

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 15-047

WHEREAS, On May 15, 2012, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted Resolution No. 12-070, which identified and endorsed the Locally Approved Alternative (LPA) for the Van Ness Avenue Bus Rapid Transit Project (now known as the Van Ness Transit Corridor Improvement Project) (Project), “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns,” for further analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR); and,

WHEREAS, The San Francisco County Transportation Authority (SFCTA) Board certified the EIS/EIR as adequate, accurate and objective and reflecting the independent judgment of the SFCTA on September 10, 2013, including the Vallejo Northbound Station Variant; and,

WHEREAS, On September 17, 2013, the SFMTA Board of Directors adopted Resolution No. 13-214, approving the Project, analyzed as the Locally Preferred Alternative in the Final EIS/EIR for the Project, and adopted the CEQA Findings and Statement of Overriding Considerations for the EIS/EIR, including the Vallejo Northbound Station Variant; and

WHEREAS, On December 20, 2013, the Federal Transit Administration issued a Record of Decision (ROD) for the Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final EIS/EIR document and process; and

WHEREAS, In June 2014, with the approval of its conceptual engineering report (CER), the SFMTA completed preliminary engineering for the Project; and

On October 17, 2014, the SFMTA adopted Resolution No. 14-147, authorizing the SFMTA to seek approval from the Board of Supervisors for a Project-specific ordinance to implement the Construction Manager/General Contractor delivery method for implementation of the Project; the Board of Supervisors approved such an ordinance (No. 255-14), which became effective on January 15, 2015; and

WHEREAS, On November 18, 2014, the SFMTA Board adopted Resolution No. 14-164, approving various parking and traffic modifications for the Project and making associated CEQA findings, after considering the Project Final EIS/EIR and a Memo to File prepared by the SFCTA; and

WHEREAS, The CER contained a budget and funding plan amounting to \$162 million for construction of the full Project, which plan included \$26 million of SFMTA Revenue Bonds; and,

WHEREAS, On December 31, 2014, a risk assessment report suggested adding \$23 million to cover extra contingency and a management reserve, increasing the Project budget to \$185 million; and

WHEREAS, The remaining federal funds for the construction phase of the Project must be secured through the Small Starts Construction Grant Agreement (SSGA) process; and,

WHEREAS, As part of the SSGA process, the SFMTA must demonstrate by March 2015 that all funding sources have been committed; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors has considered the Project Final EIS/EIR, the CEQA Findings that were previously adopted by the SFMTA Board for the Project, including, without limitation, the statements of overriding considerations and mitigation, monitoring and reporting program; and adopts the CEQA Findings as its own; and be it further

RESOLVED, That the SFMTA Board finds and determines that the proposed programming action requires no further environmental review beyond the Project Final EIS/EIR, pursuant to State CEQA Guidelines Sections 15180, 15162 and 15163 for the following reasons:

(1) no substantial changes have occurred with respect to the circumstances under which the project analyzed in the Project Final EIS/EIR will be undertaken that would require major revisions to the Project Final EIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Project Final EIS/EIR; and,

(2) no new information of substantial importance to the project analyzed in the Project Final EIS/EIR has become available that would indicate that (i) the project will have significant effects not discussed in the Project Final EIS/EIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Project Final EIS/EIR will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Project Final EIS/EIR; and be it further

RESOLVED, That the SFMTA Board of Directors programs \$49 million from the sale of SFMTA Revenue Bonds in FY2016-17 of the SFMTA Capital Improvement Program to fully fund the Van Ness Transit Corridor Improvement Project.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of March 17, 2015.

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Secretary, Municipal Transportation Agency  
Board of Directors