

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 200317-031

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); and

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

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

WHEREAS, SFMTA recommends that the Board of Supervisors appropriate \$101.9 million of the Series 2020B GO Bond proceeds for the following SFMTA projects: \$69.1 million for Muni Forward Rapid Network Improvements; \$27.9 million for Pedestrian Safety Improvements; and \$4.9 million for program contingency; and

WHEREAS, SFMTA recommends that the Board of Supervisors appropriate \$21.2 million from Series 2020 bond proceeds to SFMTA for BART for the BART Market Street Canopy Modernization project; and

WHEREAS, SFMTA recommends that the Board of Supervisors appropriate \$11.2 million of the Series 2020 bond proceeds to SFMTA for Caltrain upgrades to the Caltrain Electrification project; 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 July 27, 2015, the SFMTA Board of Directors in Resolution 15-107 approved the 28 19th Avenue Rapid Project (TTRP.28_1); the San Francisco Planning Department reviewed the modifications to TTRP.28_1 and, on May 29, 2015, the determined that the project was within the scope of the TEP FEIR; no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation were required for the project. and

WHEREAS, On January 19, 2016, the SFMTA Board of Directors in Resolution 16-013 approved the 22 Fillmore Extension Project (TTRP.22) and adopted additional findings rejecting the TTRP.22 Moderate Alternative as infeasible; the San Francisco Planning Department reviewed the modifications to TTRP.22, and on January 8, 2016 and on December 11, 2017, determined that the project was within the scope of the TEP FEIR; no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation were required for the project; and

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

WHEREAS, The Safer Taylor Street Project is subject to the California Environmental Quality Act (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; and

WHEREAS, On September 13, 2018, the Planning Department determined (Case Number 2018-010856ENV) that the proposed Safer Taylor Street project was categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; subsequently on October 3, 2019, the Planning Department determined that modifications to the Safer Taylor Street Project did not constitute a substantial modification and no further environmental review was necessary; and

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

RESOLVED, The SFMTA Board approves the issuance and sale of the third series of Transportation and Road Improvement General Obligation Bonds, Series 2020B, in the amount of \$134.3 million to fund costs associated with capital projects including Accessibility Improvements, Caltrain Upgrades, Muni Forward Rapid Network, and Pedestrian Safety Improvements; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors requests that the Board of Supervisors issue \$193 million of the Series 2020B bond proceeds for SFMTA, BART, and Caltrain projects; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors requests that the Board of Supervisors appropriate \$101.9 million of the Series 2020B bond proceeds for the following SFMTA projects: \$69.1 million for Muni Forward Rapid Network Improvements; \$27.9 million for Pedestrian Safety Improvements; and \$4.9 million for program contingency; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors requests that the Board of Supervisors appropriate \$21.2million from Series 2020B bond proceeds to SFMTA for BART for the BART Market Street Canopy project; and, be it further

RESOLVED; That the San Francisco Municipal Transportation Agency Board of Directors requests that the Board of Supervisors appropriate \$11.2 million from the Series 2020B bond proceeds to SFMTA for Caltrain upgrades to the Caltrain Electrification project; and, be it further

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 17, 2020.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency