

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-056

WHEREAS, the SFMTA Board approved the Fiscal Year (FY) 2015 and FY 2016 Capital Budget in the amounts of \$562.9 million and \$669.0 million respectively, including \$32 million in estimated revenue from a possible additional General Fund support from the City for transportation and street improvement; and,

WHEREAS, On July 30, 2014, the SFMTA Board was advised of technical changes which required preparation of a Revised FY 2015 and FY 2016 Capital Budget of \$579.5 million and \$666.6 million respectively; and,

WHEREAS, The following amendments to the FY 2016 Capital Budget are required which will result in a total Capital Budget of \$683.3 million for FY 2016 incorporating the following changes:

- Adding \$15 million in development impact fees reflecting increases in fee collection and the transfer of certain streetscape projects from the Department of Public Works (DPW) to SFMTA and appropriating these funds to the individual projects below;
 - Eastern Neighborhoods -\$11.40 million
 - 16th Street-\$5.62 million
 - Folsom St/Howard St-\$4.50 million
 - Pedestrian Enhancement and Bicycle Fund-\$1.00 million
 - Market Octavia- \$3.30 million
 - Muni Forward-\$0.30 million
 - Page Street Green Connections-\$1.50 million
 - Streetscape Enhancement fund-\$1.00 million
 - Van Ness and Mission Pedestrian Improvements with BRT-\$0.50 million
 - Visitacion Valley -\$0.30 million
 - Pedestrian, Bicycle, and Streetscape Improvements-\$0.30 million; and
- Replacing the \$32 million in estimated revenue from a General fund allocation which was not advanced to the voters in November 2014 with up to \$26 million approved by the voters from a General Fund allocation based on population growth (Proposition B) and appropriates these amounts to individual projects as follows:
 - 60 ft. Motor Coach Vehicles (up to 5 vehicles) - up to \$6.0 million
 - 40 ft. Motor Coach Vehicles (up to 13 vehicles) - up to \$13.5 million
 - WalkFirst projects-up to \$1.0 million
 - Bicycle Spot and Facility Improvements-up to \$1.0 million
 - Follow the Paving- up to \$1.5 million
 - Signal Controllers - up to \$1.5 million
 - Red Light Camera upgrade-up to \$1.0 million
 - School Related Improvements- up to \$500,000; and
- Swapping the funding sources between the Masonic Streetscape Project and base LRV procurement, namely, using One BayArea grant (OBAG) funds for the base LRV procurement and revenue bonds for the Masonic Streetscape Project; and
- Appropriating \$8 million from General Fund Baseline available above the original FY 2016 budget projections to certify Option 1 of the LRV procurement contract; and

- Correcting a portion the original supplemental appropriation accounting structure for a portion of the Series 2013 and 2014 Revenue Bonds; and,

WHEREAS, On June 25, 2013, the San Francisco County Transportation Authority (SFCTA) recommended the Masonic Streetscape Project for the One Bay Area Grant (OBAG) to the San Francisco Bay Area Metropolitan Transportation Commission (MTC); and

WHEREAS, On January 20, 2015 the SFMTA Board approved the execution of an amendment to the LRV procurement contract to exercise Option 1 to procure an additional 40 LRVs for an amount not to exceed \$176 million and, in order to certify the contract, \$8 million is required; and

WHEREAS, The City Controller has projected that the General Fund Baseline for FY 2016 will be higher by \$8 million than included in the original FY 2016 budget; and

WHEREAS, Advertisements were placed in the City's official newspaper, the San Francisco Chronicle, to provide published notice of the April 7, 2015 Board action which ran starting on March 9, 2015, for five consecutive days; and

WHEREAS, On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) Final Environmental Impact Report (FEIR) and approved various Service-Related Capital Improvements and Travel Time Reduction Proposals to improve transit performance along various Municipal Railway routes as a part of the Muni Forward program, and these projects were analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and

WHEREAS, Approval for TEP Service-Related Capital Improvements and Travel Time Reduction Proposals for the projects included in this Resolution, including improvements on 16th Street and for Market and Octavia, relies on said FEIR; and,

WHEREAS, 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, On July 15, 2014, the SFMTA approved Resolution 14-120, authorizing the procurement of up to 260 light rail vehicles under SFMTA Contract 2013-19 and the Board of Supervisors approved Resolution 332-14 approving the Contract, which approval was found statutorily exempt under CEQA in the Central Subway Final Supplemental EIS/EIR, Case No. 1996.281E ; and

WHEREAS, On January 20, 2015, the SFMTA Board approved programming of up to \$210 million to exercise the first option for 40 additional light rail vehicles and the execution of an amendment to the LRV procurement contract of \$176 million; and

WHEREAS, On December 2, 2014 the SFMTA approved Resolution 14-172 authorizing

the procurements of up to 200 new 40-foot hybrid buses and 224 60-foot hybrid buses and on December 14, 2014, the Board of Supervisors approved Resolution 471-14 in SFMTA Contract CPT 713 which the San Francisco Planning Department found was not a project under CEQA Guidelines sections 15060(c) and 15378; and

WHEREAS, On September 18, 2012, the SFMTA Board of Directors approved the Masonic Streetscape Improvement Project; and

WHEREAS, Improvements included in the Market and Octavia Streetscape fund were reviewed in the Market and Octavia Area Plan FEIR, certified by the San Francisco Planning Commission certified on April 5, 2007, in Case No. 2003.0347E; and

WHEREAS, Visitacion Valley Pedestrian, Bicycle, and Streetscape Improvements were reviewed in the Visitacion Valley FEIR, certified by the San Francisco Planning Commission and the former San Francisco Redevelopment Agency on December 18, 2008 in Case number 2006.1308E; and

WHEREAS, Where noted, the SFMTA has reviewed and considered each of the FEIRs, together with any addenda, listed above, and any additional environmental documentation in the files of the SFMTA, and finds that the analysis in the environmental documents listed above supports the allocation of funds as listed in this Resolution and no additional environmental review is required under CEQA; and

WHEREAS, The SFMTA will not proceed with any project until there has been complete compliance with the California Environmental Quality Act (“CEQA”) and the City’s Environmental Quality Regulations (San Francisco Administrative Code Section 31). If any of the projects are found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environments evaluation in compliance with CEQA and the City’s Environmental Quality Regulations, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts; now therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves a Supplemental Appropriation for the FY 2016 Capital Budget which will result in a total Capital Budget for \$683.3 million for FY 2016 incorporating the following changes:

- Adding \$15 million in development impact fees and appropriating these funds to the individual projects below:
 - Eastern Neighborhoods -\$11.40 million
 - 16th Street-\$5.62 million
 - Folsom St/Howard St-\$4.50 million
 - Pedestrian Enhancement and Bicycle Fund-\$1.00 million
 - Market Octavia- \$3.30 million
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- Replacing the \$32 million in estimated revenue from a General fund allocation which was not advanced to the voters in November 2014 with up to \$26 million approved by the voters from a General Fund allocation based on population growth (Proposition B) and appropriating these amounts to individual projects as follows:
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 - Red Light Camera upgrade-up to \$1.0 million
 - School Related Improvements- up to \$500,000; and
- Swapping the funding sources between the Masonic Streetscape Project and base LRV procurement, namely, using One BayArea grant (OBAG) funds for the base LRV procurement and revenue bonds for the Masonic Streetscape Project; and
- Appropriating \$8 million from General Fund Baseline available above the original FY 2016 budget projections to certify Option 1 of the LRV procurement contract; and
- Correcting the original supplemental appropriation accounting structure for a portion of the Series 2013 and 2014 Revenue Bonds to reflect the appropriate accounting for the parking garage related projects which were incorrectly accounted for in the original supplemental appropriation.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 7, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency