

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-070

WHEREAS, In November 2014, the voters approved a \$500 million Transportation and Road Improvement General Obligation bond (GO Bond) for transportation and road improvements; and,

WHEREAS, The GO Bond provided that bond proceeds could be used for the following purposes: construct transit-only lanes and separated bikeways; install new boarding islands, accessible platforms, and escalators at MUNI/BART stops; install new traffic signals, pedestrian countdown signals, and audible pedestrian signals; install sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking; and upgrade Muni maintenance facilities; and,

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

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

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

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

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

WHEREAS, On March 28, 2014, the SFMTA Board of Directors, in Resolution No. 14-041, approved the Transit Effectiveness Project (TEP), now known as the Muni Forward Program, and approved various Service-Related Capital Improvements and Travel Time Reduction Proposals to improve transit performance along various Municipal Railway routes, and as part of the Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

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

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

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

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

RESOLVED, The SFMTA Board of Directors has reviewed and considered the TEP EIR and record as a whole, finds that the TEP EIR is adequate for the actions taken herein, specifically

the allocation of funding to various Muni Forward projects, and incorporates the CEQA findings contained in Resolution No. 14-041, including the Statement of Overriding Considerations by this reference thereto as though fully set forth in this Resolution, and be it further

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

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

- Muni Forward Rapid Network: \$43.7 million
 - 7 Haight-Noriega: Haight Street Rapid Project
 - 10 Townsend: Sansome Contraflow Signals
 - 9 San Bruno: 11th St and Bayshore Blvd Rapid Project
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 - Add PCS to High Injury Corridors (18 locations)
 - Curb Bulbs on High Injury Corridors (19 Intersections)
 - Geary Pedestrian Improvements
 - Pedestrian Safety Improvements Related to Muni Forward; and be it further

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

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

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency