

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Requesting that the Board of Supervisors approve reprogramming \$26.2 million of the first issuance of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond) Series 2015A proceeds previously allocated for the Muni Forward & Pedestrian Safety and Major Transit Corridor Improvements, and approve that such funds be redirected to pay for costs associated with Muni Facility Upgrades; and requesting that the Board of Supervisors appropriate \$92.8 million for the second issuance of Transportation and Road Improvement GO Bond, Series 2017A, fund costs associated with capital projects including Accessibility Improvements, Caltrain Upgrades, Muni Facility Upgrades, Muni Forward Rapid Network, and Pedestrian Safety Improvements.

**SUMMARY:**

- In 2014 voters approved a \$500 million Transportation and Road Improvement GO Bond (Proposition A) for transportation and road improvements projects.
- On June 2, 2015, the Board of Supervisors approved the first issuance of \$66 million of GO Bond proceeds
- The issuance of the second series of GO bonds is scheduled for Summer 2017.

**ENCLOSURES:**

1. SFMTAB Resolution
2. SFMTAB Resolution No. 14-041 (TEP) <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
4. TEP Mitigation Monitoring and Reporting Program <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>
5. Better Streets Plan Mitigated Negative Declaration; [http://sfmea.sfplanning.org/2007.1238E\\_FMND.pdf](http://sfmea.sfplanning.org/2007.1238E_FMND.pdf)
6. Better Streets Plan CEQA Findings, Planning Commission Resolution [http://www.sf-planning.org/ftp/BetterStreets/docs/FINAL\\_BSP\\_PCresolutions\\_10.28.10.pdf](http://www.sf-planning.org/ftp/BetterStreets/docs/FINAL_BSP_PCresolutions_10.28.10.pdf)
7. Peninsula Corridor Electrification Project Final Environmental Impact Report (FEIR) [http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/FEIR\\_Release.html](http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/FEIR_Release.html)
8. PCEP CEQA Findings, Joint Powers Board Resolution: <http://www.caltrain.com/AssetFactory.aspx?did=7101>

**APPROVALS:**

DIRECTOR



**DATE**

5/8/2017

SECRETARY



5/8/2017

**ASSIGNED SFMTAB CALENDAR DATE:** May 16, 2017

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**PURPOSE**

Requesting that the Board of Supervisors approve reprogramming \$26.2 million of the first issuance of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond) Series 2015A proceeds previously allocated to pay the costs of capital projects including Muni Forward & Pedestrian Safety and Major Transit Corridor Improvements, and approve that such amounts be redirected to pay for costs associated with Muni Facility Upgrades; and requesting that the Board of Supervisors appropriate \$92.8 million from the second issuance and sale of the GO Bond, Series 2017A, to capital projects including Accessibility Improvements, Caltrain Upgrades, Muni Facility Upgrades, Muni Forward Rapid Network, and Pedestrian Safety Improvements.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The SFMTA will further the following goal of the Strategic Plan through approval of this resolution:

- Goal 3: Improve the environment and quality of life in San Francisco  
Objective 3.3 – Allocate capital resources effectively.  
Objective 3.5 – Reduce capital and operating structural deficits.

Approval of this resolution also ensures that the SFMTA has the funding needed to support the City's Transit First Policy. Funding from the GO bonds promotes or impacts nine of the Transit First Policy Principles:

- 1) To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- 2) Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- 3) Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 4) Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
- 5) Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 6) Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

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- 8) New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
- 9) The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
- 10) The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

## **DESCRIPTION**

In November 2014, San Francisco voters approved a \$500 million Transportation and Road Improvement General Obligation Bond (Proposition A) 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. Proposition A specified that Bond proceeds 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.

### Series 2015A Issuance

On June 2, 2015, the Board of Supervisors approved the issuance of \$66 million of transportation general obligation bonds to finance various capital projects. Based on project funding needs identified at the time and as part of the FY2016 Capital Budget, SFMTA included \$49.8 million for Muni Forward Rapid Network Improvements and Pedestrian Safety Improvements within the first issuance. Additionally, \$8.5 million was appropriated to Public Works for the Better Market Street Project and \$7.76 million to the SFMTA to be used to satisfy a portion of the City's \$39 million contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system.

Series 2015A Bond proceeds have not been spent down at a rate originally anticipated. The original Muni Forward project schedules did not allow a sufficient amount of time needed for outreach prior to construction. Additionally, an unprecedented amount of building and infrastructure construction Citywide has led to fewer bidders and longer contract processes. The CBOSS project has also experienced delays due to challenges that Caltrain has been facing with its contractor. As a result, some GO bond proceeds remain unspent from the first GO bond issuance.

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Muni Facility Improvements were not included within the original budget appropriation for the first issuance of the GO bond, and as a result, supplemental budget appropriation approval is needed before any GO bonds can be allocated to these projects. There are multiple facility projects in need of immediate cash flow to begin construction, including Burke Facility Renovation, Muni Metro Easy Facility track extension, and underground storage tanks replacements. Redirecting the first issuance of the GO bond proceeds from Muni Forward Improvements and Better Market Street will ensure that the spend down of the GO bond proceeds occurs within the requirements of the Internal Revenue Code of 1986, as amended. Details on the proposed changes to the first issuance appropriations by project are below.

| <b>Project</b>                                | <b>Original Approved Supplemental Appropriation Amount (millions)</b> | <b>Original Approved Supplemental Appropriation Accounting</b> | <b>Revised Amount (millions)</b> | <b>Explanation for Revised Accounting Subfund</b>     |
|---|---|--|----------------------------------|---|
| Better Market Street Project                  | \$8.5   | 3CSIF15A (Public Works Streets)                                | \$5.5                            | Funds to be transferred to Muni Facility Improvements |
| Muni Forward Improvements                     | 5.0   | 5MCPF15A (Transit)   | 5.0                              | Funds to be transferred to Muni Facility Improvements |
| Muni Forward & Pedestrian Safety Improvements | 44.7  | 5NCPF15A (Parking and Traffic)                                 | 21.5                             | Funds to be transferred to Muni Facility Improvements |
| CBOSS – San Francisco Contribution            | 7.8   | 5MCPF15A (Transit)   | 7.8                              |   |
| Muni Facility Improvements                    | 0.0   | 5MCPF15A (Transit)   | 26.2                             | Funds transferred from projects above                 |
| <b>TOTAL</b>                                  | <b>\$66.0</b>   |  | <b>\$66.0</b>                    |   |

The cash flow needs for the CBOSS project are currently uncertain. Muni Facility Improvements are to be appropriated to the same transit subfund as CBOSS, and if the CBOSS project cannot spend down the \$7.8 million within the requirements of the Internal Revenue Code of 1986, they will be reallocated to Muni Facility Improvements, Caltrain Electrification, or another project included within the bond program.

Series 2017A Issuance

The immediate cash flow needs for capital projects planned to be funded with GO bonds exceed the amount of the first issuance bond proceeds that remain unspent. As a result, a second bond issuance in the amount of \$94.2 million is needed in addition to a supplemental budget reallocation of the first bond issuance proceeds in order to cover project cash flow needs and maintain the project schedules. The largest need is for Facility Improvement Projects, followed by SFMTA’s contribution for Caltrain Electrification, and Pedestrian Safety and Complete Streets Projects. The second bond issuance also includes amounts to be allocated to Muni Forward Rapid Network Improvements, since a significant portion of the first bond issuance funds is to be redirected to other projects. Project details for the proposed second GO bond issuance is as follows:

| <b>Project Name</b>                                 | <b>Project Category</b>       | <b>Project Description</b>   | <b>Amount (millions)</b> |
|---|-------------------------------|--|--------------------------|
| BART Canopies                                       | Accessibility Improvements    | The Market Street entrance modernization project will provide new, street-level canopies at each of the entrances. The current, open design of the entrances does not provide weather protection for the escalators from weather. The scope consists of off-site fabrication and the installation of a new support system for the canopies with a glass enclosure, new lighting system and light fixtures and a real time display unit. These canopies will incorporate lessons learned from the Phase 1 canopy installations at Powell and Civic Center Stations. | 3.0                      |
| Caltrain Electrification                            | Caltrain Upgrades             | Electrify the northern terminal of the Caltrain Corridor starting at San Francisco’s 4th and King Caltrain Station where there are local connections to Muni bus and rail services.  | 20.0                     |
| 7 <sup>th</sup> and 8 <sup>th</sup> Safety Projects | Complete Streets Improvements | Implement bicycle and pedestrian improvements along 7th and 8th Street between Harrison Street and Market Street, aligned with the Eastern Neighborhoods Transportation Implementing Planning Study (ENTRIPS). The scope will include a concrete buffered bike lane, concrete boarding islands, potential alley traffic signals, sidewalk bulbs, new striping, traffic lane reduction, safe hit posts, and possibly a limited amount of paving.  | 1.6                      |
| Arguello Boulevard Safety Project                   | Complete Streets Improvements | Plan, design, and construct upgrades or expansions to the bikeway network on Arguello Boulevard from Fulton Street to West Pacific Avenue.   | 0.3                      |

| <b>Project Name</b>                            | <b>Project Category</b>             | <b>Project Description</b>  | <b>Amount (millions)</b> |
|--|-------------------------------------|---|--------------------------|
| Townsend Street Bicycle Strategy               | Complete Streets Improvements       | The Townsend Bicycle Strategy project in South of Market (SoMa) is a 1.2 mile corridor with boundaries from 8th Street to Embarcadero. The project area will also include a segment of 3rd Street from Townsend to Lefty O'Doul Bridge to facilitate the connection to the Embarcadero/King Street corridor.  | 0.6                      |
| Better Market Street                           | Major Transit Corridor Improvements | This proposed project would deliver improvements to decrease transit travel time and improve transit reliability. Improvements to Market Street may include: pedestrian bulbs, enhancement to transit stops, stop spacing adjustments (including the introduction of Rapid stop spacing on Market), and accessibility improvements, including wider boarding platforms. Additional state of good repair improvements may also include rehabilitation of Muni rail and overhead lines and traffic signals. | 6.0                      |
| Burke Facility Renovation                      | Muni Facility Upgrades              | Rehabilitate the Burke Warehouse facility to prepare for new transit fleet maintenance functions, specifically the housing of overhead lines and the need for increased storage capacity. Work will include the installation of a new roof, new building cladding, insulation and foundation improvements, new lighting, new HVAC systems, and interior improvements.   | 21.1                     |
| Islais Creek Phase II                          | Muni Facility Upgrades              | Construct a new 65,000 square foot motor coach maintenance and operations facility to alleviate current demand for adequate storage and maintenance space, and to better accommodate fleet expansion. This new facility will include light and heavy maintenance bays; warehouse space, operations and maintenance offices; and showers, galley room, locker rooms and training space.  | 11.0                     |
| Kirkland, Scott and Flynn Tank Upgrade Project | Muni Facility Upgrades              | Addresses state of good repair needs by upgrading fuel storage tanks and tank monitoring system at various transit maintenance facilities.  | 1.1                      |
| Muni Metro East Facility                       | Muni Facility Upgrades              | Work will include expanding five tracks at the southwest corner of the existing MME site. Additional scope elements include site clearing, grading, drainage and soil improvements.   | 1.7                      |

| Project Name  | Project Category                        | Project Description  | Amount (millions) |
|---|---|--|-------------------|
| 14 Mission: Mission & S Van Ness Transit Priority Project         | Muni Forward Rapid Network Improvements | This project includes transit priority improvements at the intersection of Mission and South Van Ness. The project will enhance the safety of the intersection for people walking and biking and improve reliability for Muni riders. Construction will include new sidewalk extensions, roadway striping changes, and other improvements to complement the Van Ness Bus Rapid Transit project and the 14 Mission Rapid Project. Work will be coordinated with the Van Ness Bus Rapid Transit Project.   | 0.6               |
| 14 Mission: Division to Randall (Inner) Rapid Project             | Muni Forward Rapid Network Improvements | Mission Street carries some of the heaviest loads in the Muni system. Causes of delay include long passenger boarding times, friction between parking and loading vehicles, getting stuck behind right-turning cars, and areas of closely spaced transit stops. This project will construct transit and streetscape improvements to reduce travel times for the 14 Mission in the Inner Mission area along Mission Street between 11th Street and Randall Street. Improvements will include new transit-only lanes and enhancements to existing transit-only lanes, transit bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets and optimized transit stop placements. | 1.5               |
| 22 Fillmore Extension to Mission Bay                              | Muni Forward Rapid Network Improvements | This project will build transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities. The project will also include extending the overhead catenary contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay.  | 1.0               |
| 30 Stockton: Chestnut St (W of Van Ness) Transit Priority Project | Muni Forward Rapid Network Improvements | This project includes optimizing bus stop locations, adding new transit bulbs and extending existing ones, 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 Network connecting the future Van Ness Bus Rapid Transit with the 30 Stockton.  | 3.5               |

| <b>Project Name</b>                             | <b>Project Category</b>                 | <b>Project Description</b>  | <b>Amount (millions)</b> |
|---|---|---|--------------------------|
| 5 Fulton: East of 6th Ave (Inner) Rapid Project | Muni Forward Rapid Network Improvements | The 5R Fulton is a Rapid Network route and an important connector between the Richmond District and downtown. This project will implement various enhancements throughout the corridor including new bus bulbs, transit stop optimization, removing all-way stop controls at intersections, adding turn pockets, and building new pedestrian bulbs.   | 1.6                      |
| 7 Haight-Noriega: Haight Street Rapid Project   | Muni Forward Rapid Network Improvements | The 7 Haight-Noriega is an important east-west bus route serving about 13,000 customers every day. 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. Project has completed 95% of design on upper Haight improvements.  | 3.3                      |
| L-Taraval Transit Improvements                  | Muni Forward Rapid Network Improvements | This project includes Muni Forward implementation of the L Taraval Rapid Project that will implement engineering changes to improve safety and reliability, and reduce travel time between Ulloa/15th and Taraval/46th. Components include transit boarding islands, removing closely spaced transit stops, replacing stop signs with traffic signals with transit priority, transit bulbs, pedestrian bulbs, relocating transit stops, adding accessible platforms, painting transit only lanes, and other related elements such as reconstructing curb ramps and relocating catch basins. | 1.8                      |
| N Judah: Arguello to 9th Ave Rapid Project      | Muni Forward Rapid Network Improvements | This project will build transit priority lanes with efficient stop spacing, create better boarding zones to make boarding safer and faster, and make it easier to find stops and shelters with improved signage.  | 2.3                      |



| Project Name   | Project Category              | Project Description  | Amount (millions) |
|--|-------------------------------|--|-------------------|
| Add PCS to High Injury Corridors (18 locations) Phase I  | Pedestrian Safety Improvement | Design and install Pedestrian Countdown Signals (PCS) at 17 remaining signalized intersections along the Walkfirst Pedestrian High-Injury Corridor (HIC). These intersections include 6th Street/Howard Street, 19th Street/Guerrero Street, 20th Street/Guerrero Street, 21st Street/South Van Ness Avenue, 22nd Street/South Van Ness Avenue, 23rd Street/South Van Ness Avenue, 24th Street/South Van Ness Avenue, 25th Street/South Van Ness Avenue, 26th Street/South Van Ness Avenue, Acton Street/Mission Street/Sickles Avenue, California Street/Jones Street, California Street/Leavenworth Street, California Street/Taylor Street, Jones Street/Post Street, Leavenworth Street/Post Street, Leavenworth Street/Sutter Street, and Mason Street/Post Street. | 3.9               |
| Add PCS to High Injury Corridors (18 locations) Phase II | Pedestrian Safety Improvement | Design and install pedestrian countdown signals (PCS) at various signalized intersections along the WalkFirst Pedestrian High-Injury Corridor (HIC).   | 0.3               |
| Lombard Street Streetscape (TEP TTRP.28_2)               | Pedestrian Safety Improvement | Design and construct traffic calming and pedestrian safety treatments at all intersections between Richardson Avenue/Francisco Street and Lombard Street/Franklin Street. Proposed treatments include: daylighting, leading pedestrian bulbs, advanced stop bars, continental crosswalks, upgrading signal conduit, bulb-outs, pedestrian islands, transit bulbs for the 28-Lombard, and/or removal of actuated pedestrian buttons. This work is being coordinated with the San Francisco Public Utilities Commission (SFPUC) and the California Department of Transportation (Caltrans).  | 3.4               |

| <b>Project Name</b>                            | <b>Project Category</b>       | <b>Project Description</b>   | <b>Amount (millions)</b> |
|--|-------------------------------|--|--------------------------|
| New Signals on High Injury Corridors           | Pedestrian Safety Improvement | Design and construct new traffic signals at nine intersections along the Walkfirst Pedestrian High Injury Corridor (HIC). The project includes pedestrian countdown signals, conduits, wiring, detection, new poles, vehicular signal heads, mast-arms, curb ramps, street lighting and new controllers. New traffic signal locations include Geneva Avenue/Stoneridge Lane, Geneva Avenue/Brookdale Avenue, Geneva Avenue/Delano Avenue, Alemany Boulevard and Niagara Avenue, 6th Street/Jessie Street, Mission Street/Rolph Street/Niagara Avenue/Pope Street, Mission Street/Seneca Avenue, Mission Street/Oliver Street/Lawrence Avenue, and Geneva Avenue/Esquina Drive. | 1.8                      |
| Palou Complete Streets Project                 | Pedestrian Safety Improvement | Implement pedestrian safety improvements on Palou Street from Selby Street to Hawes Street in coordination with the Department of Public Works' (DPW) paving project and plaza improvements.   | 1.0                      |
| Permanent Painted Safety Zone (PSZ) Conversion | Pedestrian Safety Improvement | The SFMTA anticipates that it will convert approximately 2 of the PSZs, and only the highest priority PSZs with collision patterns will be recommended for permanent bulb-outs.  | 0.4                      |
| <b>TOTAL</b>                                   |                               |  | <b>92.8</b>              |

## **STAKEHOLDER ENGAGEMENT**

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. The SFMTA also met with numerous stakeholder groups to brief them and solicit feedback on the 5 Year FY17-FY21 Capital Improvement Program, which included the GO bond program funding. Project-specific public outreach will continue as each project advances.

## **ALTERNATIVES CONSIDERED**

The alternative would be not to move forward with the supplemental budget reallocation of the issuance of the first series of General Obligation bonds and the issuance and sale of the second series of General Obligation bonds for these projects. Facility projects would be delayed without available GO bonds.

## **FUNDING IMPACT**

The supplemental budget allocation for the first issuance, Series 2015A GO bonds will redirect a total

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of \$26.2 million from Better Market Street and Muni Forward & Pedestrian Safety projects to Muni Facility Upgrades to ensure that the spend down of the bond proceeds complies with requirements of the Internal Revenue Code of 1986, as amended. Debt service on the Bond will be paid from the City's levy of ad valorem property taxes. SFMTA's resources will not be used to repay debt service on the Bonds. Approval by the Board of Supervisors for the issuance of the second series of General Obligation bonds will provide \$63.8 million in funding for the SFMTA projects described above, \$6.0 million to DPW for the Better Market Street Project, \$3 million to BART of BART Canopies, and \$20 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**

Some of the projects listed above and described below have already had an Approval Action as defined by Chapter 31 of the San Francisco Administrative Code. For those projects that have not had an Approval Action, the SFMTA Board's approval of funding at this noticed public hearing would constitute the Approval Action. Where applicable, this Approval Action is noted.

Copies of all CEQA documents, determinations, resolutions and findings are on file with the Secretary to the SFMTA Board of Directors, and are incorporated herein by reference.

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

14 Mission: Mission and South Van Ness Transit Priority Project

The Mission and South Van Ness Transit Priority Project is subject to CEQA. CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

The Planning Department determined (Case Number 2014-002258ENV) that the Mission and South Van Ness Transit Priority Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304.

14 Mission Division to Randall (Inner) Rapid Project; 22 Fillmore Extension; 30 Stockton: Chestnut Street (West of Van Ness) Transit Priority Project; 5 Fulton: East of 6<sup>th</sup> Avenue Rapid Project; 7/71 Haight-Noriega: Haight Street Rapid Project; L-Taraval Transit Improvements; and N-Judah: Arguello to 9<sup>th</sup> Avenue Rapid Project

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

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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).

On August 16, 2016, the SMTA Board of Directors in Resolution No. 16-113 approved a modified 14 Mission Division to Randall (Inner) Rapid Project. The San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.14 and determined that the project was within the scope of the TTRP.14 Mission Modified Expanded Alternative analyzed in the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

On January 19, 2016, the SFMTA Board of Directors in Resolution 16-013 approved the 22 Fillmore Extension Project (TTRP.16 Modified Expanded Alternative) and adopted additional findings rejecting the TTRP.16 Moderate Alternative as infeasible. The San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.22 and determined that the project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

Regarding the 30 Stockton: Chestnut Street (West of Van Ness) Transit Priority Project, the TEP FEIR certified by the SF Planning Commission on March 27, 2014 analyzed TTRP.30\_2 at a program level. Subsequently, a project-level proposal for these improvements was developed and a supplemental transportation analysis was undertaken to ensure the impacts from the project level fell within the environmental impact thresholds analyzed in the certified FEIR. All of the project proposals were determined to be within the scope of the TTRPs defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposals for TTRP.30\_2 proposed and determined that the proposed project is within the scope of the TEP FEIR. The SFMTA Board of Directors subsequently approved the project on January 19, 2016.

On September 20, 2016, the SFMTA Board of Directors in Resolution 16-128 approved the 5 Fulton: East of 6<sup>th</sup> Avenue Rapid Project. The San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.5 Fulton and determined that the project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

On June 2, 2015, the SFMTA Board of Directors in Resolution 15-081 approved the 7 Haight-Noriega: Haight Street Noriega Rapid Project (TTRP.71). The San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.71 and determined that the project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project

On September 20, 2016, the SFMTA Board of Directors in Resolution 16-132 approved the L Taraval Transit Improvements (TTRP.L). The San Francisco Planning Department Environmental Planning

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Division reviewed the modifications to the TTRP.L and determined that the project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

On March 28, 2014, the SFMTA Board of Directors in Resolution 14-042 approved the N Judah: Arguello to 9<sup>th</sup> Avenue Rapid Project (TTRP.N) that was within the scope of the TEP FEIR. On that date, the SFMTA Board adopted a resolution that approved all of the TEP proposals and, in doing so, adopted environmental findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act.

### **Pedestrian Safety Improvements**

#### Pedestrian Countdown Signals (PCS) to High Injury Corridors - Phase I

The proposed Pedestrian Countdown Signals Addition to High Injury Corridors project, Phase I, is subject to CEQA. CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On July 25, 2016, the Planning Department determined (Case Number 2016-009678ENV) that the proposed traffic and parking modifications are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

#### Pedestrian Countdown Signals (PCS) to High Injury Corridors - Phase II

On April 26, 2017, the SFMTA, under authority delegated by the Planning Department, determined that Pedestrian Countdown Signals (PCS) Addition to High Injury Corridors, Phase II, is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

#### Lombard Street Streetscape

The Transportation Effectiveness Project (TEP) Final Environmental Impact Report (FEIR), Case No. 2011.0558E, 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 TEP Final Environmental Impact Report (FEIR) certified by the SF Planning Commission on March 27, 2014, analyzed TTRP.28\_2 at a program level. Subsequently, a project-level proposal for these improvements was developed and a supplemental transportation analysis was undertaken to ensure any environmental impacts from the project level proposal fell within the environmental impact

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thresholds previously analyzed in the certified FEIR. The Planning Department was delegated CEQA authority by Caltrans for the elements of the Lombard Street Safety Project on Caltrans right-of-way (US Highway 101). Planning Department staff reviewed the proposals for TTRP.28\_2 described here and documented their findings in a note to file to the TEP FEIR (TEP Checklist). The Planning Department's review determined that the proposed project is within the scope of the TEP FEIR and no new significant environmental impacts were identified, as identified in the TEP Checklist.

### New Signals on High Injury Corridors

The proposed New Signals on High Injury Corridors project is subject to CEQA. CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On June 13, 2016, the Planning Department determined (Case Number 2016-005201ENV) that the proposed New Signals on High Injury Corridors project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

### Palou Complete Streets Project

The proposed traffic and parking modifications are subject to CEQA. The Palou WalkFirst Corridor Improvements include proposed medians, corner bulbs, Quint Street cul-de-sac, and streetscape features, which are also known as the Palou Complete Streets Project (and also referred to by San Francisco Public Works and the SFMTA as the Palou Avenue Streetscape Improvement project).

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA).

*Palou Complete Streets Project (also referred to by San Francisco Public Works and the SFMTA as the Palou Avenue Streetscape Improvement project)*

On June 27, 2016, the San Francisco Planning Department determined that the proposed Palou Complete Streets Project, consisting of proposed medians, corner bulbs, Quint Street cul-de-sac, and streetscape features, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. On October 28, 2010, the Planning Commission in Resolution No. 18211, 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), associated with the Better Streets Plan. As part of the approval of this item, the SFMTA Board of Directors would adopt these findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors would adopt those measures as conditions of this approval.

*Palou Avenue Streetscape Improvement Project and Quesada Avenue Bike Lanes*

CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

On January 20, 2017, the Planning Department determined (Case Number 2016-016584ENV) that the proposed road diet, daylighting, on-street parking removal, transit stop consolidation, and sharrows removal on Palou Avenue, and the installation of Class II bike lane on Quesada Avenue included in the Palou Avenue Streetscape Improvement Project and Quesada Avenue Bike Lanes project are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304.

Permanent Painted Safety Zone Conversion

On April 26, 2017, the SFMTA, under authority delegated by the Planning Department, determined that Permanent Painted Safety Zone Conversion is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

**Major Transit Corridor Improvements**

Better Market Street

San Francisco 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 \$6.0 million in 2<sup>nd</sup> issuance GO bond funds to be 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.

**Complete Streets Improvements**

7<sup>th</sup> Street Safety Project

The proposed 7th Street Safety Project is subject to CEQA. CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

On November 2, 2016, the Planning Department determined (Case Number 2016-011501ENV) that the proposed 7th Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the

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California Code of Regulations Section 15301 and 15304.

8<sup>th</sup> Street Safety Project

The proposed 8th Street Safety Project is subject to CEQA. CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

On November 8, 2016, the Planning Department determined (Case Number 2016-011267ENV) that the proposed 8th Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304.

Arguello Boulevard Safety Project

The proposed Arguello Boulevard Safety Project is subject to CEQA. CEQA provides a categorical exemption from environmental review for minor alteration of existing public facilities and minor public alterations in the condition of the land, as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304.

On May 19, 2016, the Planning Department determined (Case Number 2016-006612ENV) that the proposed Arguello Boulevard Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304. On September 27, 2016, the Planning Department determined that the long-term improvements did not constitute a substantial modification and no further environmental review is necessary.

Townsend Street Bicycle Strategy

The Townsend Street Bicycle Strategy will be subject to CEQA once the project has been defined. The \$600,000 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**

Communications Based Overlay Signal System (CBOSS)

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).

Peninsula Corridor Electrification Project

On January 8, 2015, the Joint Powers Board (JPB) Board of Directors approved Resolution No. 2015-03, certifying the Peninsula Corridor Electrification Plan (PCEP) Final Environmental Impact Report (FEIR), and Resolution No. 2015-04, adopting and approving CEQA Findings, a Statement of Overriding Considerations to address Significant and Unavoidable Impacts identified in the FEIR, and a Mitigation Monitoring and Reporting Program (MMRP). Subsequently, the JPB Board approved the



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PCEP under Resolution No. 2015-04. As part of the approval of this item, the SFMTA Board of Directors must review and consider the FEIR and MMRP, and adopt the findings prepared by the JPB Board as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors would adopt those measures as conditions of this approval.

**Muni Facility Upgrades**

Burke Facility Renovation

The proposed facility renovation is subject to CEQA. CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing structures and facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On December 2, 2016, the Planning Department determined (Case Number 2016-014632ENV) that the proposed facility renovation is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

Muni Metro East Facility

The proposed five track extension and associated infrastructure and site improvements are subject to CEQA. CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing structures and facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On October 13, 2016, the Planning Department determined (Case Number 2016-011134ENV) that the proposed extension and site improvements are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

Islais Creek Phase II Maintenance and Operations Facility

The proposed construction of a new 65,000-square foot motor coach maintenance and operations facility is subject to CEQA. The San Francisco Planning Department issued a Final Mitigated Negative Declaration (FMND) under CEQA on June 20, 1989 (Case No. 88.700ER) for the construction and operation of a coach operations and maintenance facility on the site. On April 6, 1990, the Board of Supervisors adopted the FMND when it approved the project, and adopted findings under CEQA (Resolution No. 243-90). The Planning Department issued Addenda to the FMND in September 1998 and November 2006. On May 11, 2015, the Planning Department determined that no additional environmental review was required beyond the FMND and previous Addenda for the proposed project. As part of the approval of this item, the SFMTA Board of Directors would adopt the FMND findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors would adopt those measures as conditions of this approval.

Kirkland, Scott and Flynn Tank Upgrade Project

The proposed Kirkland, Scott and Flynn Tank Upgrade Project is subject to CEQA. CEQA Guidelines Section 15302 provides a categorical exemption from environmental review for the replacement or

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reconstruction of existing structures and facilities were the new structure will be located on the same site as the structure replaced. CEQA Guidelines also establish a general rule (Section 15061(b)(3)) that CEQA applies only to projects that have the potential to cause a significant effect on the environment; where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

On August 29, 2016, the Planning Department determined (Case Number 2016-005915ENV) that the proposed replacement of existing structures is exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15302 and Section 15061(b)(3).

**Accessibility Improvements**

BART Canopies – Phase I and Phase II

On December 21, 2015, the Bay Area Rapid Transit (BART) District filed a Notice of Exemption for Phase I of the BART Canopy/Escalator Replacement at Powell Street and Civic Center Stations as defined in Title 14 of the California Code of Regulations Section 15301.

BART is the project lead for Phase II of this project. The BART District is currently preparing background documents in compliance with the CEQA.

The \$3.0 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.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The Board of Supervisors' approval is required for approval of the reallocation of a portion of the first bond issuance. The Board of Supervisors approval is also required to approve the authorization of the second issuance bonds, and the supplemental appropriation of bond proceeds.

The City Attorney has reviewed this calendar item.

**RECOMMENDATION**

Staff recommends that the SFMTA Board approve and request that the Board of Supervisors approve reprogramming \$26.2 million of the first issuance of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond) Series 2015A proceeds allocated for projects including Muni Forward Rapid Network and Major Transit Corridor Improvements and approve that such amounts be redirected to Muni Facility Upgrades; and requesting that the Board of Supervisors appropriate \$92.8 million for the second issuance and sale of the GO Bond, Series 2017A, to capital projects including Accessibility Improvements for BART Canopies, Caltrain Upgrades for Caltrain Electrification, Major Transit Corridor Improvements for Better Market Street, Muni Facility Upgrades, Muni Forward Rapid Network, and Pedestrian Safety Improvements.

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, On May 5, 2015, the 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) Positive Train Control (PTC), and

WHEREAS, On June 2, 2015, the Board of Supervisors approved the appropriation for the first issuance and sale of the 2014 Transportation and Road Improvement General Obligation Bond, Series 2015A to various projects for \$66 million, and

WHEREAS, Muni Facility Upgrades are a program included within the 2014 Transportation and Road Improvement General Obligation Bond and were not included in the first issuance and sale of bond proceeds, and as a result, not included in the supplemental budget appropriation approved by the Board of Supervisors, and

WHEREAS, There are immediate cash flow needs for Muni Facility Upgrades projects that would be able to expedite the spend down the Series 2015A bond proceeds at a rate faster than Muni Forward Rapid Network and Better Market Street projects, and

WHEREAS, The Board of Supervisors is requested to reallocate the 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 CBOSS, and \$26.2 million for Muni Facility Improvements; and

WHEREAS, The cash flow needs for the CBOSS project are currently uncertain, and if the CBOSS project cannot spend down the \$7.8 million within the requirements of the Internal Revenue Code of 1986, they will be reallocated to Muni Facility Improvements, Caltrain Electrification, or another project included within the approved GO bond program;

WHEREAS, SFMTA recommends that the Board of Supervisors appropriate \$63.8 million of the second issuance of GO Bond proceeds for the following SFMTA projects: \$2.5 million for Complete Streets Improvements; \$34.9 million for Muni Facility Upgrades; \$15.6 million for Muni Forward Rapid Network Improvements; and \$10.8 million for Pedestrian Safety Improvements; and

WHEREAS, The Board of Supervisors is requested to appropriate \$3 million from 2<sup>nd</sup> issuance GO bond proceeds to SFMTA for BART canopies; and

WHEREAS, The Board of Supervisors is requested to appropriate \$20 million in 2<sup>nd</sup> issuance GO bond proceeds to SFMTA for Caltrain Electrification; and

WHEREAS, The Board of Supervisors is requested to appropriate \$6 million in 2<sup>nd</sup> Issuance GO bond proceeds to Public Works for the Better Market Street Project from the Major Transit Corridor Improvements program; and

WHEREAS, The proposed actions are the Approval Actions as defined by the S. F. Administrative Code Chapter 31 for the Pedestrian Countdown Signals (PCS) to High Injury Corridors - Phase I project, Burke Facility Renovation project, and the Muni Metro East Facility project; and

WHEREAS, Copies of all CEQA documents, determinations, resolutions and findings are on file with the Secretary to the SFMTA Board of Directors, and are incorporated herein by reference; 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 August 16, 2016, the SMTA Board of Directors in Resolution No. 16-113 approved a modified 14 Mission Division to Randall (Inner) Rapid Project; the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.14 and determined that the project was within the scope of the TTRP.14 Mission Modified Expanded Alternative analyzed in the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and

WHEREAS, On January 19, 2016, the SFMTA Board of Directors in Resolution 16-013 approved the 22 Fillmore Extension Project (TTRP.16 Modified Expanded Alternative) and adopted additional findings rejecting the TTRP.16 Moderate Alternative as infeasible; the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.22 and determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and

WHEREAS, Regarding the 30 Stockton: Chestnut Street (West of Van Ness) Transit Priority Project, the TEP FEIR certified by the SF Planning Commission on March 27, 2014 analyzed TTRP.30\_2 at a program level; subsequently, a project-level proposal for these improvements was developed and a supplemental transportation analysis was undertaken to ensure the impacts from the project level fell within the environmental impact thresholds analyzed in the certified FEIR; all of the project proposals were determined to be within the scope of the TTRPs defined in the TEP FEIR; the San Francisco Planning Department Environmental Planning Division reviewed the proposals for TTRP.30\_2 proposed and determined that the proposed project is within the scope of the TEP FEIR; the SFMTA Board of Directors subsequently approved the project on January 19, 2016; and

WHEREAS, On September 20, 2016, the SFMTA Board of Directors in Resolution 16-128 approved the 5 Fulton: East of 6<sup>th</sup> Avenue Rapid Project; the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.5 Fulton and determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and

WHEREAS, On June 2, 2015, the SFMTA Board of Directors in Resolution 15-081 approved the 7 Haight-Noriega: Haight Street Noriega Rapid Project (TTRP.71); the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.71 and determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and

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

WHEREAS, On March 28, 2014, the SFMTA Board of Directors in Resolution 14-042 approved the N Judah: Arguello to 9<sup>th</sup> Avenue Rapid Project (TTRP.N) that was within the scope of the TEP FEIR; on that date, the SFMTA Board adopted a resolution that approved all of the

TEP proposals and, in doing so, adopted environmental findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act; and

WHEREAS, The TEP Final Environmental Impact Report (FEIR) certified by the SF Planning Commission on March 27, 2014, analyzed TTRP.28\_2 at a program level; subsequently, a project-level proposal for these improvements was developed and a supplemental transportation analysis was undertaken to ensure any environmental impacts from the project level proposal fell within the environmental impact thresholds previously analyzed in the certified FEIR; the Planning Department was delegated CEQA authority by Caltrans for the elements of the Lombard Street Safety Project on Caltrans right-of-way (US Highway 101); Planning Department staff reviewed the proposals for TTRP.28\_2 described here and documented their findings in a note to file to the TEP FEIR (TEP Checklist); the Planning Department's review determined that the proposed project is within the scope of the TEP FEIR and no new significant environmental impacts were identified, as identified in the TEP Checklist; a subset of TEP MMRP that pertains to the TTRP.28\_2 on Richardson Avenue and Lombard Street between Francisco and Franklin Streets is on file with the Secretary of the SFMTA Board of Directors; be it

WHEREAS, The following projects are exempt from CEQA as defined in Title 14 of the California Code of Regulations Sections 15301, 15302 15304, 15061(b)(3) and/or Public Resources Code section 21080(b)(10): Mission and South Van Ness Transit Priority Project (Case Number 2014-002258ENV); Pedestrian Countdown Signals Addition to High Injury Corridors Project, Phase I, (Case Number 2016-009678ENV); New Signals on High Injury Corridors project (Case Number 2016-005201ENV); Palou Avenue Streetscape Improvement Project (Case Number 2016-016584ENV) consisting of a road diet, daylighting, on-street parking removal, transit stop consolidation, and sharrows removal on Palou Avenue, and the installation of Class II bike lane on Quesada Avenue; 7th Street Safety Project (Case Number 2016-011501ENV); 8th Street Safety Project (Case Number 2016-011267ENV); Arguello Boulevard Safety Project (Case Number 2016-006612ENV); Burke Facility Renovation (Case Number 2016-014632ENV); Muni Metro East Facility five track extension and associated infrastructure and site improvements (Case Number 2016-011134ENV); Kirkland, Scott and Flynn Tank Upgrade Project (Case Number 2016-005915ENV); and the BART Canopy/Escalator Replacement at Powell Street and Civic Center Stations; and

WHEREAS, BART is the project lead for Phase II of this project; the BART District is currently preparing background documents in compliance with the CEQA; the \$3.0 million allocated to this project would fund continued planning, review, design and related outreach; and approval of the allocation by the SFMTA Board would not constitute approval of the project; and

WHEREAS, The Townsend Street Bicycle Strategy will be subject to CEQA once the project has been defined; the \$600,000 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; and

WHEREAS, San Francisco 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 CEQA; and the \$6.0 million in second issuance GO bond funds to be 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; and

WHEREAS, On April 26, 2017, the SFMTA, under authority delegated by the Planning Department, determined that Pedestrian Countdown Signals (PCS) Addition to High Injury Corridors, Phase II, and the Permanent Painted Safety Zone Conversion are not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and

WHEREAS, On June 27, 2016, the San Francisco Planning Department determined that the proposed Palou Complete Streets Project, consisting of proposed medians, corner bulbs, Quint Street cul-de-sac, and streetscape features, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; on October 28, 2010, the Planning Commission in Resolution No. 18211, 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), associated with the Better Streets Plan; be it

WHEREAS, The Islais Creek Phase II Maintenance and Operations Facility project that proposed construction of a new 65,000-square foot motor coach maintenance and operations facility is subject to CEQA; the San Francisco Planning Department issued a Final Mitigated Negative Declaration (FMND) under CEQA on June 20, 1989 (Case No. 88.700ER) for the construction and operation of a coach operations and maintenance facility on the site; on April 6, 1990, the Board of Supervisors adopted the FMND when it approved the project, and adopted findings under CEQA (Resolution No. 243-90); the Planning Department issued Addenda to the FMND in September 1998 and November 2006; on May 11, 2015, the Planning Department determined that no additional environmental review was required beyond the FMND and previous Addenda for the proposed project; be it

WHEREAS, On January 8, 2015, the Joint Powers Board (JPB) Board of Directors approved Resolution No. 2015-03, certifying the Peninsula Corridor Electrification Plan (PCEP) Final Environmental Impact Report (FEIR), and Resolution No. 2015-04, adopting and approving CEQA Findings, a Statement of Overriding Considerations to address Significant and Unavoidable Impacts identified in the FEIR, and a Mitigation Monitoring and Reporting Program (MMRP); subsequently, the JPB Board approved the PCEP under Resolution No. 2015-04; and, now therefore, be it

RESOLVED, That the SFMTA Board of Directors has reviewed and considered the FMND and addenda prepared for the Islais Creek Phase II project and adopts the CEQA findings of the Board of Supervisors as its own, and to the extent the above actions are associated with any mitigation measures within the jurisdiction of the SFMTA, 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 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the SFMTA Board of Directors adopts the findings under CEQA adopted by the Planning Commission for the Palou Complete Streets Project as its own, and to the extent the above actions are associated with any mitigation measures within the jurisdiction of the SFMTA, 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 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the SFMTA Board of Directors has reviewed and considered the FEIR and the findings adopted by the JPB Board of Directors and incorporates them herein by reference; and adopts these CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures within the jurisdiction of the SFMTA, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the JPB Resolution, the CEQA findings, and the FEIR are on file with the Secretary to the SFMTA Board of Directors, and are incorporated herein by reference; and, be it further

RESOLVED, That the SFMTA Board of Directors adopts the TEP FEIR 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 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 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves and requests the Board of Supervisors to reallocate the first issuance of the GO bonds proceeds to redirect a total of \$3 million from Public Works for Better Market Street to SFMTA for Muni Facility Upgrades to ensure that the bond proceeds spend down is expedited; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves and requests the Board of Supervisors to reallocate the first issuance of the GO bonds proceeds to redirect a total of \$23.2 million from Muni Forward & Pedestrian Safety Improvements to Muni Facility Upgrades to ensure that the bond proceeds spend down is



expedited; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves and requests that the Board of Supervisors reallocate the 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 CBOSS, and \$26.2 million for Muni Facility Improvements; and, be it further

RESOLVED, If the CBOSS project cannot spend down the \$7.8 million within the requirements of the Internal Revenue Code of 1986, the funds will be reallocated to Muni Facility Improvements, Caltrain Electrification, or any other project included within the approved GO bond program; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves and requests that the Board of Supervisors appropriate \$63.8 million of the second issuance of GO Bond proceeds for the following SFMTA projects: \$2.5 million for Complete Streets Improvements; \$34.9 million for Muni Facility Upgrades; \$15.6 million for Muni Forward Rapid Network Improvements; and \$10.8 million for Pedestrian Safety Improvements; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves and requests that the Board of Supervisors appropriate \$3 million from 2nd issuance GO bond proceeds to SFMTA for BART canopies; and, be it further

RESOLVED; That the San Francisco Municipal Transportation Agency Board of Directors approves and requests that the Board of Supervisors appropriate \$20 million in 2nd issuance GO bond proceeds to SFMTA for Caltrain Electrification; and, be it further

RESOLVED; That the San Francisco Municipal Transportation Agency Board of Directors approves and requests that the Board of Supervisors appropriate \$6 million in 2nd issuance GO bond proceeds to Public Works for the Better Market Street Project from the Major Transit Corridor Improvements program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 16, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency