

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170516-065

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 2nd issuance GO bond proceeds to SFMTA for BART canopies; and

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

WHEREAS, The Board of Supervisors is requested to 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; 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 6th 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 9th 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

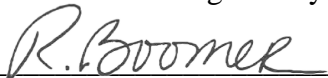
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves and requests that the Board of Supervisors appropriate \$63.8 million of the second issuance of GO Bond proceeds for the following SFMTA projects: \$2.5 million for Complete Streets Improvements; \$34.9 million 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