

**THIS PRINT COVERS CALENDAR ITEM NO. : 13**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Approve 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 urging the Board of Supervisors to approve the issuance.

**SUMMARY:**

- In 2014 voters approved a \$500 million Transportation and Road Improvement General Obligation Bond (Proposition A) for transportation and road improvements projects.
- On June 2, 2015, the Board of Supervisors approved the first issuance of Transportation and Road Improvement General Obligation Bonds of \$66 million for projects.
- On February 9, 2018, the Board of Supervisors approved the second issuance of Transportation and Road Improvement General Obligation Bonds in the amount \$173 million for various projects.
- The issuance of the third series of Transportation and Road Improvement General Obligation bonds, Series 2020B, is scheduled for Spring 2020.

**ENCLOSURES:**

1. SFMTAB Resolution
2. TEP Final Environmental Impact Report (FEIR) [FEIR link](#)
3. TEP Mitigation Monitoring and Reporting Program [Mitigation Program link](#)
4. BART Market Street Canopies Project Mitigated Negative Declaration [BART Canopies link](#)
5. BART Market Street Canopies Project MMRP [BART Canopies MMRP link](#)
6. Peninsula Corridor Electrification Project (PCEP) FEIR [PCEP FEIR link](#)
7. PCEP CEQA Findings, Joint Powers Board Resolution: [PCEP CEQA link](#)

**APPROVALS:**

	<b>DATE</b>
DIRECTOR  _____	March 9, 2020 _____
SECRETARY  _____	March 9, 2020 _____

**ASSIGNED SFMTAB CALENDAR DATE:** March 17, 2020

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### **PURPOSE**

Approving 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

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The SFMTA will further the following goal of the Strategic Plan through approval of this resolution:

- Goal 3: Improve the environment and quality of life in San Francisco
- Objective 3.3 – Allocate capital resources effectively.
  - Objective 3.5 – Reduce capital and operating structural deficits.

Approval of this resolution also ensures that the SFMTA has the funding needed to support the City's Transit First Policy. Funding from the GO bonds promotes or impacts nine of the Transit First Policy Principles:

- 1) To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- 2) Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- 3) Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 4) Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
- 5) Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 6) Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
- 8) New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
- 9) The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional

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mass transit and the continued development of an integrated, reliable, regional public transportation system.

- 10) The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

## **DESCRIPTION**

In November 2014, San Francisco voters approved a \$500 million Transportation and Road Improvement General Obligation Bond (Proposition A) for transportation and road improvements. Bond proceeds may be expended to construct, redesign and rebuild streets and sidewalks for infrastructure improvements that increase MUNI service reliability, ease traffic congestion, reduce vehicle travel times, enhance pedestrian and bicycle safety, and improve disabled access. Proposition A specified that Bond proceeds would 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.

To date, two series of the Transportation and Road Improvement General Obligation Bond, Series 2015A and 2018B, have been issued for a total of \$239 million for projects.

On June 2, 2015, the Board of Supervisors approved the issuance of the Series 2015A bonds in the amount of \$66.7 million to finance various capital projects for Muni Forward Rapid Network Improvements and Pedestrian Safety Improvements. The Board of Supervisors approved a supplemental appropriation of the Series 2015A bond proceeds on July 11, 2017. Pursuant to this supplemental appropriation, \$26.2 million of the Series 2015A proceeds were reprogrammed to Muni Facility Improvements to ensure quicker spend down of the funds. The Series 2015A bond proceeds are currently 97% spent. The Series 2018B bond issuance was approved by the Board of Supervisors on February 9, 2018 in the amount of \$172.7 million. These Series 2018B bond proceeds were programmed to various capital projects for Accessibility Improvements, Caltrain Upgrades, Muni Facility Upgrades, Muni Forward Rapid Network, and Pedestrian Safety Improvements. The Series 2018B bond funds are 45% spent.

### Series 2020B bonds

The immediate cash flow needs for capital projects planned to be funded with GO Bonds exceed the amount of the Series 2015A and 2018B bond proceeds that remain unspent. As a result, a third bond issuance in the amount of \$134.3 million is needed in order to cover project cash flow needs and maintain the project schedules. The third bond issuance includes amounts to be allocated to large corridor projects that are either in active construction or slated to begin construction in the next fiscal year. The following categories will receive funding: Muni

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Forward Rapid Network Improvements, Caltrain Upgrades, Accessibility Improvements, and Pedestrian Safety Improvements. Project details for the proposed Series 2020B bond issuance are as follows:

<b>Project Name</b>	<b>Project Category</b>	<b>Project Description</b>	<b>Amount (millions)</b>
28 19th Avenue Rapid Project (South of Golden Gate Park);	Muni Forward Rapid Network Improvements	Implement traffic engineering changes and related improvements on 19th Avenue for the 28 19th Avenue and 28R 19th Avenue Rapid lines. The project will improve reliability, travel times and pedestrian safety by implementing various enhancements throughout the corridor, including 21 transit bulbs and 33 pedestrian bulbs on 19th Avenue between Lincoln Way and Holloway Avenue.	18.1
22 Fillmore: 16th Street Transit Priority Project	Muni Forward Rapid Network Improvements	This project will build transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities. The project will also include extending the overhead catenary contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay.	25.0
L-Taraval Transit Improvements	Muni Forward Rapid Network Improvements	This project includes Muni Forward implementation of the L Taraval Rapid Project that will implement engineering changes to improve safety and reliability and reduce travel time between Ulloa/15th and Taraval/46th. Components include transit boarding islands, removing closely spaced transit stops, replacing stop signs with traffic signals with transit priority, transit bulbs, pedestrian bulbs, relocating transit stops, adding accessible platforms, painting transit only lanes, and other related elements such as reconstructing curb ramps and relocating catch basins.	26.0
BART Canopies	Accessibility Improvements	The Market Street entrance modernization project will provide new, street-level canopies at each of the entrances. The current, open design of the entrances does not provide weather protection for the escalators from weather. The scope consists of off-site fabrication and the installation of a new support system for the canopies with a glass enclosure, new lighting system and light fixtures and a real time display unit. These canopies will incorporate lessons learned from the Phase 1 canopy installations at Powell and Civic Center Stations.	21.2

<b>Project Name</b>	<b>Project Category</b>	<b>Project Description</b>	<b>Amount (millions)</b>
Caltrain Electrification	Caltrain Upgrades	Electrify the northern terminal of the Caltrain Corridor starting at San Francisco’s 4th and King Caltrain Station where there are local connections to Muni bus and rail services.	11.2
Taylor Street Streetscape	Pedestrian Safety Improvement	Working with Taylor Street residents, workers, local community groups and advocacy organizations, develop a new vision for Taylor Street that meets the city's Vision Zero goals of ending traffic fatalities for all road users. Solutions developed through this effort will immediately enter the engineering design phase to make the project ready for full implementation and will serve as a model on how to end traffic-related fatalities through streetscape improvements. The project will likely extend from Market Street to Sutter Street.	20.2
Western Addition Area – Traffic Signal Upgrades	Pedestrian Safety Improvement	Planning, review and design related to pedestrian countdown signals (PCS) and/or signal visibility improvements at approximately 24 intersections and pedestrian activated flashing beacons at 9 intersections in the Western Addition area. These locations have been selected primarily due to safety concerns. Signal improvements may include installing PCS, larger 12 inch signals, mast arm signals, curb ramps, and Accessible Pedestrian Signals (APS). Signal hardware improvements may include new poles, conduits, detection, and signal interconnect as needed. Beacon improvements may include upgraded curb ramps and speed feedback signs at selected locations.	7.7
Program Contingency	Various	These funds will be used for any project needs that may arise. This can include bids coming in higher than expected or other immediate needs.	4.9
<b>TOTAL</b>			<b>134.3</b>

**STAKEHOLDER ENGAGEMENT**

The voters approved the GO Bond in November 2014. Significant public outreach was conducted prior to the approval of this measure as part of the Mayor’s T2030 Task Force efforts. The SFMTA also met with numerous stakeholder groups to brief them and solicit feedback on the five Year FY21-FY25 Capital Improvement Program, which will include the GO Bond program funding. Project-specific public outreach will continue as each project advances. The SFMTA also submits quarterly reports and presents expenditure and project updates to the GO Bond Oversight Committee.

## **ALTERNATIVES CONSIDERED**

The alternative would be not to move forward with sale of the Series 2020B bonds for these projects. Various projects would be delayed without available GO bonds.

## **FUNDING IMPACT**

Approval by the Board of Supervisors for the issuance of the third series of Transportation and Road Improvement General Obligation bonds will provide \$101.9 million in funding for the SFMTA projects described above, \$21.2 million to BART to satisfy a portion of the City's \$45 million total contribution to BART Canopies, and \$11.2 million to satisfy a portion of the City's \$39 million total contribution to Caltrain for upgrades for the Caltrain Electrification project. Debt service on the Bond will be paid from the City's levy of ad valorem property taxes. SFMTA's resources will not be used to repay debt service on the Bonds.

## **ENVIRONMENTAL REVIEW**

### **Muni Forward Rapid Network Improvements** (Formerly, the Transit Effectiveness Project)

#### 28 19th Avenue Rapid Project (South of Golden Gate Park); 22 Fillmore: 16th Street Transit Priority Project; and the L-Taraval Improvement Project

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).

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.

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.

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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.

### **Pedestrian Safety Improvements**

#### Western Addition Area – Traffic Signal Upgrades

The Western Addition Area – Traffic Signal Upgrades project will be subject to CEQA once the project has been defined. The funds allocated to this project will be spent in continued planning, review and design. 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. Construction of the project will not proceed unless it has been studied under CEQA and approved by the SFMTA.

#### Taylor Street Streetscape (also referred to by the SFMTA as the Safer Taylor Street Project)

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. On September 13, 2018, the Planning Department determined (Case Number 2018-010856ENV) that the proposed Safer Taylor Street project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. 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.

### **Caltrain Upgrades**

#### Peninsula Corridor Electrification Project

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.

### **Accessibility Improvements**

#### BART Market Street Canopies Project

On June 28, 2018, the BART Board of Directors approved the Bart Market Street Canopies Project and adopted the Mitigated Negative Declaration and CEQA findings for the entire BART Market Street Canopies Project, including the Mitigation Monitoring and Reporting Plan. 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.

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

Board of Supervisors approval is required to authorize the issuance of the third series of bonds.

The City Attorney has reviewed this calendar item.

**RECOMMENDATION**

Staff recommends that the SFMTA Board approve 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

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

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

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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

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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.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency