



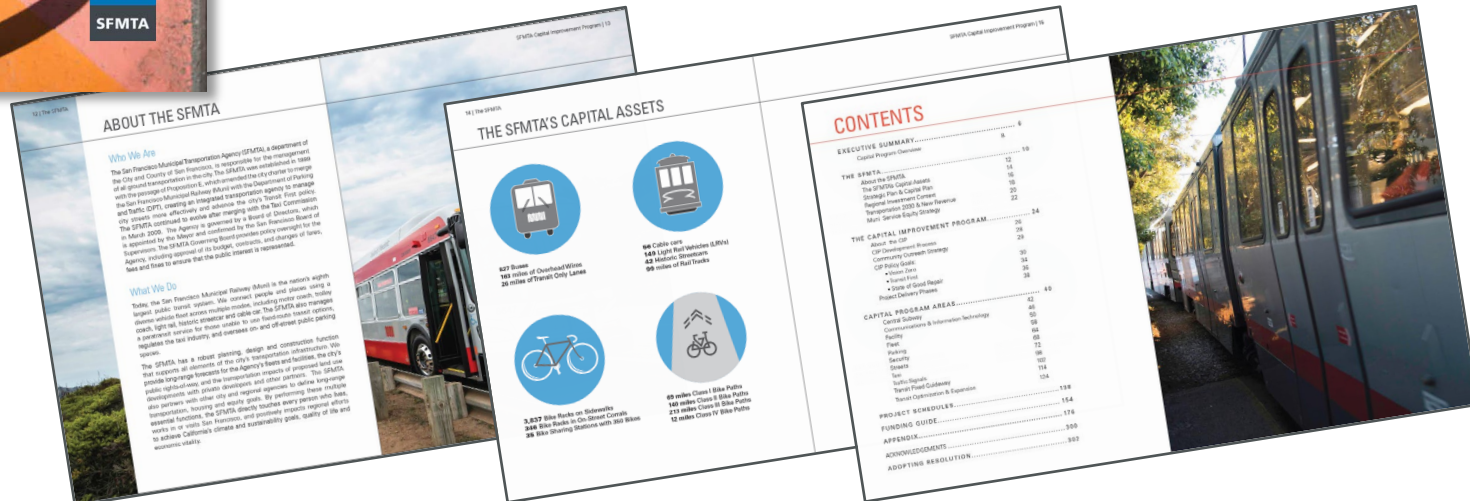
FY19-23 Capital Improvement Program (CIP)

SFMTA Board Meeting
December 18, 2018

What is the Capital Improvement Program (CIP)?



- A fiscally constrained **5-year program of capital projects**
- An **implementation plan** for regional, citywide, and agency-wide strategies and policy goals
- **Maintains credibility** with external funding agencies (eg. MTC, FTA)



CIP Policy Goals

Vision Zero



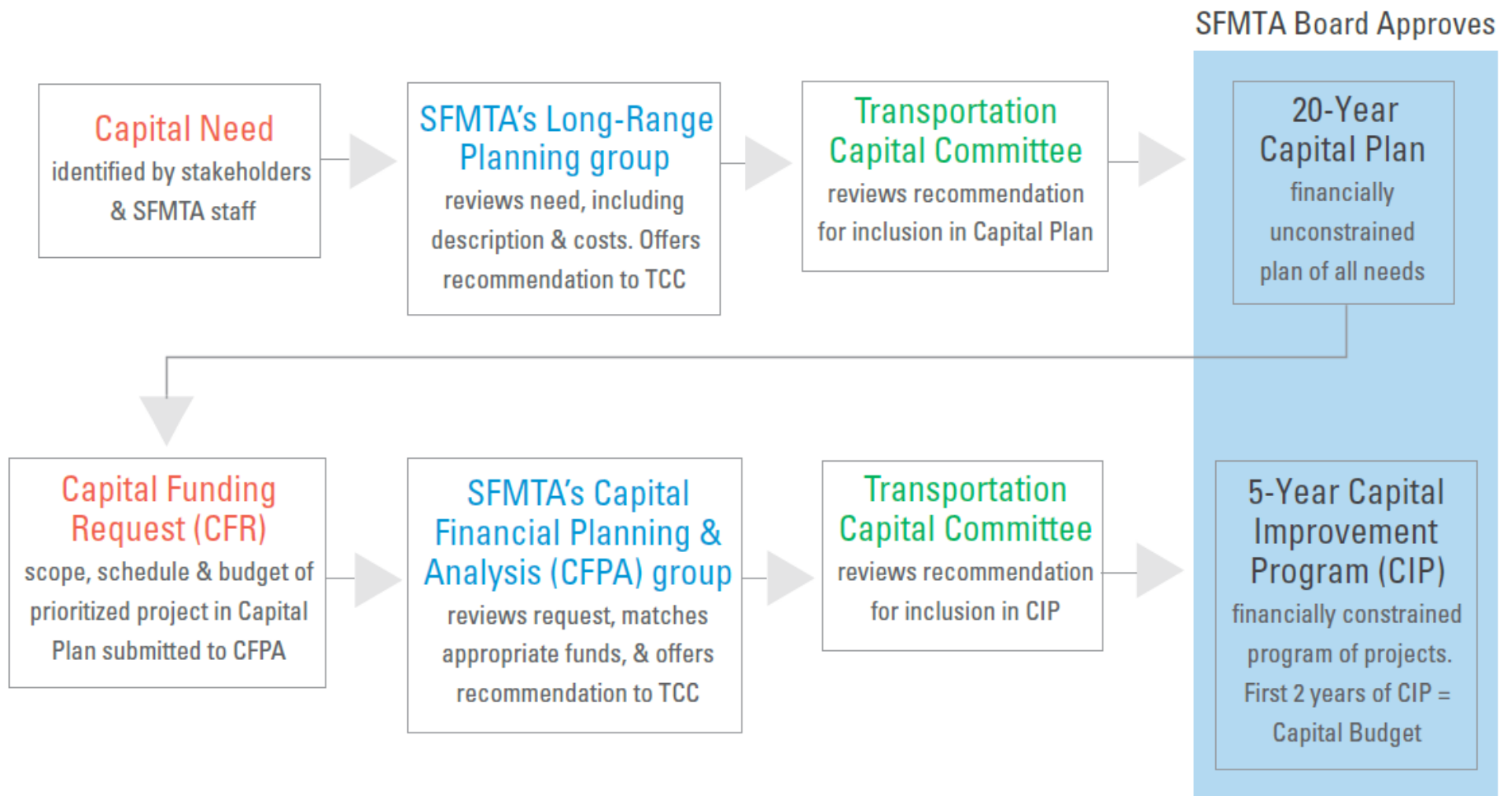
Transit First



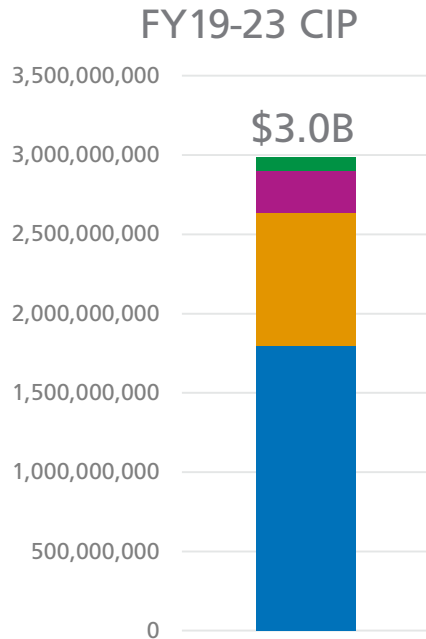
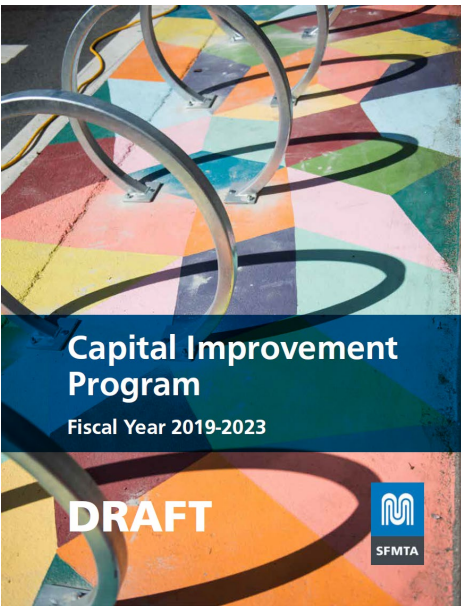
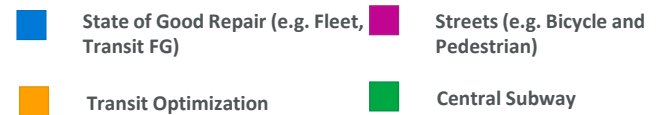
State of Good Repair



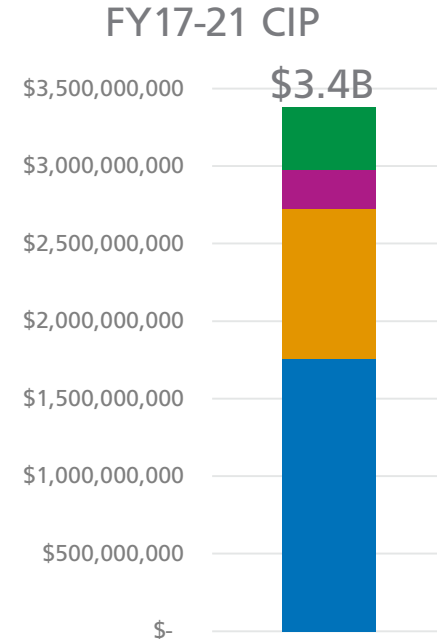
CIP Development Process



FY19-23 CIP vs. FY 17-21 CIP



266 Projects
\$3.0 Billion Total Investment



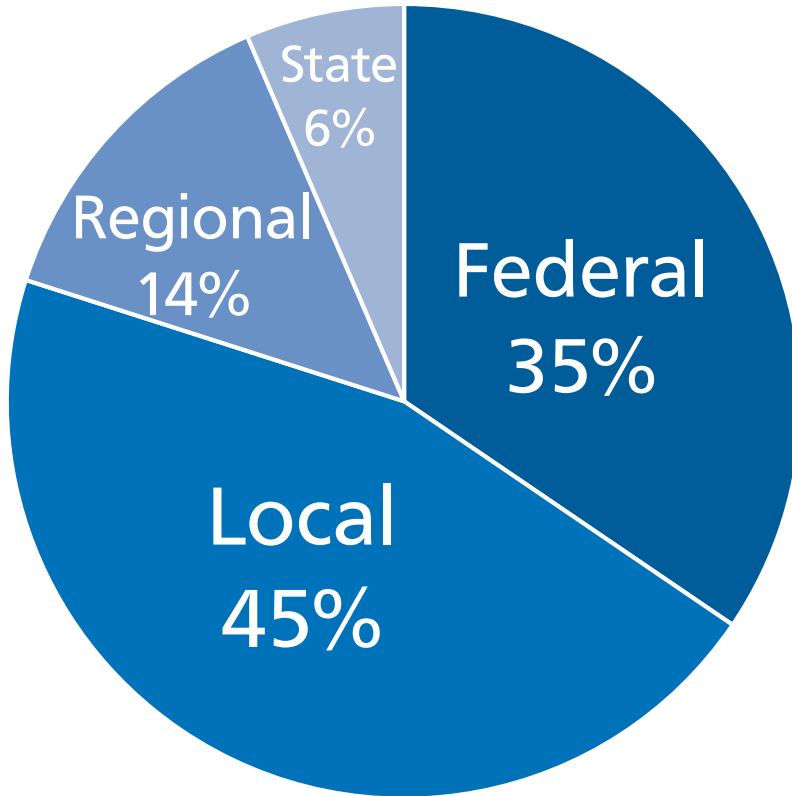
255 Projects
\$3.4 Billion Total Investment

Main Factors for Decrease

- Central Subway close to completion and will receive last small portion of funding in FY 2019-2020
- Revenue Bond – Prior CIP included \$190 million of SFMTA Revenue Bonds, no issuances are planned for the current CIP

FY19-23 CIP (by color of money)

\$3.0B from over 40 different fund sources



Federal

Federal Transit Administration (FTA) Formula Funds
FTA Bus and Bus Facilities Program
FTA Capital Investment Grants Program
Federal Transit Security Grant Program

Local

Proposition K Sales Tax
Prop AA Vehicle Registration Fee
General Obligation Bond
Developer Impact Fees

Regional

Bridge Tolls (AB664, Regional Measure 3)

State

Transit and Intercity Rail Capital Program
Low Carbon Transit Operations Program
Active Transportation Program (ATP)

Revenue Assumptions

Regional Measure 3 (RM3) Bridge Toll Increase

- \$160M included
- June 2018 ballot measure in all 9 Bay Area counties
- Funds fleet expansion, facilities, and transit optimization projects toward relieving congestion on the Bay Bridge corridor
- Funds may not become available until legal challenges are resolved

New SF Revenue Measures

- Ride-Hail Net Fare Tax on the November 2019 ballot.
 - \$7.5M annually to SFMTA
- TBD new revenue measure on the November 2020 ballot
 - \$36M annually to SFMTA
- Provides needed funding for state of good repair, enhancement, streets and safety
- Initial allocation is driven by current funding gaps for high priority programs

FY19-23 CIP (by Program) (\$1,000s)

Program (in Thousands)	FY19	FY20	FY21	FY22	FY23	Total
Fleet	\$ 329,140	\$ 198,202	\$ 230,461	\$ 234,469	\$ 132,082	\$ 1,124,354
Transit Optimization	\$ 204,244	\$ 222,478	\$ 315,570	\$ 65,151	\$ 27,966	\$ 835,410
Fixed Guideway	\$ 42,101	\$ 74,828	\$ 69,368	\$ 79,959	\$ 89,313	\$ 355,569
Streets	\$ 56,612	\$ 55,518	\$ 76,414	\$ 44,052	\$ 38,493	\$ 271,089
Facilities	\$ 37,109	\$ 45,531	\$ 44,744	\$ 43,709	\$ 52,732	\$ 223,824
Central Subway	\$ 84,769	\$ -	\$ -	\$ -	\$ -	\$ 84,769
Signals	\$ 11,697	\$ 21,101	\$ 8,703	\$ 3,571	\$ 6,605	\$ 51,677
Comm/IT	\$ 4,403	\$ -	\$ -	\$ -	\$ -	\$ 4,403
Taxi	\$ 460	\$ 200	\$ 200	\$ 200	\$ 200	\$ 1,260
Parking	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ 200
Other	\$ 5,088	\$ 11,455	\$ 5,724	\$ 7,518	\$ 5,364	\$ 35,148
Total	\$ 775,823	\$ 629,312	\$ 751,185	\$ 478,629	\$ 352,755	\$ 2,987,704

Project Highlights

Central Subway

- Project to be completed

Transit Fixed Guideway

- State of Good Repair for Track, Overhead, Signals and Traction Power
- Initiates a major upgrade of the subway automated train control system
- Initiates a complete overhaul of cable car infrastructure
- Key substation upgrades

Transit Optimization & Expansion

- 22 Fillmore Transit Priority
- Muni Forward overhead catenary system spot improvements
- 28 19th Avenue Rapid
- L Taraval: Transit & Streetscape Enhancements



Project Highlights

Facility

- Castro Station Elevator
- Potrero Facility Reconstruction
- Muni Metro East Expansion
- Facility Condition Assessment Implementation

Fleet

- Fleet replacement and expansion (Motor Coach, Trolley Coach, LRV, Paratransit)
- Vehicle Overhauls
- Cable Car Renovation
- Historic Streetcars



Traffic & Signals

- Gough Corridor Signal Upgrade
- Contract 35 – Traffic Signal Modifications
- Western Addition Area – Traffic Signal Upgrades

Project Highlights

Streets

Ongoing Projects

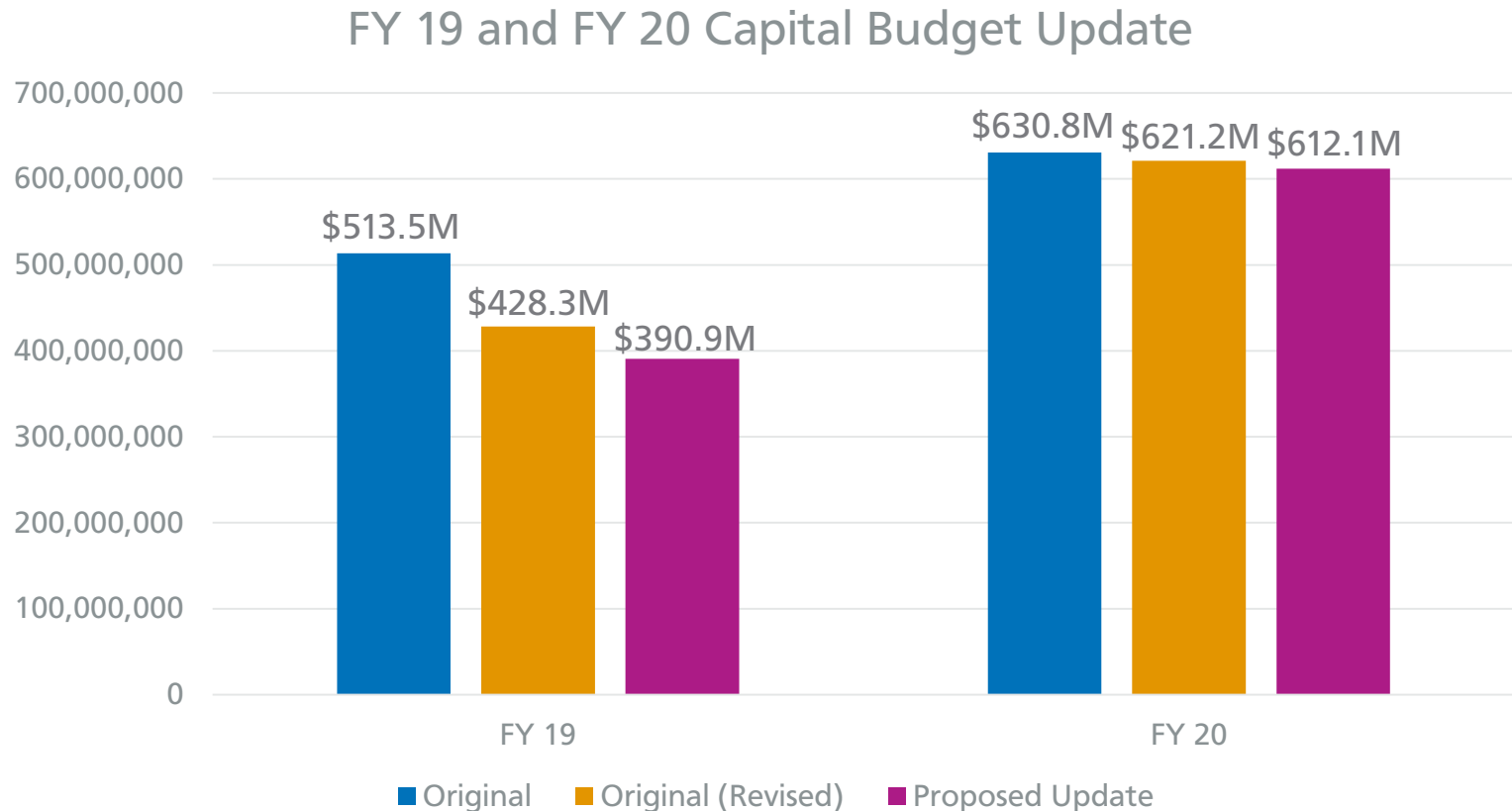
- Folsom-Howard Streetscape Project
- 6th Street Streetscape Project
- Taylor Street Streetscape Project
- Mission Street Excelsior Safety Project
- Powell Street Plaza
- Embarcadero Enhancement Project
- Monterey Street Safety Improvements

New Projects

- Ocean Avenue Safety Improvements
- Bayview Community Based Transportation Plan
- Valencia Street Protected Bikeways



SFMTA Capital Budget Update for FY 19 and FY20



Note: The **Capital Budget** is the appropriation authority for the first two years of the CIP. Figures are lower in the Capital Budget for FY 19 and FY 20 than the CIP because the CIP may include funds that were appropriated in prior years and moved forward due to, for example, project cost savings moved from one project to another.

SFMTA Capital Budget Update for FY 19 and FY20



San Francisco Municipal Transportation Agency

Capital Budget

Fiscal Year 2019 & Fiscal Year
2020

Adopted April 3, 2018



Significant Adjustments:

- Decreasing Cap-and-Trade proceeds in the Fleet program in FY19 from \$92.4M to \$28.1M based on the actual Transit and Intercity Rail Program award.
- Increasing Prop K revenue in the Fleet program for FY 19 and FY 20 from \$51.7 million to \$78.8 million to support potential acceleration of the LRV Expansion and Replacement project.
- Moving \$41 million in revenue in the Central Subway program from FY 20 to FY 19 to update when revenues will be available.
- Removing \$96.0M from the Better Market Street project under the Transit Optimization Program in FY 20 and from the CIP pending greater certainty availability of FTA 5309 core capacity funding.
- Decreasing already appropriated funding including \$23.0M of FTA 5309 New Starts and \$27.8M of FTA 5337 Fixed Guideway funds.



Thank you!