

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 220419-035

WHEREAS, The Fiscal Year (FY) 2023-2027 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 2023 to FY 2027, and is a projection of anticipated revenues; and,

WHEREAS, The FY 2023-2027 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 November 16, 2021, the SFMTA Board of Directors approved the Agency's 20-Year Capital Plan for FY 2023 through FY 2042, which represents the Agency's unconstrained capital needs for the upcoming 20 years and serves as the basis for developing the fiscally constrained FY 2023-2027 CIP; and,

WHEREAS, In 2021, the SFMTA conducted an update to the 20-Year Capital Plan which found that needs for the transportation system grew by \$365 million between 2019 and 2021; and,

WHEREAS, The FY 2023-2027 CIP represents a five-year projection of the planned expenditures and anticipated revenues for the SFMTA's capital program, totaling \$2.614 billion for 178 recommended projects within ten programs, including communication and information technology, facility, fleet, parking, security, signals, streets, taxi, transit fixed guideway, and transit optimization and expansion; and,

WHEREAS, Before finalizing the FY 2023-2027 CIP, the SFMTA held public hearings to hear public comment on the budget; and the SFMTA's Citizens Advisory Council held meetings to consider the FY 2023 and FY 2024 Capital Budget, which are the first two years of the FY 2023-2027 CIP; and,

WHEREAS, The SFMTA incorporated feedback from such meetings into the FY 2023- 2027 CIP; and,

WHEREAS, The Director of Transportation should be authorized to make any necessary technical and clerical corrections to the approved FY 2023-2027 CIP and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments, provided that the Director of Transportation return to the SFMTA Board of Directors for approval of technical or clerical corrections or additional revenues that, in aggregate, exceed ten percent of the total FY 2023-2027 Capital Improvement Program; and,

WHEREAS, On April 8, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the SFMTA Fiscal Year 2023 – 2027 Capital Improvement Program is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The SFMTA will not seek approval for any recommended projects identified within the CIP that have not yet already undergone environmental review and that are subject to CEQA until there has been complete compliance with the California Environmental Quality Act (CEQA) and Chapter 31 of the San Francisco Administrative Code; If any of these 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; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the FY 2023-2027 Capital Improvement Program totaling \$2.614 billion for 178 recommended projects within ten programs, including communication and information technology, facility, fleet, parking, security, signals, streets, taxi, transit fixed guideway, and transit optimization and expansion; and be it further.

RESOLVED, That the Director of Transportation is authorized to make any necessary technical and clerical corrections to the approved FY 2023-2027 CIP and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the capital budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections or additional revenues that, in aggregate, exceed ten percent of the total FY 2023-2027 Capital Improvement Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 19, 2022.


Secretary to the Board of Directors San
Francisco Municipal Transportation Agency