

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 181218-163

WHEREAS, The FY 2019 – 2023 Capital Improvement Program (CIP) represents the culmination of the SFMTA’s efforts to strategically plan and prioritize capital and other one-time project activities from FY 2019 to FY 2023, and is a projection of anticipated revenues; and,

WHEREAS, The FY 2019 – FY 2023 CIP establishes a baseline of available revenues to program to specific capital investments, with projects prioritized based on revenue constraints and specific scope, schedules, and budgets to establish accountability in project delivery and efficient use of available financial and staff resources; and,

WHEREAS, On August 15, 2017, the SFMTA Board of Directors approved the Agency’s 20-Year Capital Plan for FY 2017 through FY 2036, which represents the Agency’s unconstrained capital needs for the upcoming 20 years and serves as the basis for developing the fiscally constrained FY 2019 – 2023 CIP; and,

WHEREAS, Before finalizing the FY 2019 – 2023 CIP, the SFMTA held public hearings and a Town Hall meeting to hear public comment on the budget; and the SFMTA’s Citizens Advisory Council held meetings to consider the FY 2019 and FY 2020 Capital Budget, which are the first two years of the FY 2019 – 2023 CIP; and,

WHEREAS, The SFMTA incorporated feedback from such meetings into the FY 2019 – 2023 CIP; and,

WHEREAS, On April 3, 2018, the SFMTA Board of Directors approved the FY 2019 and FY 2020 Capital Budget; and,

WHEREAS, Since the SFMTA Board approved the FY 2019 and FY 2020 Capital Budget, the SFMTA has made revisions to the Budget, including:

- decreasing \$23.0 million of Federal Transit Administration (FTA) 5309 New Starts funding from the Central Subway project and \$27.8M of FTA 5337 Fixed Guideway funds, which had already been appropriated in the prior FY 2017 - FY 2018 Capital Budget;
- decreasing Cap-and-Trade proceeds in the Fleet program in FY 2019 from \$92.4M to \$28.1 million based on the actual SFMTA award amount from the Cycle 3 Transit and Intercity Rail Capital Program (TIRCP);
- increasing Proposition K sales tax revenue in the Fleet program for FY 2019 and FY 2020 from \$51.7 million to \$78.8 million to support the potential acceleration of the Light Rail Vehicle Expansion and Replacement project;
- moving \$41 million in revenue in the Central Subway program from FY 2020 to FY 2019 to update when revenues will be available;
- removing \$96.0 million from the Better Market Street project under the Transit Optimization Program in FY 2020 pending greater certainty to the actual availability of FTA 5309 core capacity funding for the project; and,

WHEREAS, On November 1, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the FY 2019 – 2023 Capital Improvement Program is not a “project” under

the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Sections 15060(c) and 15378(b); and,

WHEREAS, On November 27, 2018, the SFMTA determined that the proposed action to adopt revisions to the FY2019 and FY2020 Capital Budget is not a project under CEQA; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and are incorporated herein by reference; now therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the FY 2019 – 2023 Capital Improvement Program totaling \$3 billion for 266 projects within 11 programs, including transit reliability, street safety, state of good repair, facilities, taxi, system safety, and accessibility; and be it further

RESOLVED, That the SFMTA Board approves the revisions to the FY 2019 and FY 2020 Capital Budget.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 18, 2018.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency