



SFMTA

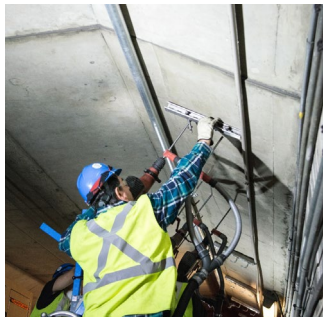
San Francisco Municipal Transportation Agency

FY25-FY29 Capital Improvement Program Update

Rally Catapang, Senior Manager - Budget and Capital Finance

SFMTA Capital Budget

The SFMTA Capital Budget has 10 Capital Programs



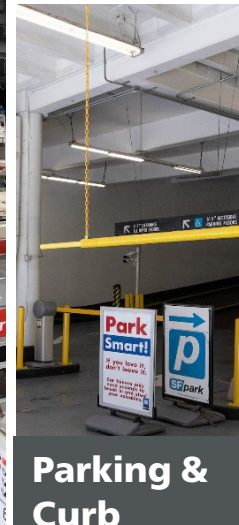
Communications & Information Technology



Facilities



Fleet



Parking & Curb Mgmt



Security



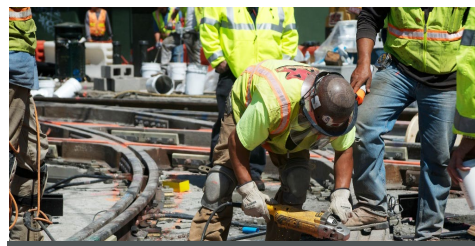
Streets



Taxis & Mobility Services



Traffic Signals & Signs

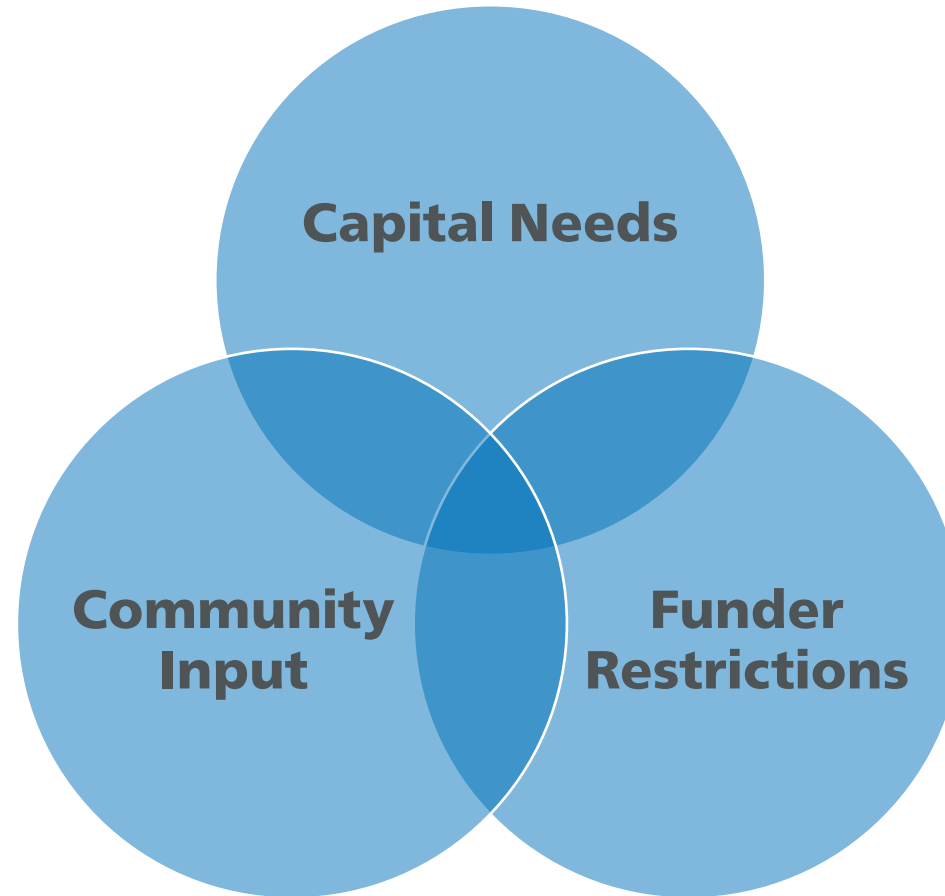


Transit Fixed Guideway



Transit Optimization & Expansion

SFMTA Funds Projects Based on Capital Needs, Community Input and Funder Restrictions



Capital Planning Process is a Multi-Step Process Involving Many Stakeholders

- Identify **Capital Needs** in the 20-Year Capital Plan
- Prioritize Capital Needs based on State of Good Repair and gather **Community Input** through community planning processes like Active Communities Plan
- Project revenues and understand **Funder Restrictions** to identify available revenue
- Match available revenue with prioritized Capital Needs to develop 5-Year Capital Improvement Program and 2-Year Capital Plan

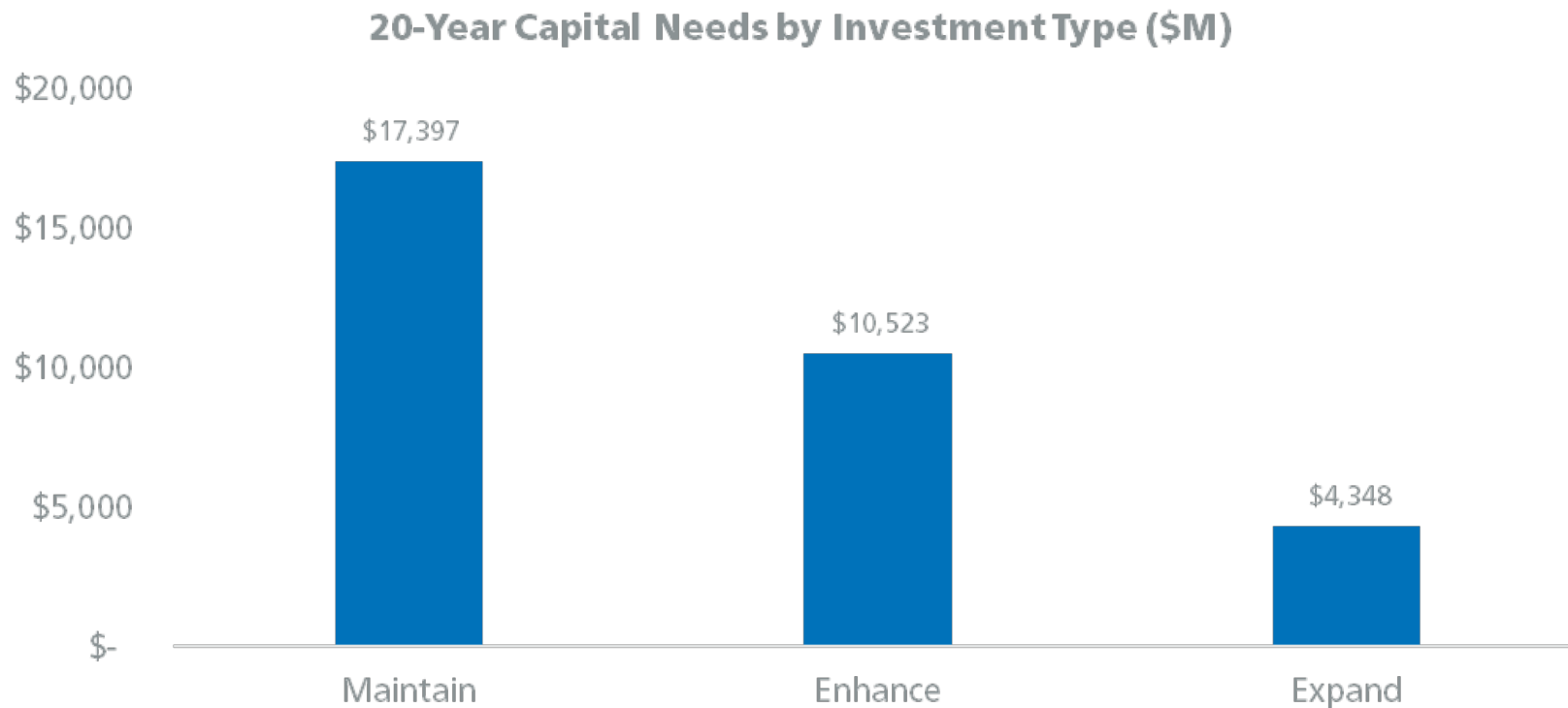
20-Year Capital Plan Identifies Capital Need

MTA Board-approved Capital Plan established \$32.4B need over the next 20 years.

Capital Program	Amount (\$M)
Communications & IT	\$222.9
Facility	\$5,489.8
Fleet	\$9,865.7
Parking & Curb Management	\$1,212.4
Security	\$668.1
Streets	\$5,453.5
Taxis & Mobility Services	\$82.7
Traffic Signals & Signs	\$1,490.6
Transit Fixed Guideway	\$3,125.0
Transit Optimization & Expansion	\$4,298.9
Non-SFMTA (Other Agencies)	\$358.4
Total	\$32,368.0

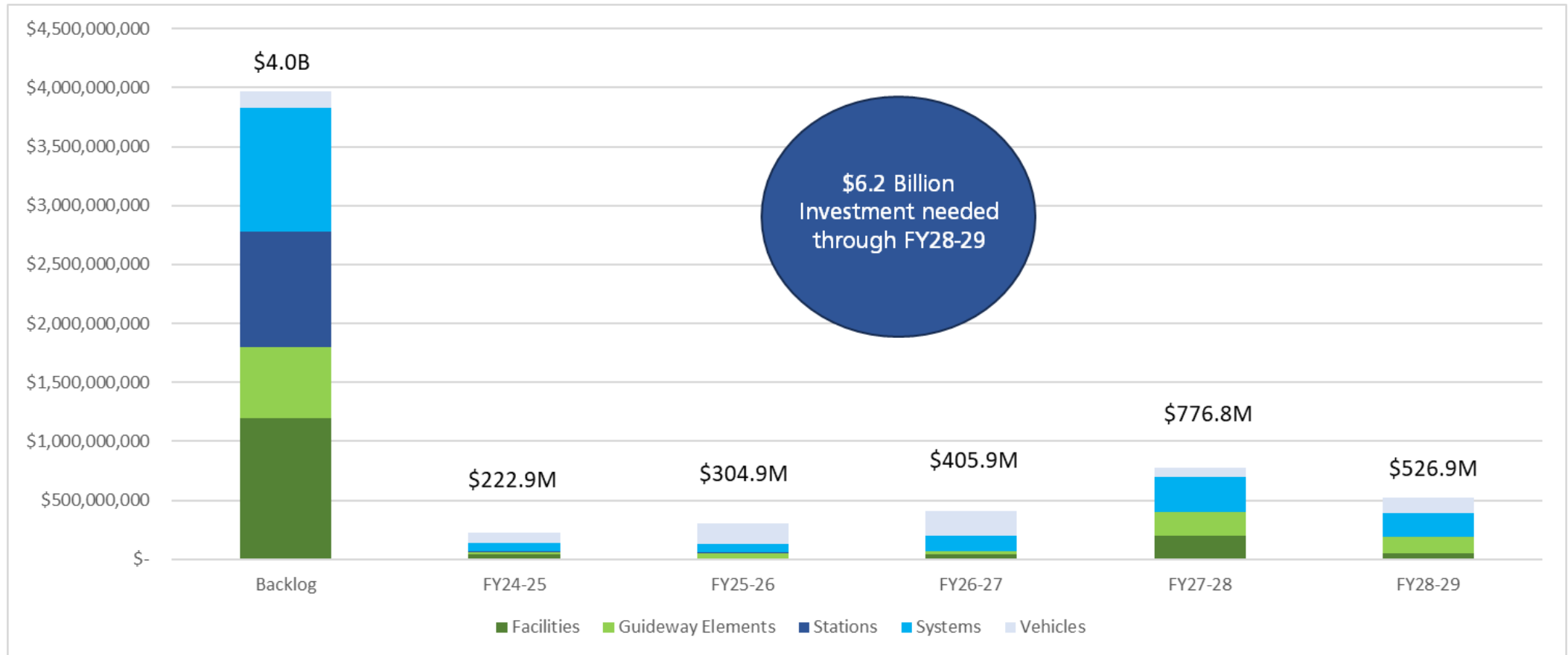
Primary Need is to Maintain Existing Assets in a State of Good Repair

54% of SFMTA's 20-year capital need is to maintain existing assets in a state of good repair.



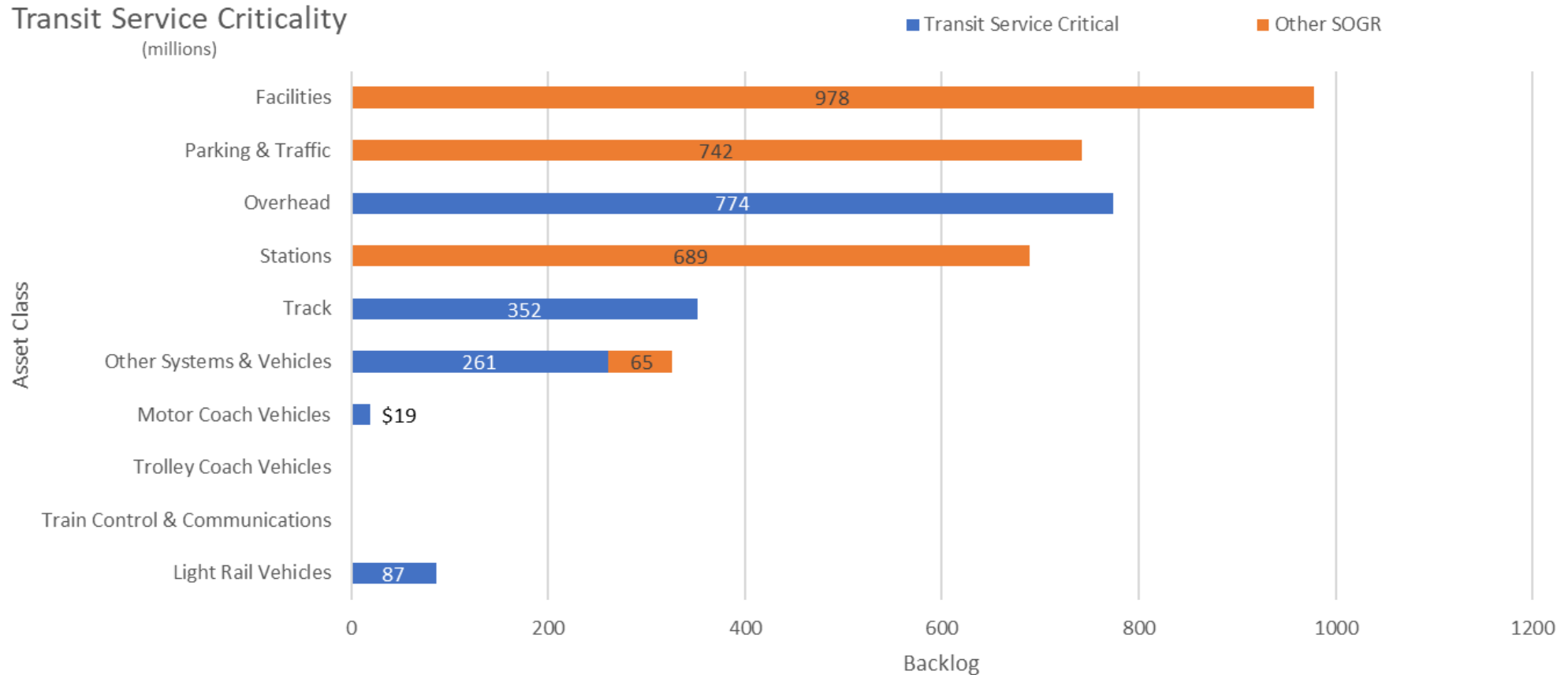
\$6.2B Investment Needed in the Next Five Years to Maintain State of Good Repair

\$6.2B investment includes \$4.0B to address the backlog, which indicates assets already past their useful life, and \$2.2B to assets that are past their useful life this year.



Many Transit Assets are Past Their Useful Life

38% of assets past their useful life are transit service critical.



Community Input on Capital Projects

- **ConnectSF**, launched in 2017, is a multi-agency collaborative planning process to build an effective, equitable and sustainable transportation system for the city's future.
- Led by SFMTA, SFCTA, SF Planning Department. Multi-year process gathers community input through meetings, workshops, online surveys and other activities. More than 5,000 SF residents have provided feedback on the ConnectSF vision.
- **Active Communities Plan**, SF's first citywide plan for "rolling" – biking, scooting, powerchairs, skateboarding.
- Started outreach in January 2023 and it's ongoing. Reached more than 6,000 residents, received over 3,000 surveys and comments, outreach specifically designed with as much local knowledge and cultural competency as possible.
- **Muni Forward**. Every Muni Forward project undergoes extensive community outreach, engaging residents, riders, merchants and key community members to help shape our proposals.
- Community outreach includes a wide range of techniques, including meeting people where they are, on the street, at existing community meetings, online, and at their place of business.
- **Vision Zero**. Vision Zero Task Force, chaired by the SFMTA and the San Francisco Department of Public Health, has over 40 members representing communities and perspectives from across San Francisco.
- Task Force has strong representation from communities within the city's high-injury network. It meets at least quarterly and develops an annual work plan.

FY25-FY29 CIP Priorities

Based on operational priorities and community input, CIP prioritizes:

- State of Good Repair
- High Injury Network
- Zero Emission Vehicles and Facilities
- Muni Metro Modernization
- Building Progress Program (Facilities)
- Cable Car Program



Capital Investments Can Reduce Operating Costs

Maintaining system in a state of good repair makes the system more efficient and reliable and reduces operating costs.



- Overhauling vehicles reduces operating costs by reducing future maintenance costs
- Reducing travel time reduces operating costs by reducing the number of vehicles required to deliver the same amount of service
- Keeping fixed guideway assets in a state of good repair reduces costly infrastructure maintenance.

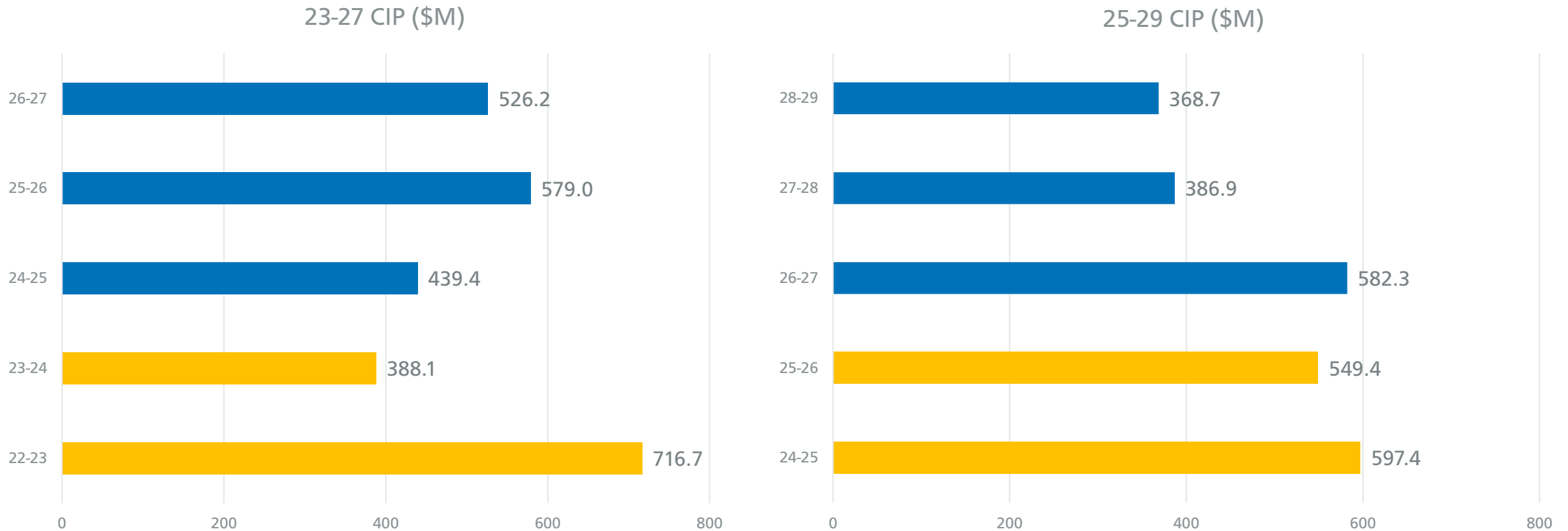
FY25-FY29 CIP Draft Planned Expenditure is \$2.5B

Program	24-25 (\$M)	25-26 (\$M)	26-27 (\$M)	27-28 (\$M)	28-29 (\$M)	Total (\$M)	Percent
Fleet	\$207.3	\$269.9	\$159.2	\$244.1	\$163.2	\$1,043.8	42%
Transit Fixed Guideway	\$103.1	\$99.4	\$157.3	\$120.0	\$106.9	\$586.7	24%
Transit Optimization	\$22.1	\$66.3	\$121.9	\$30.4	\$65.1	\$305.9	12%
Facilities	\$28.1	\$84.2	\$102.4	\$16.9	\$17.9	\$249.7	10%
Streets	\$42.8	\$51.8	\$36.4	\$41.1	\$49.3	\$221.3	9%
Signals	\$10.8	\$4.9	\$7.7	\$4.4	\$3.4	\$31.3	1%
Communications & IT	\$1.9	\$1.7	\$1.4	\$1.2	\$1.5	\$7.7	0%
Security	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$5.0	0%
Parking	-	-	-	\$3.0	\$3.0	\$6.0	0%
Taxi & Accessible Services	\$0.3	\$0.6	\$0.3	\$0.6	\$0.3	\$2.3	0%
Total Draft Planned Expenditure	\$417.4	\$579.8	\$587.6	\$462.7	\$411.6	\$2,459.7	

Draft revenues exceed draft planned expenditures by \$25M expended in FY23-24. Final revenue will be adjusted down.

FY25-FY29 CIP Draft Revenue is \$164.7M or 6% Less Than Prior CIP

Less money is available in short-term, creating funding gaps for existing projects.



FY25-FY29 CIP Draft Revenues

Federal formula funds are the largest fundings source: 49% of CIP revenues.

Fund Source	Jurisdiction	Example	FY25-FY29 Revenue (\$M)	Percent
Federal Formula Funds	Federal	FTA 5306	\$1,215.5	49%
Competitive Grants	Federal/State/ Regional	Cap & Trade	\$447.3	18%
Regional /State Formula Funds	Regional/State	Bridge Tolls	\$92.6	4%
Prop B	Local	Proposition B	\$340.1	14%
Developer Fees	Local	TSF	\$119.0	5%
Prop L Sales Tax	Local	Sales Tax	\$201.4	8%
Revenue Bond	Local	2021 C	\$20.6	1%
Misc.	Local	Ride Hail Tax (TNC)	\$48.2	2%
Operating	Local	N/A	\$0.0	0%
General Obligation Bond	Local	N/A	\$0.0	0%
Total Draft Revenue			\$2.484.7	

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

Use of Most Funding Sources Restricted by Funder

Only 16% of FY25-FY29 CIP revenue sources are discretionary.

Funding Sources	Jurisdiction	Example	Category	FY25-FY29 Revenue (\$M)	Percent
Federal Formula Funds	Federal	FTA 5307	Restricted	\$1,215.5	49%
Competitive Grants	Fed/State/ Regional	Cap & Trade	Restricted	\$447.3	18%
Regional/State Formula Funds	Regional/State	Bridge Tolls	Restricted	\$92.6	4%
Prop B	Local	Proposition B	Discretionary	\$340.1	14%
Developer Fees	Local	TSF	Restricted	\$119.0	5%
Prop L Sales Tax	Local	Sales Tax	Restricted	\$201.4	8%
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Misc.	Local	Ride Hail Tax (TNC)	Discretionary	\$48.2	2%
Operating Funds	Local	N/A	Discretionary	\$0.0	0%
General Obligation Bond	Local	N/A	Discretionary	\$0.0	0%
Total Draft Revenue				\$2,484.7	

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

Most Sources Decreased or Saw Minimal Increase

Some of largest decreases were in discretionary sources, such as developer fees and operating funds, further limiting SFMTA discretion.

Fund Source	23-27 Revenue (\$M)	FY25-FY29 Revenue (\$M)	Total (\$M)	Percent Change (%)
Federal Formula Funds	\$1,199.2	\$1,215.5	\$16.2	1%
Competitive Grants	\$372.5	\$447.3	\$74.8	20%
Regional /State Formula Funds	\$76.8	\$92.6	\$15.8	21%
Prop B	\$343.4	\$340.1	(\$3.3)	(1%)
Developer Fees	\$244.2	\$119.0	(\$125.2)	(51%)
Prop L Sales Tax	\$199.7	\$201.4	\$1.7	1%
Revenue Bond	\$54.9	\$20.6	(\$34.4)	(63%)
Misc.	\$112.2	\$48.2	(\$63.9)	(57%)
Operating Funds	\$46.4	\$0.0	(\$46.4)	(100%)
General Obligation Bond	\$0.0	\$0.0	\$0.0	N/A
Total Draft Revenue	\$2,649.4	\$2,484.7	(\$164.7)	(6%)

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

**Capital Improvement
Program revenues are
smaller and allow less
choice than prior CIPs.**

FY25-FY29 CIP Draft Planned Expenditure is \$2.5B

Draft Two-Year Capital Budget is \$997.0M.

Program	24-25 (\$M)	25-26 (\$M)	26-27 (\$M)	27-28 (\$M)	28-29 (\$M)	Total (\$M)	Percent (%)
Fleet	\$207.3	\$269.9	\$159.2	\$244.1	\$163.2	\$1,043.8	42%
Transit Fixed Guideway	\$103.1	\$99.4	\$157.3	\$120.0	\$106.9	\$586.7	24%
Transit Optimization	\$22.1	\$66.3	\$121.9	\$30.4	\$65.1	\$305.9	12%
Facilities	\$28.1	\$84.2	\$102.4	\$16.9	\$17.9	\$249.7	10%
Streets	\$42.8	\$51.8	\$36.4	\$41.1	\$49.3	\$221.3	9%
Signals	\$10.8	\$4.9	\$7.7	\$4.4	\$3.4	\$31.3	1%
Communications & IT	\$1.9	\$1.7	\$1.4	\$1.2	\$1.5	\$7.7	0%
Security	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$5.0	0%
Parking	-	-	-	\$3.0	\$3.0	\$6.0	0%
Taxi & Accessible Services	\$0.3	\$0.6	\$0.3	\$0.6	\$0.3	\$2.3	0%
Total Draft Planned Expenditure	\$417.3	\$579.7	\$587.5	\$462.6	\$411.5	\$2,459.7	

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

CIP Draft Planned Expenditure is 6% Smaller than Prior CIP

Fleet program shows greatest absolute decrease. Signals program shows greatest percent decrease.

Program	FY23-27 Programming (\$M)	FY25-FY29 Programming (\$M)	Difference (\$M)	Percent Change (%)
Fleet	\$1,147.4	\$1,043.8	(\$103.6)	(9%)
Transit Fixed Guideway	\$593.3	\$586.7	(\$6.6)	(1%)
Transit Optimization	\$331.5	\$305.9	(\$25.6)	(8%)
Facilities	\$202.1	\$249.7	\$47.6	24%
Streets	\$240.6	\$221.3	(\$19.3)	(8%)
Signals	\$73.2	\$31.3	(\$41.9)	(57%)
Communications & IT	\$14.1	\$7.7	(\$6.4)	(45%)
Security	\$9.7	\$5.0	(\$4.7)	(48%)
Parking	\$0.0	\$6.0	\$6.0	NA
Taxi & Accessible Services	\$2.3	\$2.3	\$0.0	(0%)
Total Draft Planned Expenditure	\$2,614.2	\$2,459.7	(\$154.5)	(6%)

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

Investments in Muni Fleet are Largest Share of CIP

42% of CIP Draft Planned Expenditure is dedicated to the Muni fleet.

Program	FY25-FY29 (\$M)	Percent (%)
Fleet	\$1,043.8	42%
Transit Fixed Guideway	\$586.7	24%
Transit Optimization	\$305.9	12%
Facilities	\$249.7	10%
Streets	\$221.3	9%
Signals	\$31.3	1%
Communications & IT	\$7.7	0.3%
Security	\$5.0	0.2%
Parking	\$6.0	0.2%
Taxi & Accessible Services	\$2.3	0.1%
Total Draft Planned Expenditure	\$2,459.7	100%

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

Muni Fleet

Summary: CIP continues commitment to keep fleet in a continuous state of good repair.

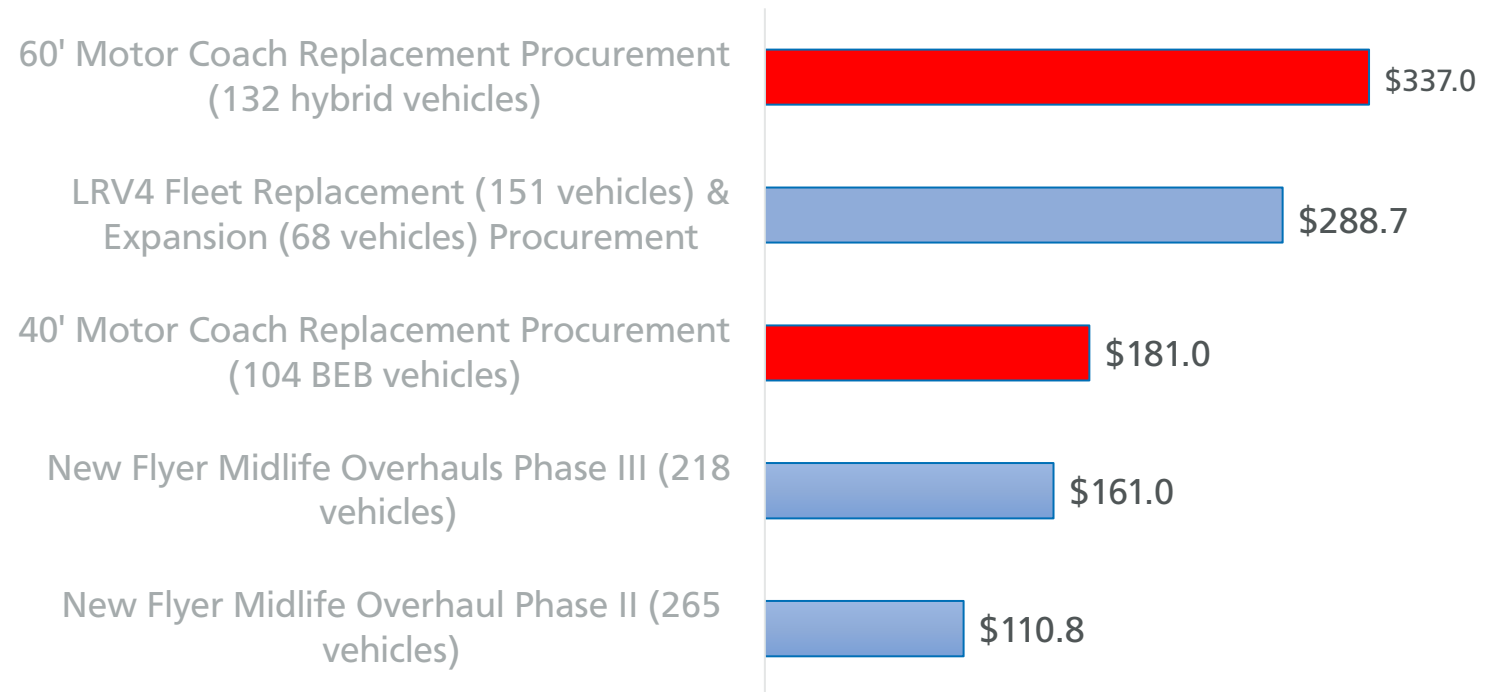
Investment Highlight: CIP includes funding for cable car fleet, restoration of two boat cars and two additional vintage cars.

Biggest Risk: Increased cost of electric buses makes future vehicle replacement cycles challenging.

Replacement, overhaul, and expansion vehicle projects supporting the delivery of safe and reliable service.

CIP includes 22 projects totaling \$1,043.8B

5 Largest Projects by Budget in FY25-FY29 CIP (\$M)





Replacement, overhaul, and expansion vehicle projects supporting the delivery of safe and reliable service.

Major Funded Projects:

LRV4 Fleet Replacement

FY25-FY29 Budget of \$288.7M

Total Budget \$1,126.9M

Purchase 219 Light Rail Vehicles to replace 151 aging vehicles and expand the fleet by 68 vehicles, supporting Central Subway and service reliability.

New Flyer Midlife Overhaul Phase I, II, and III

FY25-FY29 Budget of \$276.2M

Total Budget \$427.9M

Perform scheduled mid-life overhauls on vehicles, supporting service reliability.

Major Funding Needs:

60' Motor Coach Replacement Procurement

FY25-FY29 Budget of \$337.0M

Funding Need of \$158.6M

Purchase 132 motor coaches to replace vehicles that have reached the end of their useful life, supporting service reliability.

Transit Fixed Guideway

Summary: CIP includes major investment in upgrading the system that controls LRVs (Train Control Upgrade) and maintenance of the Twin Peaks Tunnel.

Investment Highlight: Investment in Train Control will enhance safety and reliability of LRVs and Central Subway. Investment in Twin Peaks Tunnel responds to most thorough assessment of structure since 1970.

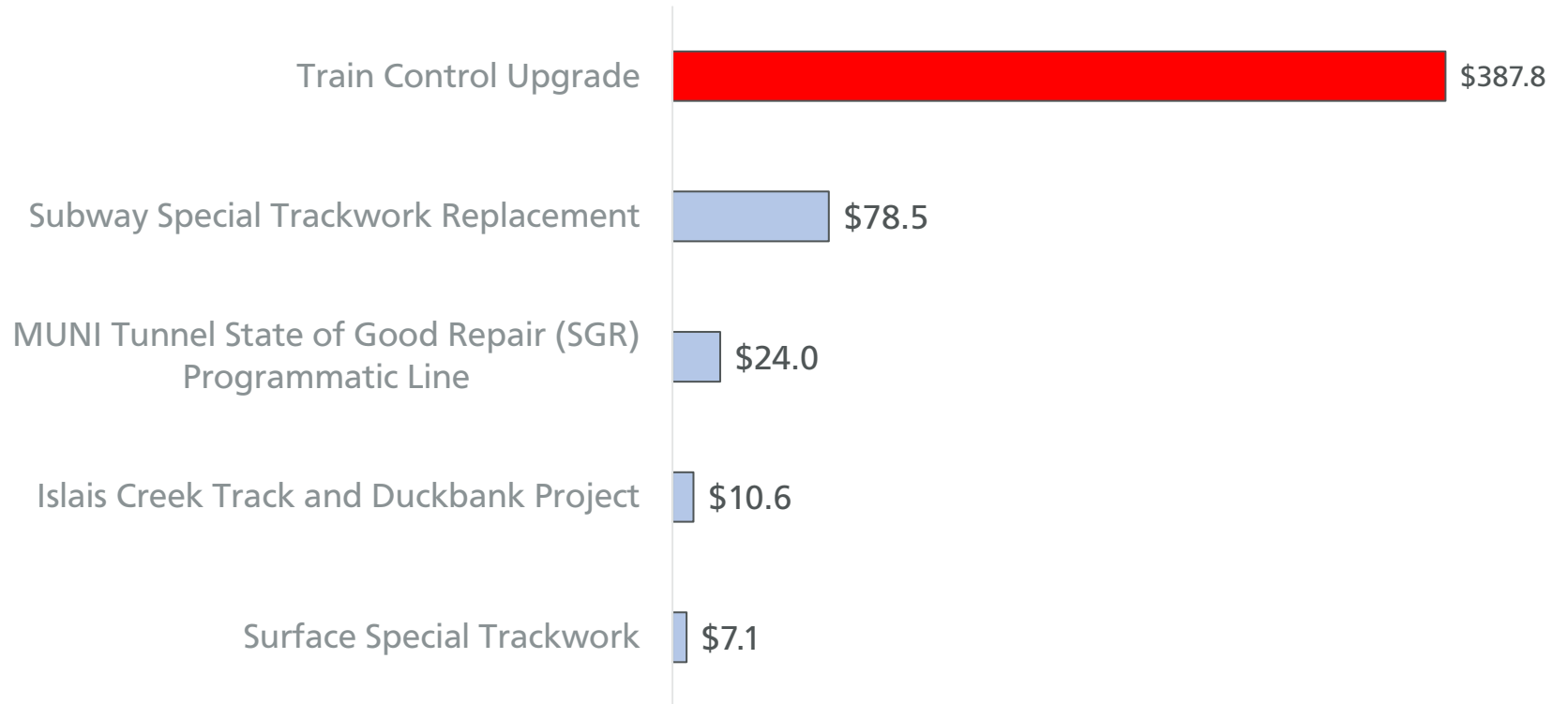
Biggest Risk: The scale of investment needed for Train Control and Twin Peaks Tunnel requires putting funded projects on hold or funding projects through design only, and crowds out other needed investments in critical assets like traction power substations.



Improvements to critical infrastructure including rail track, overhead wires, and train control technology.

CIP includes 42 projects totaling \$586.7M

5 Largest Projects by Budget in FY25-FY29 CIP (\$M)



Train Control Upgrade is a multi-year project with total budget over \$677.9M



Improvements to critical infrastructure including rail track, overhead wires, and train control technology.

Major Funded Projects:

Subway Special Trackwork
Replacement

FY25-FY29 Budget of \$78.5M

Total Budget \$79.8M

Replace special trackwork used for transit operations and emergency maneuvers at Castro, Duboce, Van Ness, and Embarcadero stations, which is reaching the end of useful life.

MUNI Tunnel State of Good Repair
Programmatic Line

FY25-FY29 Budget of \$24.0M

Total Budget \$24.0M

Address needed repairs within the MUNI tunnels by developing and performing studies, plans, inspections, and repairs within the tunnel, supporting safety and service reliability.

Major Funding Needs:

Train Control Upgrade

FY25-FY29 Budget of \$387.8M

Funding Need of \$35.0M

Procuring and installing the next-generation train control system for the rail network, which will promote efficiency, reliability, and safety for managing LRV traffic.

Transit Optimization

Summary: CIP invests in Muni Forward projects that improve transit travel time, pedestrian safety, and service reliability and reduce operating costs.

Investment Highlight: Investments in K Ingleside and M Oceanview will increase ridership and reduce operating costs by improving service delivery efficiency.

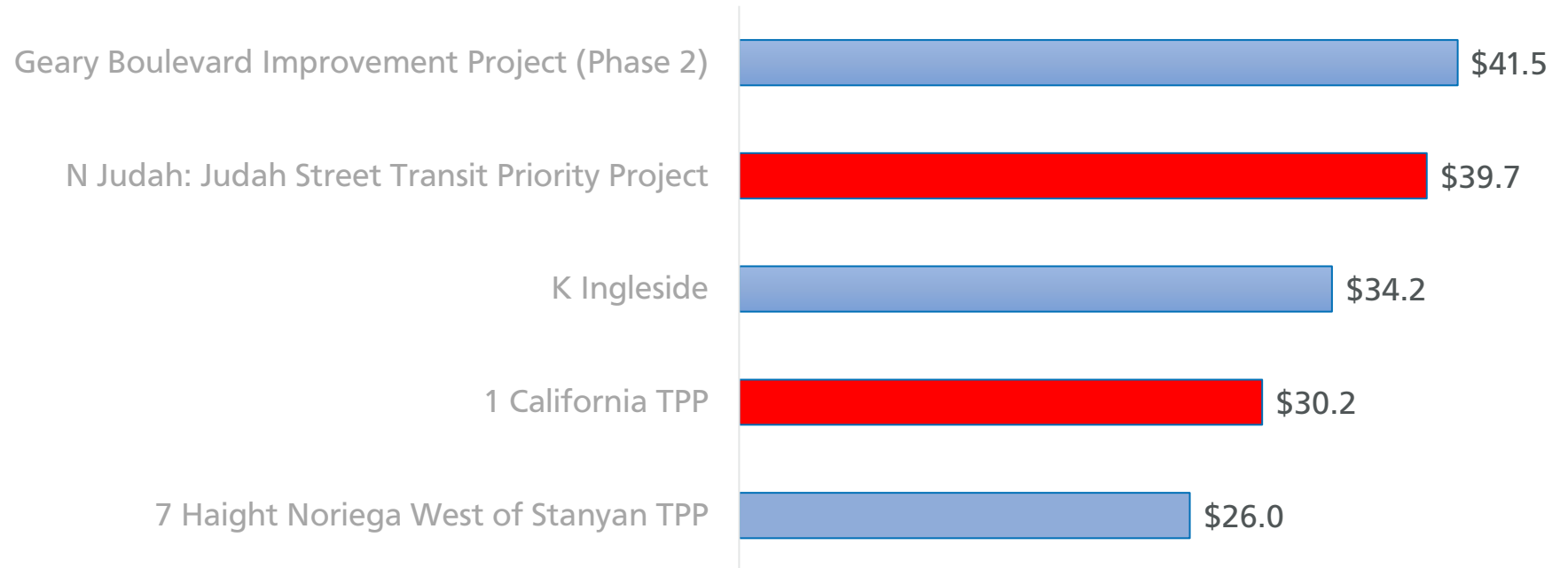
Biggest Risk: Funding reductions require stretching project timelines, reducing the number of projects in the pipeline, and leveraging discretionary funding to get projects "shovel ready" so they compete well for competitive construction sources.



Capital projects that optimize and expand Muni service for greater connectivity.

CIP includes 38 projects totaling \$305.9M.

5 Largest Projects by Budget in FY25-FY29 CIP (\$M)



N Judah Street Transit Priority Project and 1 California Transit Priority Project, two of the largest projects, are funded through design only.



Capital projects to optimize and expand Muni service for greater connectivity.

Major Funded Projects:

Geary Boulevard Improvement Project (Phase 2)

FY25-FY29 Budget of \$45.8M
Funding Need of \$8.4M

Add side-running transit lanes, optimized stop placements, pedestrian safety and accessibility treatments, and add traffic signals to improve 38 Geary bus service and traffic safety on Geary Boulevard.

N Judah Street Transit Priority Project

FY25-FY29 Budget of \$39.7M
Funding Need of \$4.2M

Install new traffic signals, curb ramps, and transit stop changes on the N Judah between 9th Avenue and La Playa to reduce travel time, improve reliability, and enhance safety.

Major Funding Needs:

Funding Match for Grant
Funding Need of \$50.0M

Match for \$50M in local funding for Geary Boulevard Improvement (Phase 2) J Church Muni Forward project, which requires funds in FY2027 and FY2025

Facilities

Summary: The Potrero Modernization Project demonstrates SFMTA's commitment to creatively using its assets to advance its transportation goals -- as well as the city's housing goals.

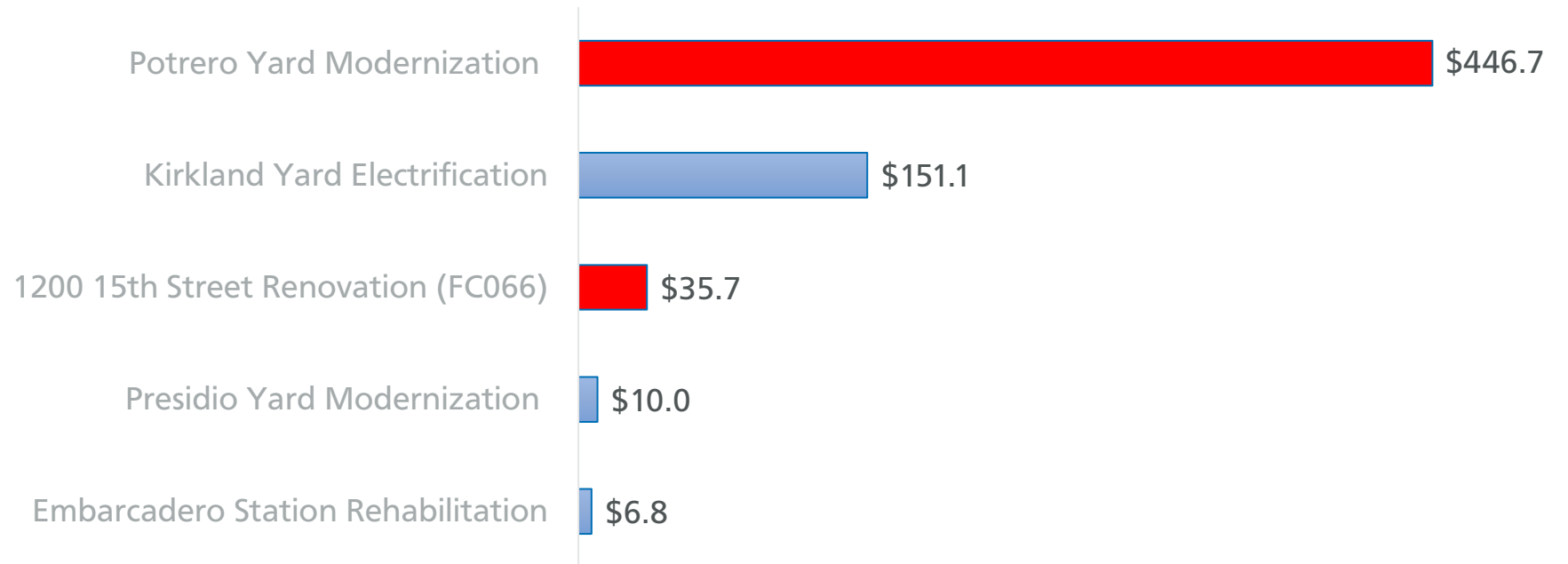
Investment Highlight: The Potrero Yard Modernization Project will replace an obsolete, century-old bus yard with a modern, four-story, efficient bus maintenance and storage facility, equipped to serve the SFMTA with its electric trolley bus fleet. Adjacent to and above the bus facility affordable housing is proposed to be built.

Biggest Risk: The Potrero Modernization Project is the SFMTA's first P3 – Public Private Partnership to design, finance, build, and maintain the new electric trolley bus facility. Funding is being explored in the both the public and private sectors. Past and current funding sources include the SFCTA Proposition K and L sales taxes and Regional Measure 3.

Rehabilitation of maintenance facilities used for transit, traffic, and parking operations.

CIP includes two projects totaling \$249.7M.

5 Largest Projects by Budget in FY25-FY29 CIP (\$M)



Potrero Yard Modernization and 1200 15th Street Renovation are two of the largest projects but are less than 90% funded. Both projects are fully funded through design only.



Rehabilitation of maintenance facilities used for transit, traffic, and parking operations.

Major Funded Projects/Phases:

Kirkland Yard Modernization
FY25-FY29 Budget of \$151.1M
Funding Need of \$0.0M

Renovate Kirkland Bus Maintenance Facility at North Point and Powell to support battery electric buses to support transit.

Presidio Yard Modernization
FY25-FY29 Budget of \$10.0M
Funding Need of \$0.0M

Reconstruct Presidio Bus Maintenance Facility at 949 Presidio to increase storage trolley and hybrid electric motor coaches to support transit.

Major Funding Needs:

Potrero Yard Modernization
FY25-FY29 Budget of \$446.7M
Funding Need of \$419.2M

Rebuild Potrero Yard at Mariposa Street to increase storage and services for trolley coaches as well as training for staff to support transit.

Streets

Summary: The CIP invests in transformative street safety projects to make walking, biking, and rolling a safe and enjoyable experience for all.

Investment Highlight: Implementation of upgraded and new separated bikeways citywide through both the SFMTA's Quick-Build Program and larger multimillion dollar streetscape projects. In 2022 and 2023, the SFMTA upgraded or installed 16 miles of bikeways.

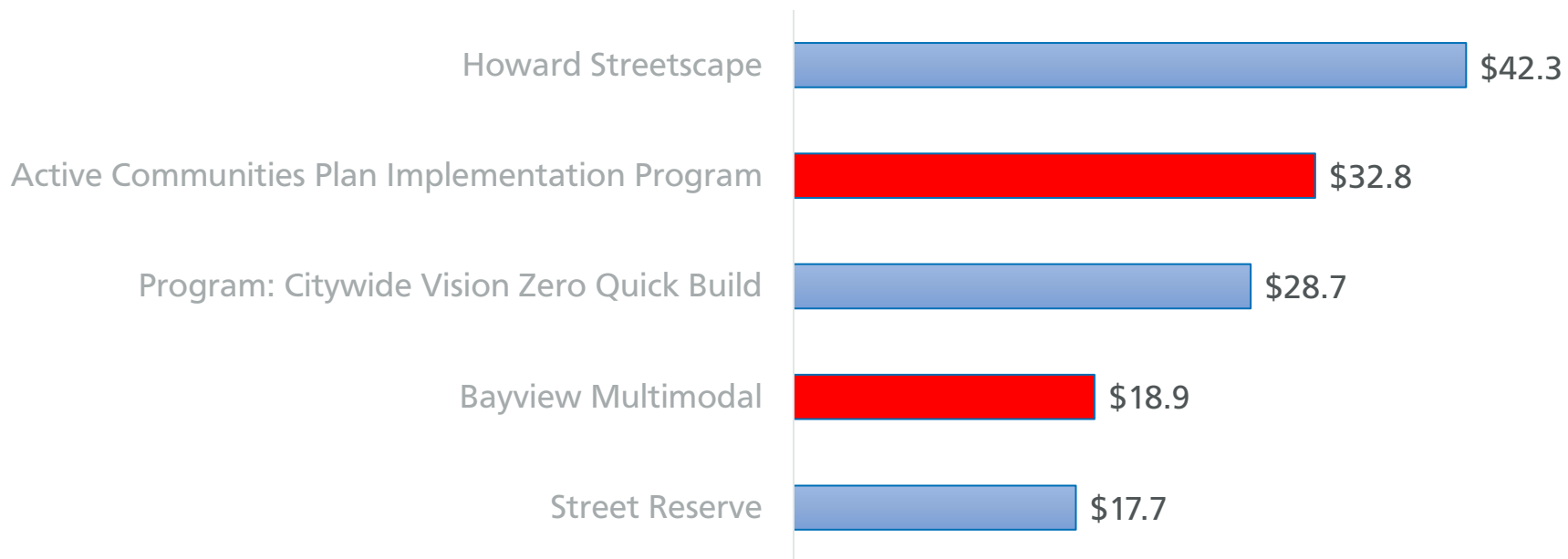
Biggest Risk: Livable Street's staff operate in one of the most complicated building environments in the world. This environment generates a constant pipeline of fast paced and unknown work, against which Livable Streets must balance constrained resources and long-term project commitments.



Capital projects to promote walking and bicycling and increase safety for all streets users.

CIP includes 55 projects totaling \$221.3M.

5 Largest Projects by Budget in FY25-FY29 CIP (\$M)



Active Communities Plan Implementation Program is a high priority program, but only 72% funded for detailed design, and only 80% funded for construction.



Capital projects to promote walking and bicycling and increase safety for all streets users.

Major Funded Projects:

Howard Streetscape

FY25-FY29 Budget of \$42.3M

Funding Need of \$3.2M

Reduce vehicle lanes from three to two, replace existing bicycle lane with protected bikeway, and install pedestrian safety infrastructure on seven blocks of Howard Street to improve safety.

Program: Citywide Vision Zero Quickbuild

FY25-FY29 Budget of \$28.7M

Funding Need of \$2.7M

Expedite the delivery of pedestrian and bicycle safety projects citywide on the High Injury Network to improve safety.

Major Funding Needs:

Active Communities Plan Implementation Program

FY25-FY29 Budget of \$32.8M

\$6.3M Funding Need for FYFY25-FY29

Implement the capital project recommendations for Citywide bicycle networks from the Active Communities Plan.

Signals

Summary: CIP invests in installation of key safety improvements such as larger signal heads and mast arms for increased signal visibility, new pedestrian countdown signals, and new accessible pedestrian signals and keeps signals in a state of good repair.

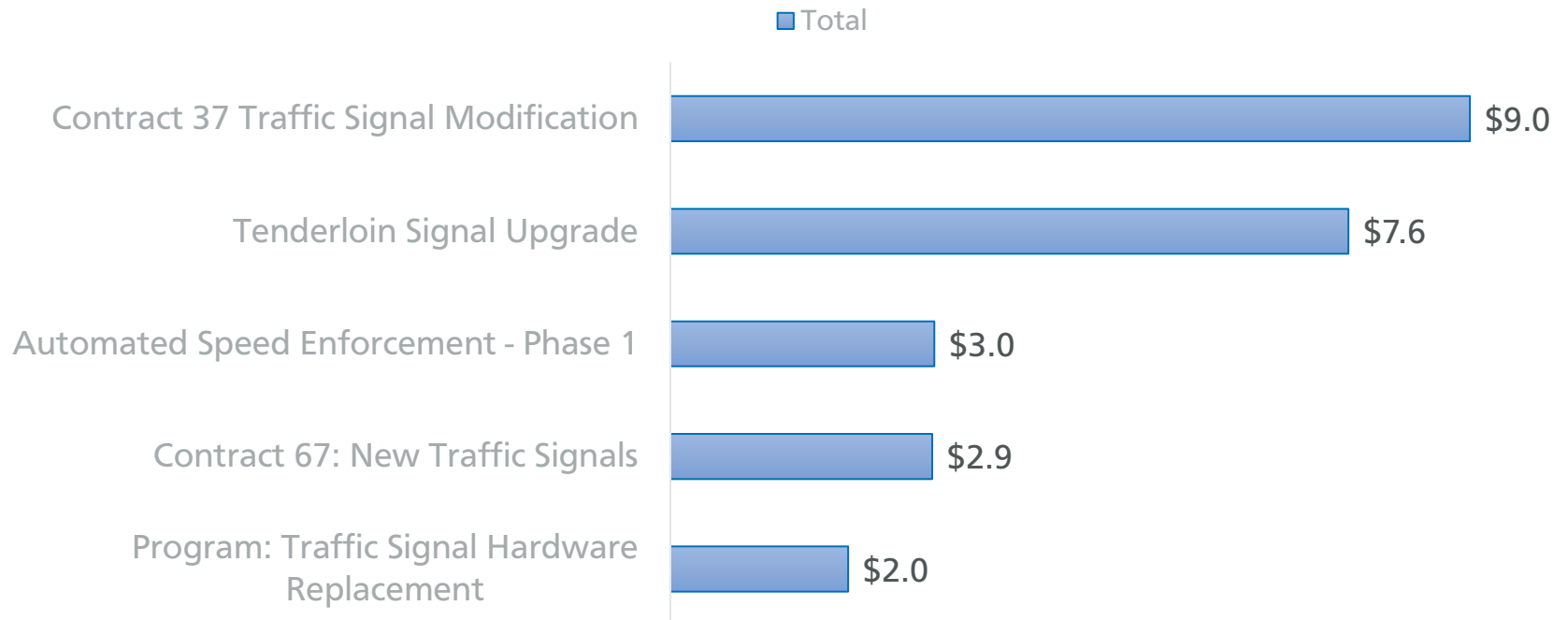
Investment Highlight: Traffic signal upgrade in Tenderloin is a major investment in an under-served neighborhood.

Biggest Risk: Increases in construction and support costs, paired with less funding, makes it challenging to make needed investments.

Continued investment in traffic signals to promote the City's Vision Zero, Transit First, and State of Good Repair policies.

CIP includes 18 projects totaling \$31.1M.

5 Largest Projects by Budget in FY25-FY29 CIP (\$M)



Traffic signal modification scope was significantly due to lack of available funding.



Signals



Continued investment in traffic signals to promote the City's Vision Zero, Transit First, and State of Good Repair policies.

Major Funded Projects:

Contract 37 Traffic Signal Modifications

FY25-FY29 Budget of \$9.0M

Funding Need of \$0.0M

Design and Construct Traffic-signal related safety improvements throughout the city. Upgrades will include accessible pedestrian signals, mast arms, and updated ramps

Tenderloin Signal Upgrades

FY25-FY29 Budget of \$9.9M

Funding Need of \$0.0M

Upgrade and install left-turn phasing signals and larger signals to create safer intersections.

Major Funding Needs:

Automated Speed Enforcement Program

FY25-FY29 Budget of \$3.0M

Funding Need of \$3.0M

Install speed enforcement cameras on the High Safety Network to reduce speeding. No funding need now, but this is dependent on continued cooperation among city agencies

Communications & IT

Summary: CIP invests in technology for core systems that are critical to daily operation and keeps technical infrastructure in a state of good repair.

Investment Highlight: Next Generation Customer Information System will increase accuracy of vehicle arrival predictions, which is key to rider experience.

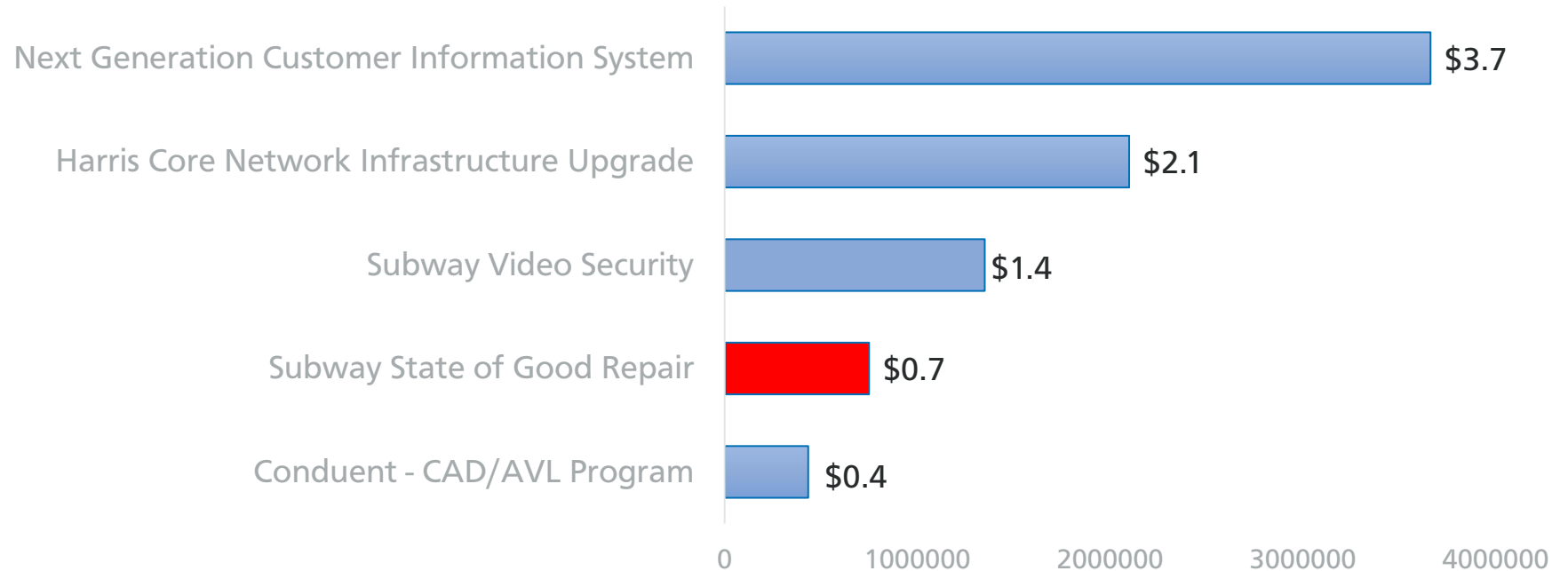
Biggest Risk: Resources were insufficient to fund critical back-end technology for SF Park, which supports revenue generating parking meter programs.



Information Technology infrastructure to improve internal operations and customer experience.

CIP includes nine projects totaling \$7.7M.

5 Largest Projects by Budget in FYFY25-FY29 CIP (\$M)



Subway State of Good Repair project for technology upgrades at stations has a funding need of \$0.2M.



Information Technology infrastructure to improve internal operations and customer experience.

Major Funded Projects:

Next Generation Customer Information System
FY25-FY29 Budget of \$3.6M
Funding Need of \$0.0M

Develop a new system to provide customers with more accurate and contextual real-time information to improve customer experience.

Conduent – CAD/AVL Program
FY25-FY29 Budget of \$0.4M
Funding Need of \$0.0M

Upgrade to Fleet management software to better manage on-time performance, incidents, communications, and make service adjustments.

Major Funding Needs:

Transit Only Lane Enforcement
FY25-FY29 Budget of \$16.2M
Funding Need of \$16.2M

Install bus mounted video cameras to capture parking violations in dedicated bus lanes to reduce Transit Only Lane violations.

Security

Summary: Continued success in winning competitive grants to fund security initiatives makes investments in security possible.

Investment Highlight: CIP continues long-standing counter-terrorism exercises.

Biggest Risk: Security program has no dedicated funds. Given limited funds, no investment was made to respond to findings of Security Task Force.

Parking

Summary: Lack of dedicated funding source makes it challenging to maintain parking garages, which are a critical revenue generating asset, in a state of good repair.

Biggest Accomplishment: \$6.0M programmed in 28-29 represents first investment in parking garages since 2012B revenue bonds.

Biggest Risk: Lack of investment creates life safety risks and creates vulnerability in revenue generating asset.

Taxis & Accessible Services

Summary: Continued success in winning competitive grants makes investments in Taxi & Accessible Services possible.

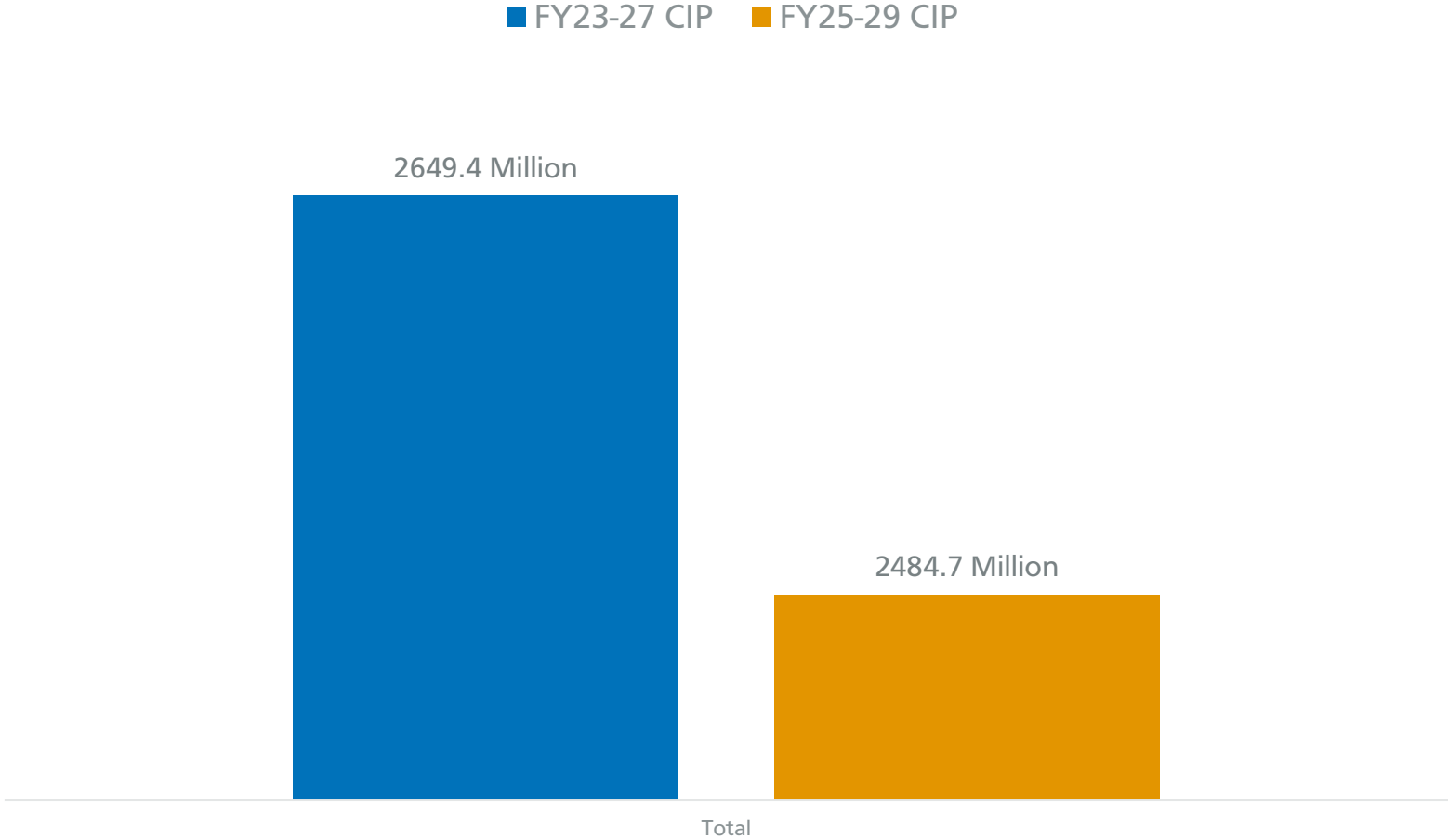
Investment Highlight: CIP continues long-standing investment in subsidies for sustainable taxis and in technology that facilitates access to information and services, and improves resource coordination to meet transportation needs of seniors and persons with disabilities.

Biggest Risk: Taxi & Accessible Services no dedicated funds.

Summary

CIP Draft Revenue Is Smaller

CIP Draft Revenue is down 6% or \$164.7M, reducing the SFMTA's capacity to make critical capital improvements.



29 Projects from last CIP deferred due to lack of funding

29 projects in prior CIP totaling \$158.8M were deferred due to lack of funding.

Program	Deferred Projects	Total Expense Deferred (\$M)
Fleet	5	\$110.9
Transit Fixed Guideway	3	\$9.7
Transit Optimization	2	\$20.1
Facilities	N/A	N/A
Streets	13	\$7.7
Signals	2	\$7.9
Communications & IT	4	\$2.5
Security	N/A	N/A
Parking	N/A	N/A
Taxi & Accessible Services	N/A	N/A
Total	29	\$158.8

Reduction in Discretionary Funding Sources Limits SFMTA Discretion

91% of Funding Must Be Directed to Use Identified by Funder

CIP Program	Funding Change (%)	Discretionary Funding (%)	Directed Funding (%)
Fleet	(10%)	6%	94%
Transit Fixed Guideway	TBD	9%	91%
Transit Optimization	(8%)	9%	91%
Facilities	23%	12%	88%
Streets	(8%)	24%	76%
Signals	(58%)	11%	89%
Communications & IT	(43%)	97%	3%
Security	(48%)	0%	100%
Parking	NA	100%	0%
Taxi & Accessible Services	0%	100%	0%

76% of our CIP Revenue requires a match, totaling \$416.8M.

Available Funding is Insufficient to Meet Need

Draft CIP funds only 31% of need identified in the Capital Plan.

Program	20-Year Capital Need (\$M)	% of 20 Year Capital Needs (%)	5-Year CIP Need (25%)	FY25-FY29 CIP (\$M)	CIP Revenues (%)	Difference (\$M)	FY25-FY29 CIP Need Met (%)
Fleet	\$ 9,865.7	31%	\$ 2,466.5	\$ 1,043.8	43%	-1,422.7	42%
Transit Optimization & Expansion	\$ 4,298.9	13%	\$ 1,074.8	\$ 305.9	13%	-768.9	28%
Transit Fixed Guideway	\$ 3,125.0	10%	\$ 781.3	\$ 586.7	24%	-194.6	75%
Streets	\$ 5,453.5	17%	\$ 1,363.5	\$ 221.3	9%	-1142.2	16%
Facility	\$ 5,489.8	17%	\$ 1,372.5	\$ 249.7	10%	-1122.8	18%
Traffic Signals	\$ 1,490.6	5%	\$ 372.8	\$ 31.3	1%	-341.5	8%
Communications & IT	\$ 222.9	1%	\$ 55.8	\$ 7.7	0%	-48.1	14%
Parking	\$ 1,212.4	4%	\$ 303.0	\$ 6.0	0%	-297.0	2%
Security	\$ 668.1	2%	\$ 167.0	\$ 5.0	0%	-162.0	3%
Taxi	\$ 82.7	0%	\$ 20.8	\$ 2.3	0%	-18.5	11%
Total Draft Planned Expenditure	\$ 31,909.6	100.0%	\$ 7,977.8	\$2,459.7	100.0%	-5,518.1	31%

24% of Projects in CIP are Less Than 90% Funded

Additional \$962.0M needed to fully fund projects, which creates significant risk.

Program	Fully Funded (%)	Greater Than 90% Funded (%)	Less Than 90% Funded (%)	Total (%)
Fleet	18	0	4	22
Transit Fixed Guideway	37	0	6	43
Transit Optimization	8	13	17	38
Facilities	12	0	2	14
Streets	31	8	16	55
Signals	12	5	1	18
Communications & IT	6	1	2	9
Security	1	0	0	1
Parking	1	0	0	1
Taxi & Accessible Services	2	0	0	2
Total	128	27	48	203
Percent	63%	13%	24%	100%

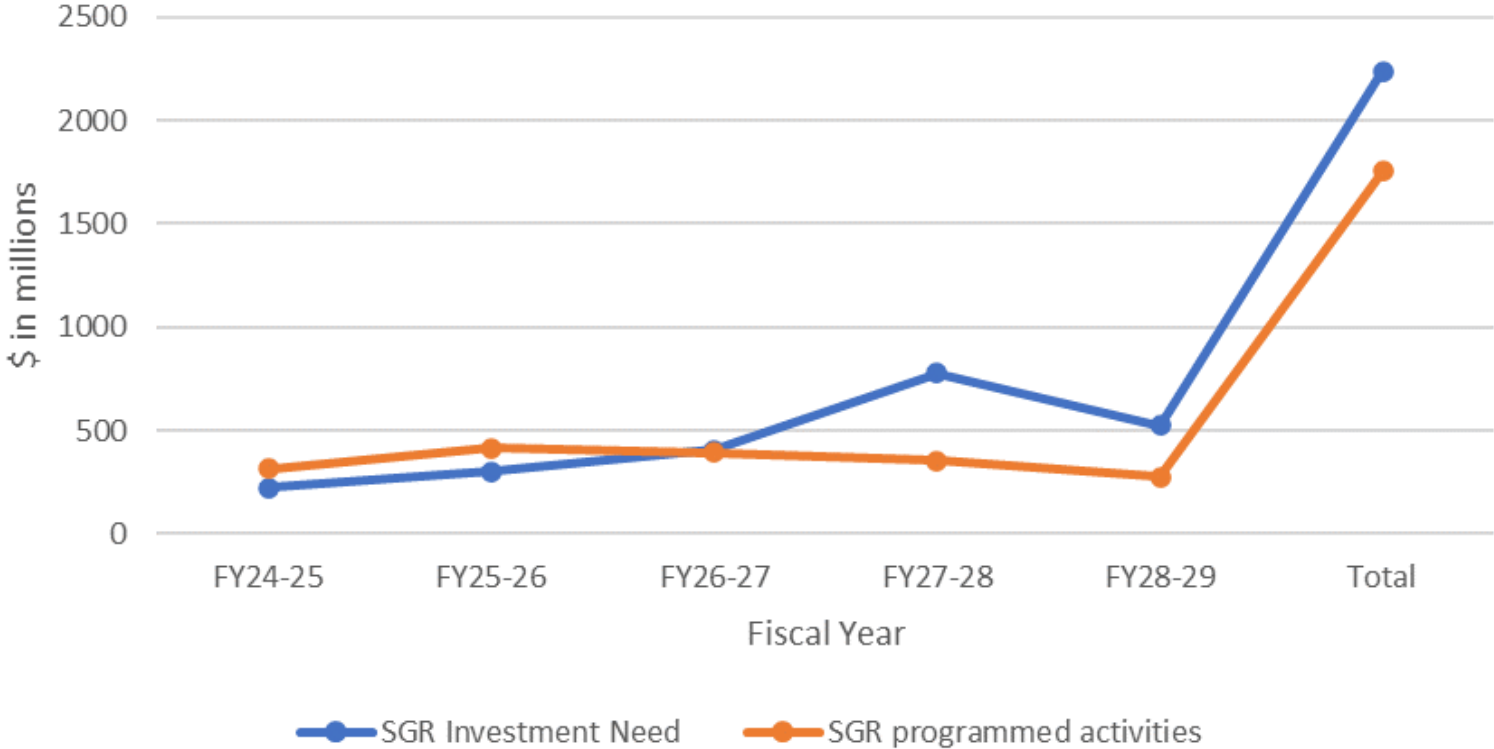
Majority of CIP Investments go to State of Good Repair

\$1.7B or 71% of our CIP will be expended to maintain assets in State of Good Repair.

Fiscal Year	FY25-FY29 Draft Planned Expenditure (\$M)	FY25-FY29 State of Good Repair Amount (\$M)	FY25-FY29 State of Good Repair (%)
24-25	\$ 417.3	\$ 317.1	76%
25-26	\$ 579.7	\$ 413.9	71%
26-27	\$ 587.5	\$ 393.0	67%
27-28	\$ 462.6	\$ 354.9	77%
28-29	\$ 411.5	\$ 276.5	67%
Total Planned Expenditure	\$ 2,459.7	\$ 1,755.4	71%

Draft CIP Meets Short-Term State of Good Repair Need, but Fails to Address Backlog

\$2.2B investment needed FY25-FY29 to maintain existing assets. \$1.7B investment represents only 71% of existing need and fails to address \$4.0B backlog.



SFMTA needs additional capital funding, particularly discretionary sources like local bonds, to make critical investments, maintain existing assets in state of good repair and reduce operating costs.

Funding Opportunities

To address funding need SFMTA will:

- Advocate for Transportation General Obligation Bond
- Apply for Competitive Grants
- Advocate with Local and Regional Funders to Influence Funding Opportunities

Thank you!