



**SFMTA**

San Francisco Municipal Transportation Agency

**Fiscal Year 2021 – 2025**

# **Capital Improvement Program**

*Proposed*

**SFMTA Board of Directors**

April 7, 2020



SFMTA

# Budget Public Hearing: *5-Year Capital Improvement Program*

- Transportation System Capital **Needs**
- Transportation System Asset **Management**
- Proposed Transportation System **Improvements**

## SFMTA 20-Year Capital Plan

The San Francisco Municipal Transportation Agency's (SFMTA) **20-year Capital Plan** is a need-based assessment of the SFMTA's anticipated capital needs for the upcoming 20 years.

- It is a **financially unconstrained** plan and includes capital needs for which funding has not yet been committed
- The purpose of the Capital Plan is to identify all of the **potential capital investment needs to achieve the City's transportation goals**

## SFMTA 20-Year Capital Plan



## 2019 SFMTA 20-Year Capital Needs

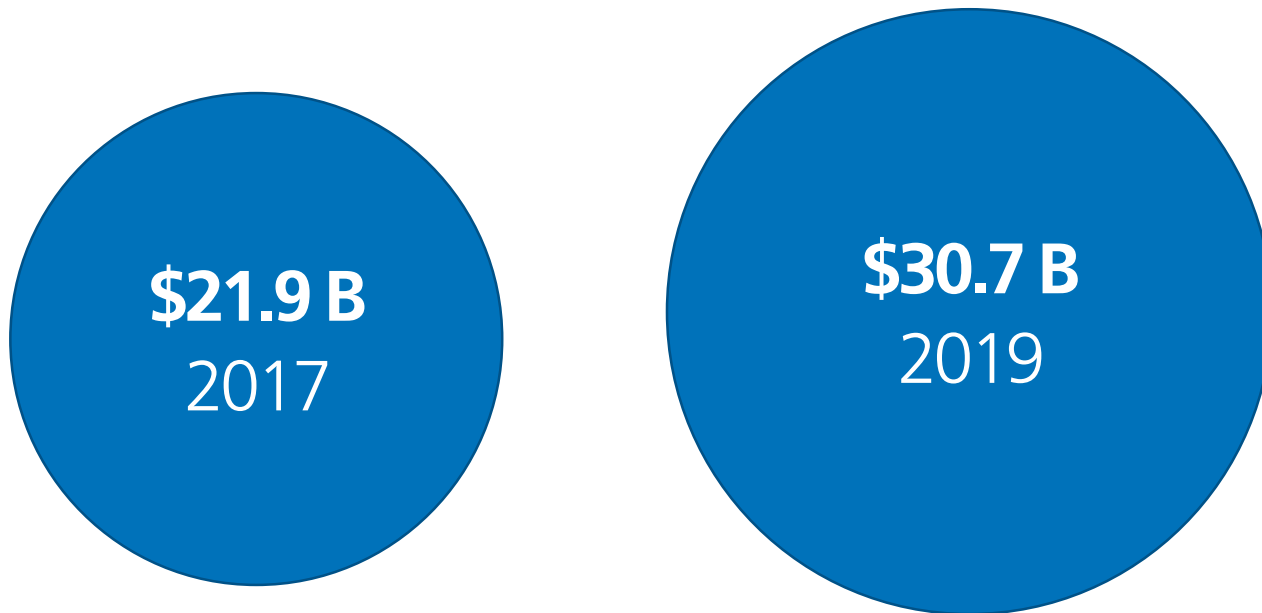
An overview of the agency's anticipated capital needs from Fiscal Year 2020 – Fiscal Year 2040.

SFMTA Board of Directors Approval: \_\_\_\_\_  
**September 2019**



## SFMTA 20-Year Capital Plan

SFMTA 20-Year Capital Plan needs for the transportation system **grew by \$8.9 billion between 2017 and 2019.**



## SFMTA 20-Year Capital Plan

Why the increase from 2017 to 2019?

Vision Zero

Electric Bus Fleet Transition

Updating Costs based on Actuals

State of Good Repair

Next Generation of Muni Forward

- Increased investment needs in *Streets* to achieve Vision Zero safety goals.
- Increased investment in *Fleet and Facility* to support transition to an all-battery-electric fleet.
- Revised cost estimates in the *Traffic Signals & Signs* to better account for the total cost of the work.
- Investments in the *Streets and Facility Program* needed to better regulate emerging mobility.
- Increased investment needs in *Transit Fixed Guideway* to maintain the system in a state of good repair.
- Increased investment needs in *Transit Optimization & Expansion* include the next step in the Muni Forward program, building on current efforts to improve travel time and reliability.

## SFMTA 20-Year Capital Plan

**2019 Capital Plan Update Details:**

PROGRAM	2017 Total Capital Needs (constant 2017 dollars, rounded)	Percent of 2017 Capital Needs	2019 Total Capital Needs (constant 2019 dollars, rounded)	Percent of 2019 Capital Needs	Percent Change from 2017
Communications & Information Technology	\$237 M	1.1 %	\$218 M	0.7 %	<b>-8.1 %</b>
Facility	\$3,490 M	15.9 %	\$4,599 M	14.9 %	<b>31.8 %</b>
Fleet	\$4,540 M	20.7 %	\$5,419 M	17.6 %	<b>19.4 %</b>
Parking	\$671 M	3.1 %	\$681 M	2.2 %	<b>1.4 %</b>
Security	\$545 M	2.5 %	\$557 M	1.8 %	<b>2.2 %</b>
Streets	\$2,456 M	11.2 %	\$4,936 M	16.0 %	<b>101.0 %</b>
Taxi	\$65 M	0.3 %	\$65 M	0.2 %	<b>0.1 %</b>
Traffic Signals & Signs	\$576 M	2.6 %	\$1,488 M	4.8 %	<b>158.3 %</b>
Transit Fixed Guideway	\$1,310 M	6.0 %	\$1,755 M	5.7 %	<b>34.0 %</b>
Transit Optimization & Expansion	\$8,046 M	36.7 %	\$11,068 M	36.0 %	<b>37.6 %</b>
<b>Total (all programs)</b>	<b>\$21,937 M</b>		<b>\$30,784 M</b>		

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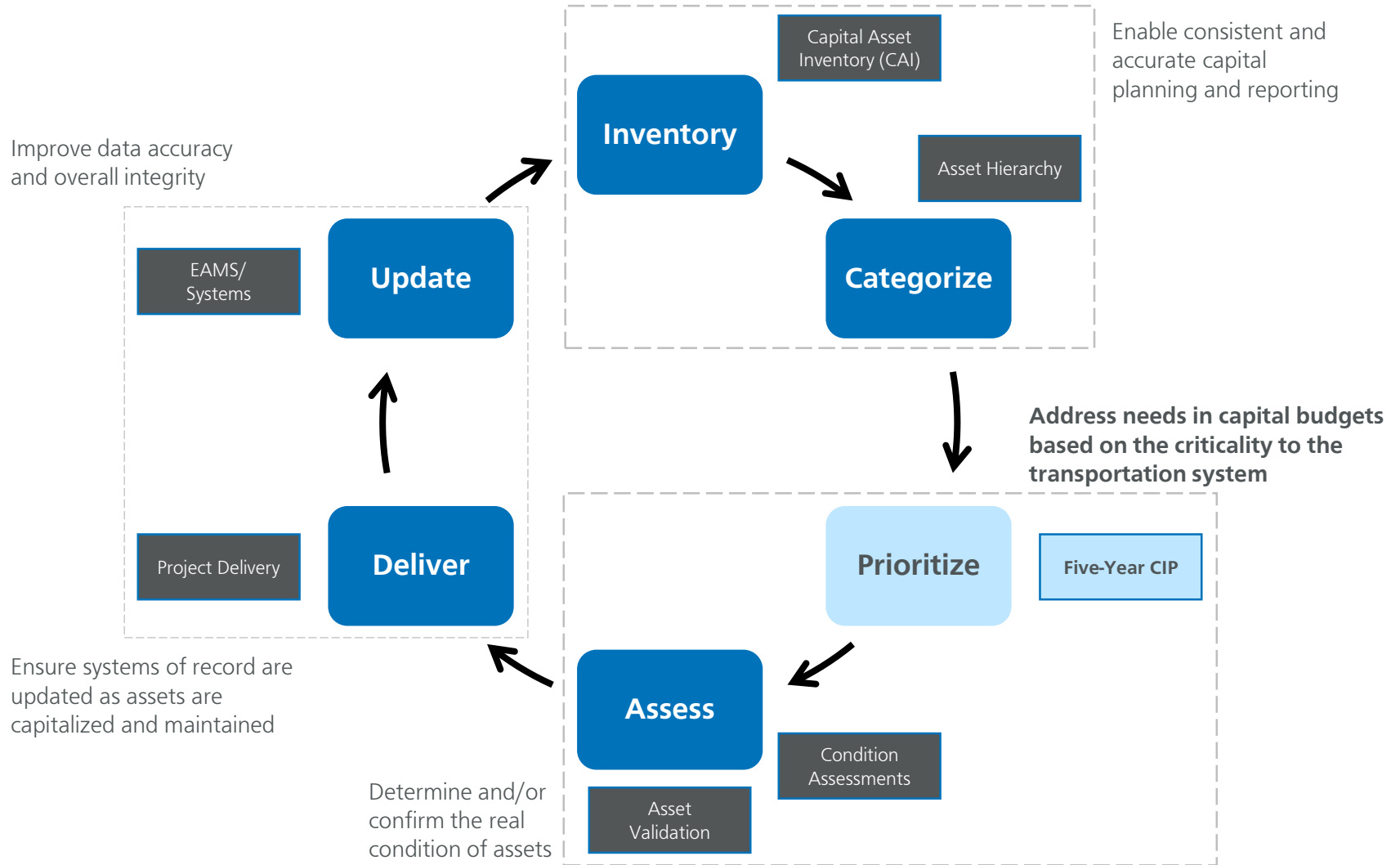


## SFMTA Asset Management Program

**Asset Management connects information** about the San Francisco Municipal Transportation Agency's assets to **decision making processes** in order to maximize the performance, reliability and safety of the transportation system.

The result, excellent transportation choices.

# Ten-Year Asset Management Strategy



## State of Good Repair Report

The SFMTA has been producing an **annual State of Good Repair Report since 2015.**

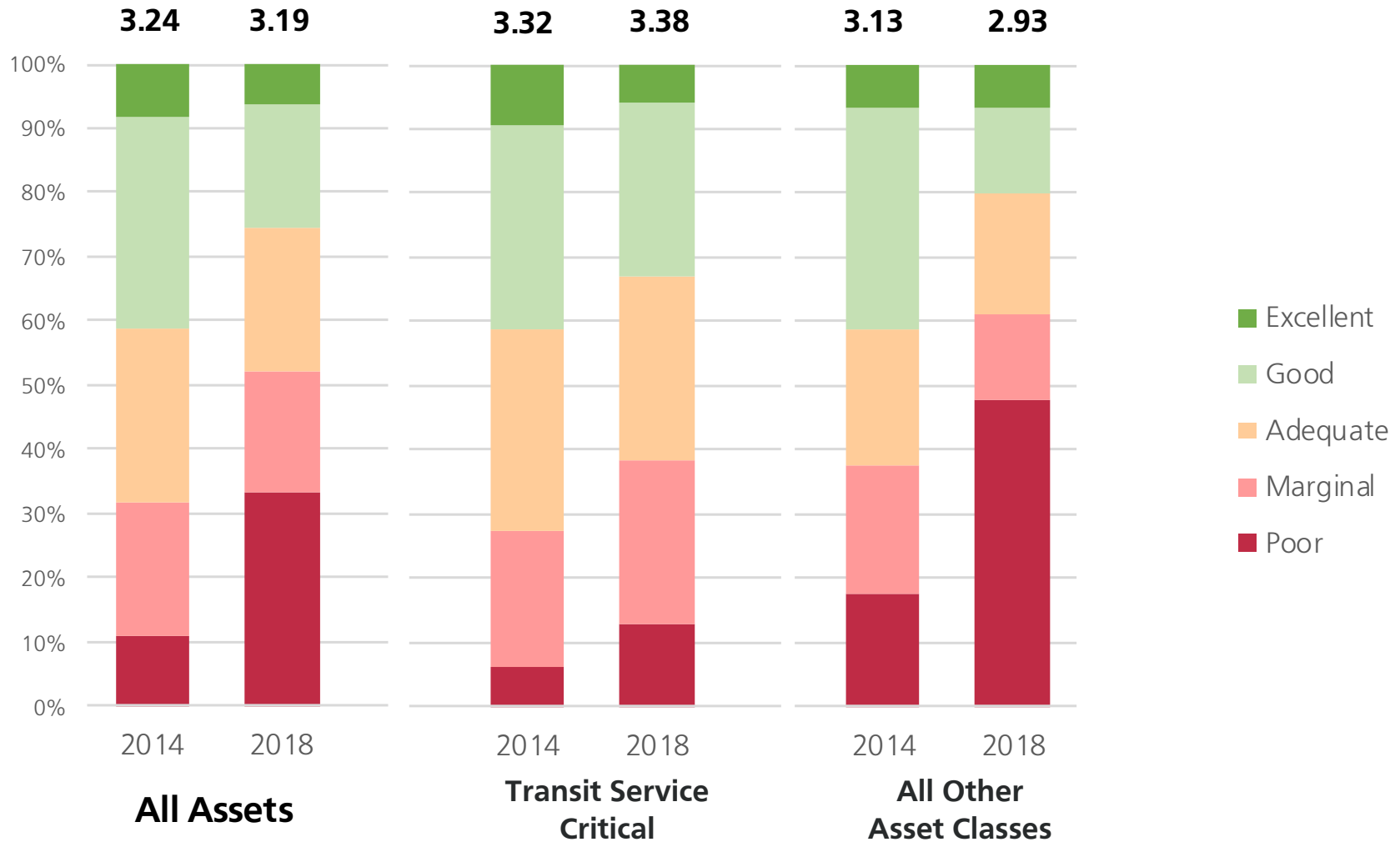
- Provides an overview of the transportation system's rehabilitation and replacement needs and invest impacts
- Outlines the state of the practice of transportation asset management
- The 2018 report was completed in June 2019
- The 2019 report is in development, and is expected to be complete in March 2020

<https://www.sfmta.com/asset-management-program>



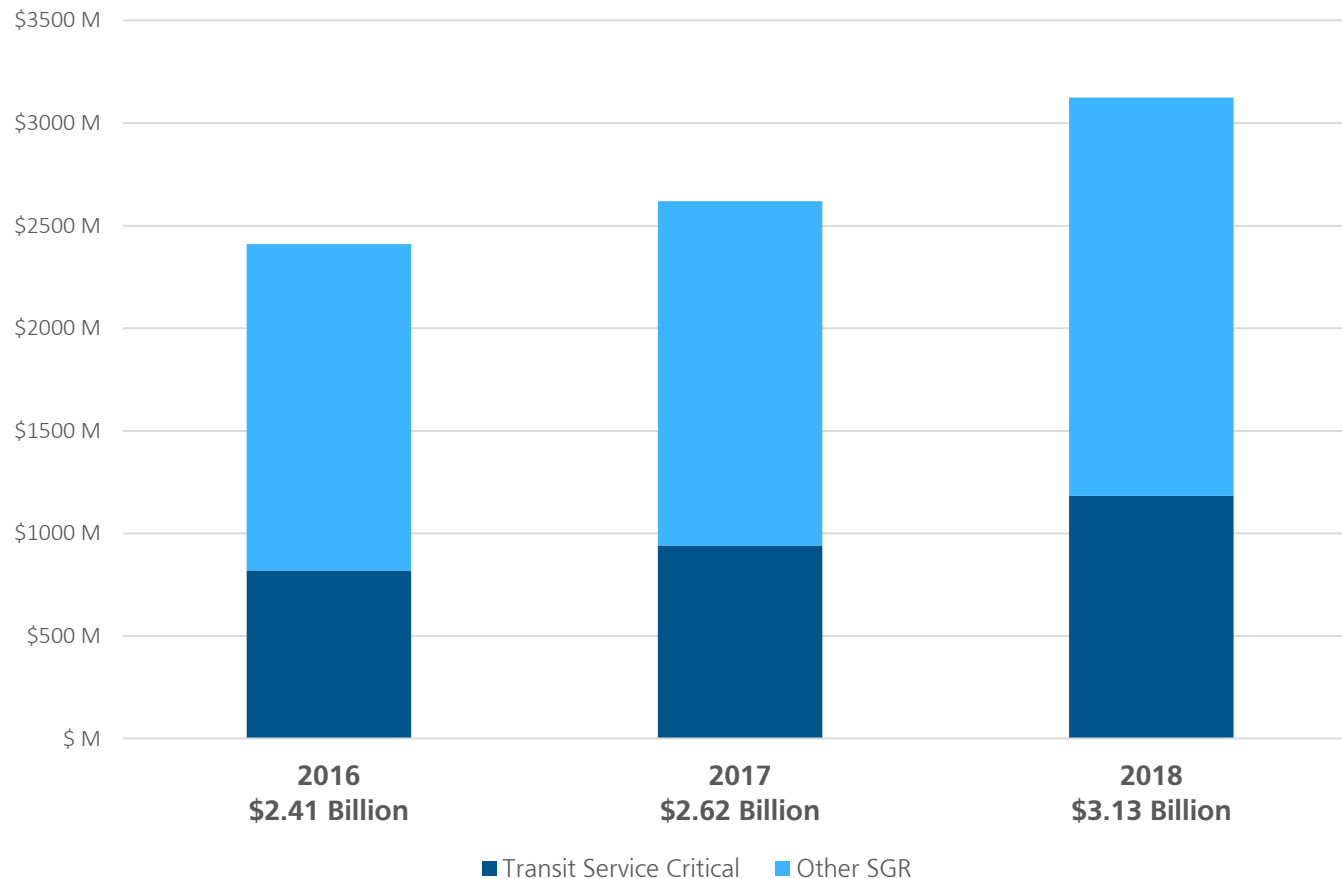
## State of Good Repair Report – TERM Modeling

The average agency Transit Economic Requirements Model (TERM) Score in 2018 was 3.19.



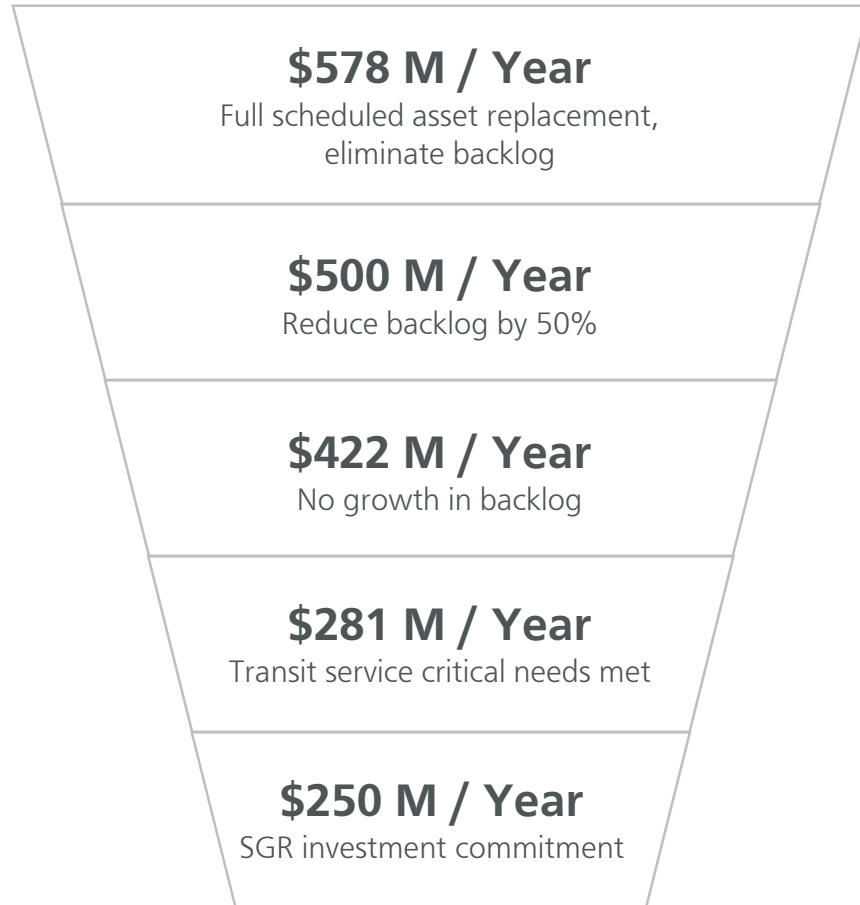
## State of Good Repair Report – Estimated Backlog

The transportation asset estimated **backlog grew to \$3.13 billion in 2018**. Parking and Traffic assets represent the largest asset class in backlog at \$950 million followed by Stations (\$473 million), Facilities (\$466 million) and Overhead (\$420 million).

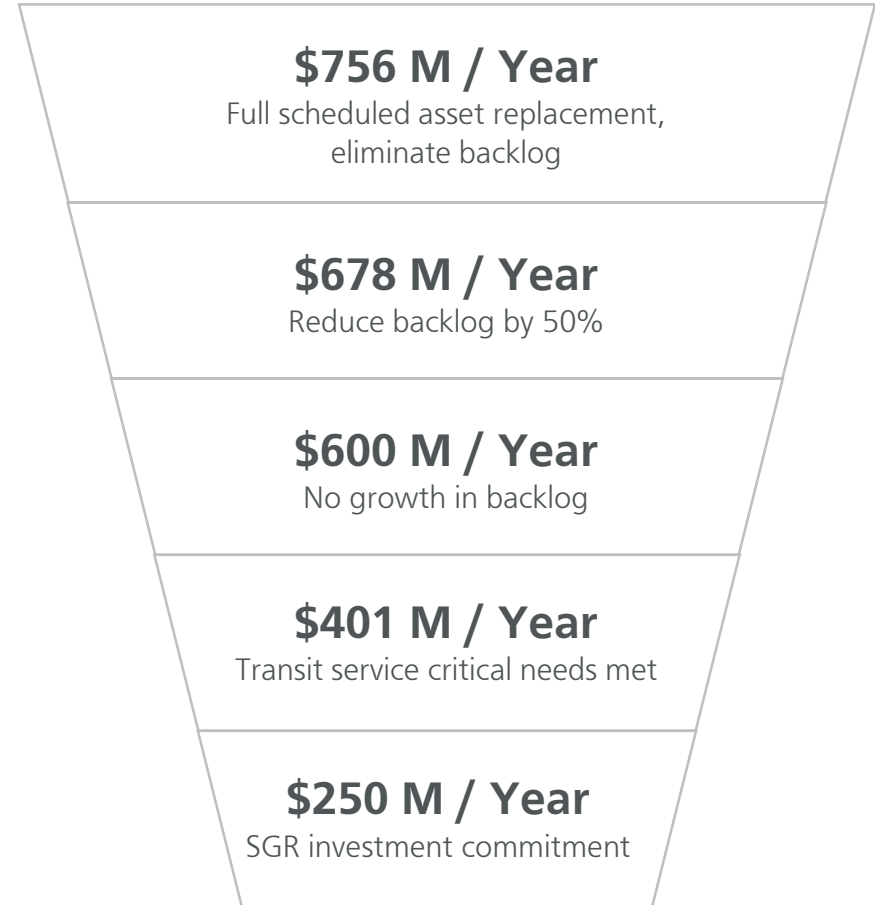


## State of Good Repair Report – Planned Future Needs

### Annual SGR Need (\$2018)



### Annual SGR Need (Escalated @ 3% per year)



## SFMTA 5-Year Capital Improvement Program

The SFMTA 5-Year Capital Improvement Program is a **fiscally constrained 5-year program of capital improvement and operational projects.**

- *An implementation plan* for regional, citywide, and agency-wide strategies and policy goals
- *Maintains credibility* with external funding agencies (eg. MTC, FTA)



San Francisco Municipal Transportation Agency  
Budget, Financial Planning and Analysis  
Finance and Information Technology Division



San Francisco, California

## SFMTA 5-Year Capital Improvement Program – CIP Programs/Descriptions



### Fleet

Purchase and rehabilitate transit vehicles including motor coaches, trolley coaches, light rail vehicles and paratransit vans



### Signals

Plan, design, engineer and construct traffic signals and associated infrastructure to improve mobility and safety on San Francisco streets and decrease transit travel time



### Parking

Plan, design, rehabilitate and construct public parking facilities or street infrastructure related to public parking



### Taxi

Implement systems to optimize and support the taxi system in San Francisco to provide a better rider experience and promote low-emissions taxi vehicle use



### Comm & IT

Plan, design and implement technology infrastructure upgrades to improve the efficiency and efficacy of the SFMTA and provide a better experience for customers and Employees.



### Transit Optimization

Plan, design, engineer and construct infrastructure improvements to improve travel time and increase the capacity and reliability of the transit system



### Fixed Guideway

Plan, design, engineer and construct improvements to critical infrastructure including rail track, overhead wires, and train control technology



### Security

Plan, design and construct or implement systems to improve the security of the transit system



### Facilities

Acquire, develop and/or rehabilitate transit station areas and maintenance facilities used for transit, traffic, and parking operations.



### Streets

Plan, design, engineer and construct improvements to street safety that promote walking, bicycling, and taking transit



## SFMTA 5-Year Capital Improvement Program – Revenue Assumptions and Options

### CIP Revenue Assumptions



#### Competitive Grants

Conservatively included at 80% of the three-year average of awarded amounts to SFMTA.



#### Regional Measure 3

\$140M in Regional Measure 3 (RM3) is included starting in FY2020-21. RM3 Core Capacity is included at \$18 million starting in FY2020-21.



#### Proposition D

The Transportation Network Tax (Proposition D) is assumed at \$62 million from FY21-25 based on available data.



#### \$60M TIRCP

The Transit and Intercity Rail Capacity Program (TIRCP) cap and trade grant is assumed at \$60M in FY2024-25.



#### FTA Transit Capital Priorities

The Federal Transit Administration (FTA) Transit Capital Priorities (TCP) is based on the Core Capacity Challenge Grant Program (CCGP) estimate.

### CIP Potential Revenues



#### 2<sup>nd</sup> \$500 million General Obligation Bond

Scheduled to go on the ballot in November 2022. Not included in current revenue assumptions.



#### Proposition K

Potential re-authorization of the Proposition K sales tax is not included in current revenue assumptions.



#### Revenue Bonds

Significant capacity available but has impact on operating budget: debts service payments = ~\$7M annually per \$100M issued at current interest rates.



#### Regional Measure

One cent sales tax potentially scheduled to go on the ballot in November 2020. Expected to generate \$100.6 billion over 40 years. Not included in revenue assumptions.

## SFMTA Five-Year Capital Improvement Program – Stats

5-year Amount  
**\$2.48 b**

Projects  
**157**

Funding Sources  
**50+**

## SFMTA Five-Year Capital Improvement Program – Proposed FY 2021-25 CIP

Program	Capital Budget					5-Year CIP
	FY21	FY22	FY23	FY24	FY25	Total (Current)
Central Subway	\$0	\$0	\$0	\$0	\$0	\$0
Communications & IT	\$7.0	\$3.3	\$1.3	\$9.4	\$4.4	\$25.3
Facility	\$68.4	\$46.8	\$64.5	\$35.4	\$5.2	\$220.5
Fleet	\$120.6	\$184.9	\$164.8	\$163.8	\$298.8	\$933.0
Parking	\$0	\$11.4	\$11.1	\$0	\$0	\$22.5
Security	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$10.2
Signals	\$24.5	\$20.1	\$17.3	\$6.9	\$22.8	\$91.6
Streets	\$77.9	\$80.0	\$51.1	\$39.4	\$36.4	\$284.8
Taxi	\$0.7	\$0.7	\$0.4	\$0.4	\$0.2	\$2.3
Transit Fixed Guideway	\$63.2	\$60.6	\$72.9	\$88.0	\$108.2	\$392.9
Transit Optimization	\$159.6	\$82.5	\$93.4	\$80.6	\$85.2	\$501.4
<b>Total SGR</b>	<b>\$233.6</b>	<b>\$265.8</b>	<b>\$263.4</b>	<b>\$240.8</b>	<b>\$336.7</b>	<b>\$1,340.3</b>
<b>Total</b>	<b>\$524.0</b>	<b>\$492.3</b>	<b>\$478.8</b>	<b>\$426.0</b>	<b>\$563.3</b>	<b>\$2,484.4</b>

## SFMTA Five-Year Capital Improvement Program – What are we delivering?

- **Muni Forward Quick Build Program**
- **Vision Zero Quick Build Program**
- **Major Streetscape Projects** – Folsom Howard Phase 1, 6th Street, Taylor Street, Hyde Street
- **LRV Replacement & Expansion**
- **Electric Bus Procurement**
- **Automatic Train Control System (ATCS)**
- **Better Market Street**
- **Muni Forward** – M-Oceanview TPP; K-Ingleside TPP; J-Church TPP; L Taraval, 22 Fillmore: 16th St
- **Accessible Pedestrian Signals**



## SFMTA Five-Year Capital Improvement Program – Projects with Phase Funded

- **Potrero Yard Modernization Project**
- **Presidio Facility Reconstruction**
- **Folsom-Howard Bids 2/3**
- **Muni Forward** – N-Judah TPP, Embarcadero Pocket Track, 14 Mission TPP
- **Subway Mechanical Systems SGR Program**
- **Fire Life Safety SGR Program**
- **New Flyer Mid-Life Overhauls**



## Proposed FY 2021-25 CIP – Weather Map Analysis

Capital Program	2019 Capital Needs	% of Capital Needs	5-Year CIP Needs (25%)	Proposed CIP	Delta	% Need Met
Communications & IT	\$ 281	0.7%	\$ 70.3	\$ 25.30	\$ (44.95)	36.01%
Facility	\$ 4,599	14.9%	\$ 1,149.8	\$ 220.50	\$ (929.25)	19.18%
Fleet	\$ 5,419	17.6%	\$ 1,354.8	\$ 933.00	\$ (421.75)	68.87%
Parking	\$ 681	2.2%	\$ 170.3	\$ 22.50	\$ (147.75)	13.22%
Security	\$ 557	1.8%	\$ 139.3	\$ 10.20	\$ (129.05)	7.32%
Streets	\$ 4,936	16.0%	\$ 1,234.0	\$ 284.80	\$ (949.20)	23.08%
Taxi	\$ 65	0.2%	\$ 16.3	\$ 2.30	\$ (13.95)	14.15%
Traffic Signals	\$ 1,488	4.8%	\$ 372.0	\$ 91.60	\$ (280.40)	24.62%
Transit Fixed Guideway	\$ 1,755	5.7%	\$ 438.8	\$ 392.90	\$ (45.85)	89.55%
Transit Optimization & Expansion	\$ 11,068	36.0%	\$ 2,767.0	\$ 501.40	\$ (2,265.60)	18.12%
<b>TOTAL</b>	<b>\$ 30,849</b>	<b>100%</b>	<b>\$ 7,712.3</b>	<b>\$ 2,484.50</b>	<b>\$ (5,227.75)</b>	<b>32.21%</b>