rapid Project
  - 14 Mission: Mission & S Van Ness Transit Priority Project
  - 30 Stockton: Terminal Overhead Catenary System Upgrades
- Pedestrian Safety Improvements: \$6.1 million
  - New Signals on High Injury Corridors (10 intersections)
  - Add PCS to High Injury Corridors (16 locations)
  - Curb Bulbs on High Injury Corridors (19 Intersections)
  - Geary Pedestrian Improvements
  - Pedestrian Safety Improvements Related to Muni Forward; and,

WHEREAS, the Board of Supervisors is requested to appropriate \$8.5 million from the GO Bond proceeds to Department of Public Works (Public Works) for the Better Market Street Project as Public Works is the project lead for the City on this project; and,

WHEREAS, The Board of Supervisors is also requested to appropriate \$7.8 million from GO Bond sale proceeds to the SFMTA to be used to satisfy a portion of the City's \$39 million total contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system; and,

WHEREAS, On March 27, 2014, the Planning Commission reviewed and considered the Transit Effectiveness Project (TEP) Final Environmental Impact Report (FEIR) and found, in Motion 19105, that its contents and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the provisions of the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, and said motion is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; and,

WHEREAS, On March 28, 2014, the SFMTA Board of Directors, in Resolution No. 14-041, approved the Transit Effectiveness Project (TEP), now known as the Muni Forward Program, and approved various Service-Related Capital Improvements and Travel Time Reduction Proposals to improve transit performance along various Municipal Railway routes, and as part of the 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), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board of Directors approved, on November 18, 2014, in Resolution 14-066, the 7-Haight Noriega (formerly 71-Haight) Travel Time Reduction Proposal (TTRP.71); and on October 7, 2014, in Resolution 14-148, approved the 9-San Bruno Rapid Travel Time Reduction Proposal (TTRP.9): 11th Street & Bayshore; and on September 2, 2014, in Resolution 14-137, approved the 10 Townsend Contraflow Lane Extension (SCI.2); and,

WHEREAS, The SFMTA Board of Directors has reviewed and considered the information contained in the FEIR, the findings contained in Resolution No. 14-041, the findings contained in Resolution Nos. 14-066, 14-148 and 14-137, and all written and oral information provided by the Planning Department, the public, relevant public agencies, SFMTA staff and other experts and the administrative files; and,

WHEREAS, Funding for the Better Market Street Project and the Pedestrian Safety Improvements will be used for further planning, design and related outreach, and SFMTA and DPW retain the absolute discretion to (1) modify the projects to mitigate significant adverse environmental impacts; (2) select feasible alternatives which avoid significant adverse impacts of the projects; (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the projects; (4) reject the projects if the economic and social benefits of the projects do not outweigh otherwise unavoidable significant adverse environmental impacts; or (5) approve the projects upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts; and,

WHEREAS, On June 29, 2009, the Peninsula Joint Powers Board found that Caltrain upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system was exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15301(f) and the SFMTA concurs with this finding; now therefore, be it

RESOLVED, The SFMTA Board of Directors has reviewed and considered the TEP EIR and record as a whole, finds that the TEP EIR is adequate for the actions taken herein, specifically the allocation of funding to various Muni Forward projects, and incorporates the CEQA findings contained in Resolution No. 14-041, including the Statement of Overriding Considerations by this reference thereto as though fully set forth in this Resolution, and be it further

RESOLVED, That the SFMTA Board of Directors adopts the TEP Mitigation Monitoring and Reporting Program (MMRP); and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors requests that the Board of Supervisors appropriate \$49.8 million from the first issuance and sale of the 2014 Transportation and Road Improvement General Obligation Bond, Series 2015A for the following SFMTA projects:

- Muni Forward Rapid Network: \$43.7 million
  - 7 Haight-Noriega: Haight Street Rapid Project
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  - 9 San Bruno: 11th St and Bayshore Blvd Rapid Project
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  - N Judah: Arguello to 9th Ave Rapid Project
  - 30 Stockton: East of Van Ness Ave Transit Priority Project
  - 30 Stockton: Chestnut St (W of VN) Transit Priority Project
  - 14 Mission: Division to Randall (Inner) Rapid Project
  - 22 Fillmore: Overhead Catenary System on Church/Duboce
  - 22 Fillmore: Overhead Catenary System on 16th St & Kansas
  - 33 Stanyan: Overhead Catenary System on Guerrero
  - 28 19th Avenue: 19th Ave Rapid Project
  - 14 Mission: Mission & S Van Ness Transit Priority Project
  - 30 Stockton: Terminal Overhead Catenary System Upgrades
- Pedestrian Safety Improvements: \$6.1 million
  - New Signals on High Injury Corridors (10 intersections)
  - Add PCS to High Injury Corridors (18 locations)
  - Curb Bulbs on High Injury Corridors (19 Intersections)
  - Geary Pedestrian Improvements
  - Pedestrian Safety Improvements Related to Muni Forward; and be it further

RESOLVED, That the SFMTA Board of Directors requests the Board of Supervisors appropriate \$8 .5 million from GO bond proceeds to the Department of Public Works to be used for additional planning, design and outreach efforts for the Better Market Street Project; and be it further

RESOLVED, That the SFMTA Board of Directors requests that the Board of Supervisors appropriate \$7.8 million from GO Bond sale proceeds to the SFMTA to be used to satisfy a portion the City's contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC).

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 5, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency