



SFMTA

Capital Prioritization and Advocacy Strategy (CIP+)

Board of Directors
February 15, 2022

How does the SFMTA identify capital/infrastructure priorities?

Capital Planning
Asset Management

The core two plans that guide capital priorities are the SFMTA 20-Year Capital Plan and annual State of Good Repair Report.



MTAB November 2021
Consolidates all capital needs; financially unconstrained



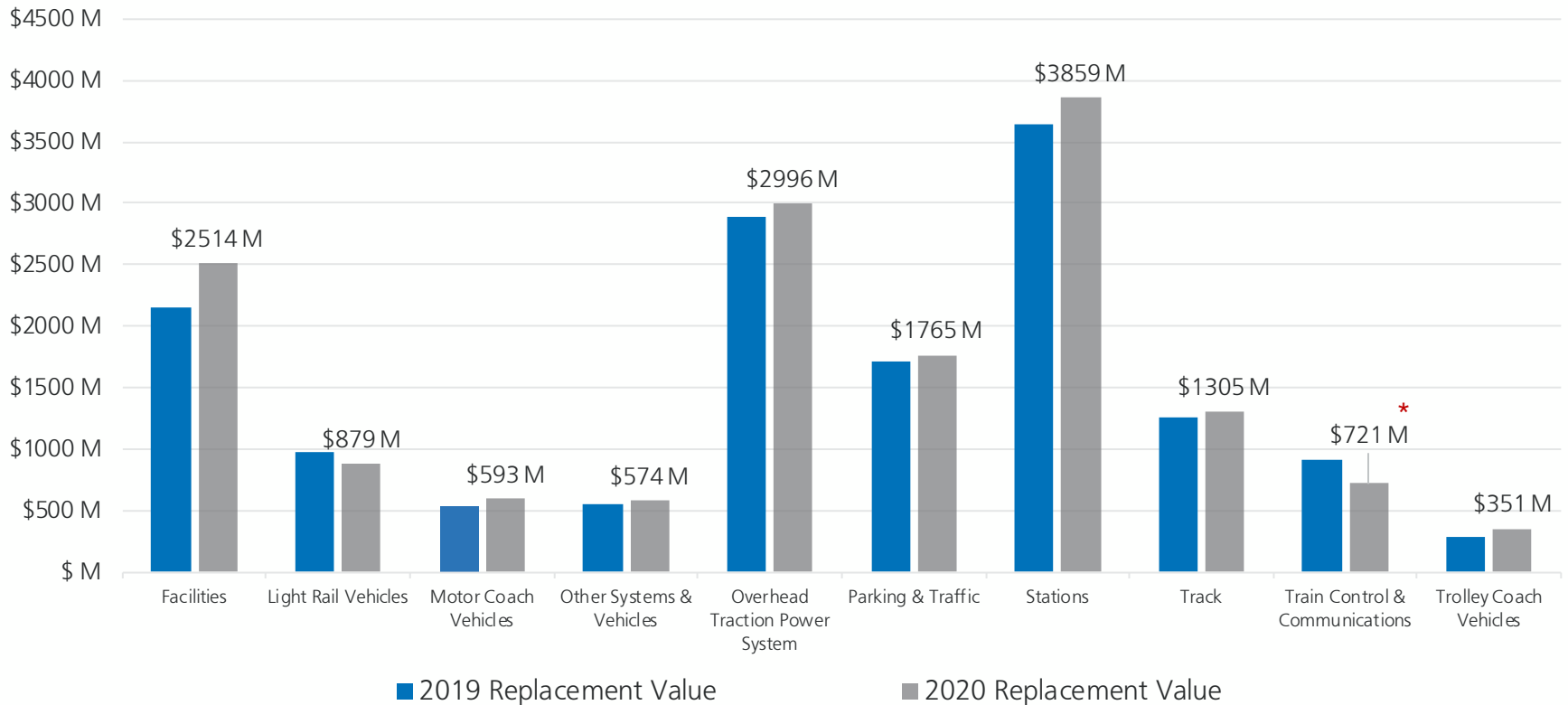
MTAB July 2021
Aged-Based condition assessment and costs of existing infrastructure

Reference: [2021 SFMTA 20-Year Capital Plan](#)

Reference: [2020 SFMTA State of Good Repair Report](#)

Asset Data by Infrastructure Type

The total SFMTA asset replacement value is estimated at **\$15.6 billion**. Asset replacement value provides a baseline when assessing levels of investment across asset classes.

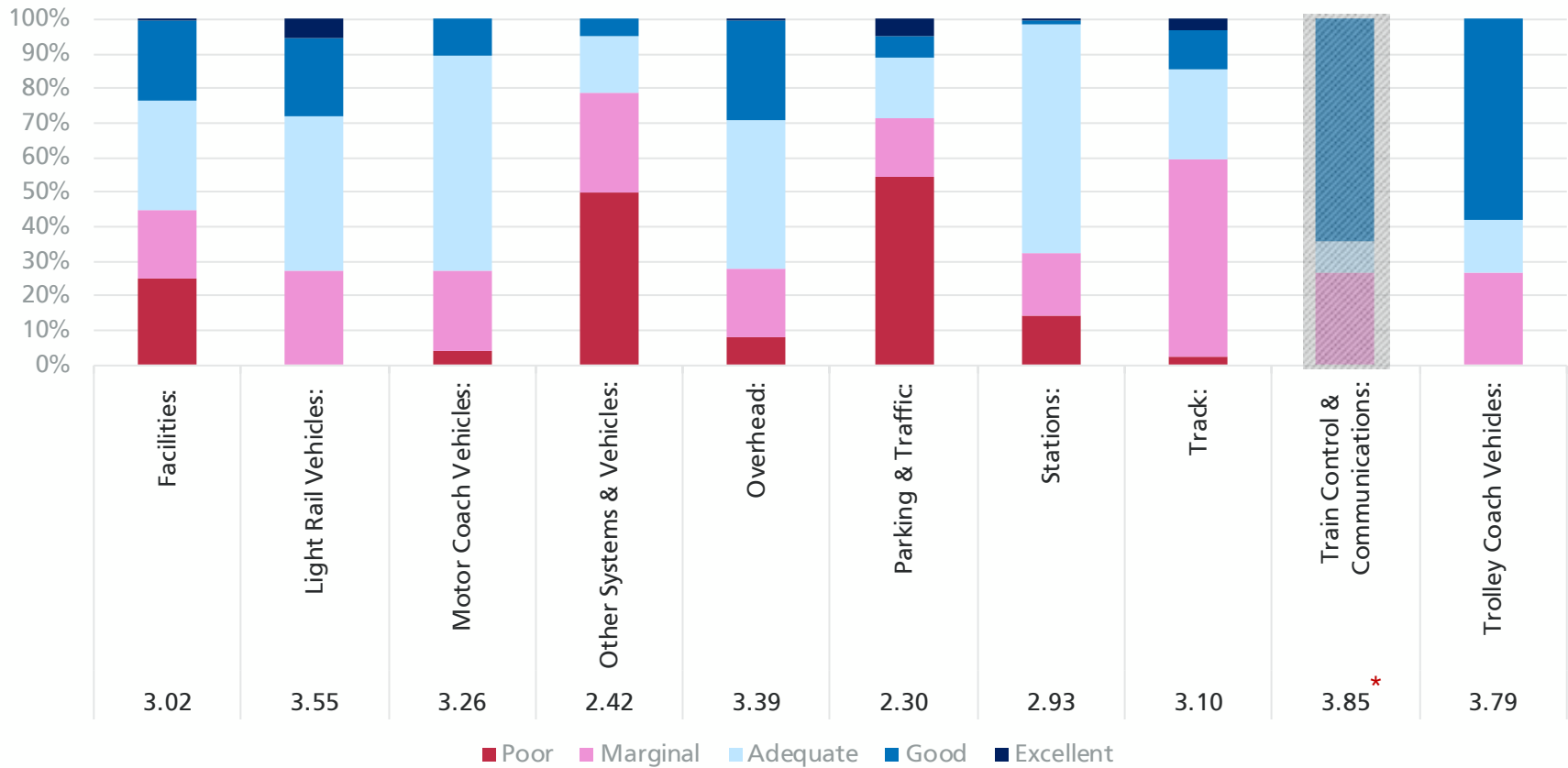


*The train control system is not accurately modeled in our analysis; we know the system is near the end of its useful life with a higher replacement value than presented in the 2020 SGR Report.

Reference: [2020 SFMTA State of Good Repair Report](#)

Asset/Infrastructure Condition

Age Based Condition Scores are based on the age of an asset and use a scale of 1 to 5. The weighted average condition score for all SFMTA assets in FY2020 is 3.07.

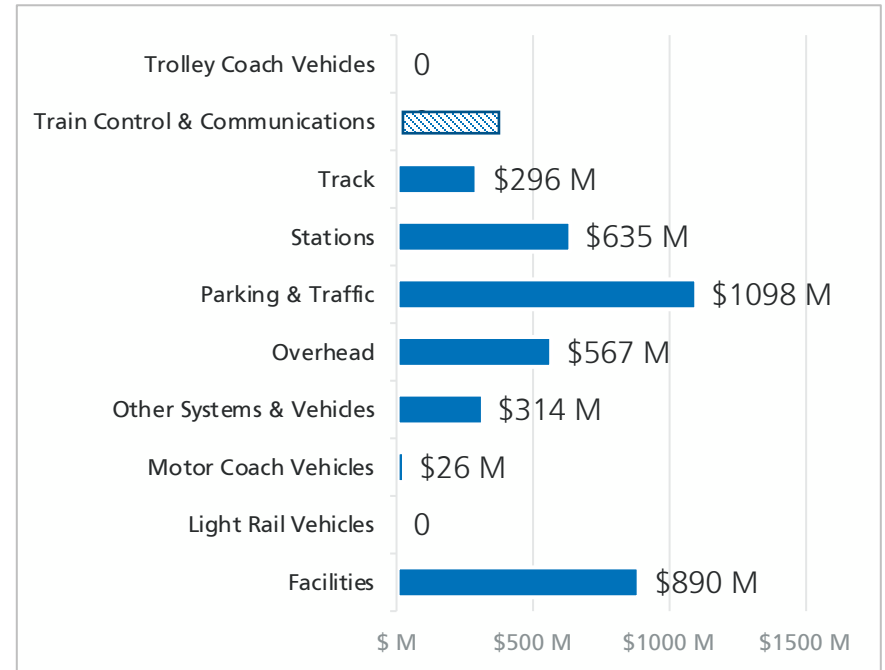
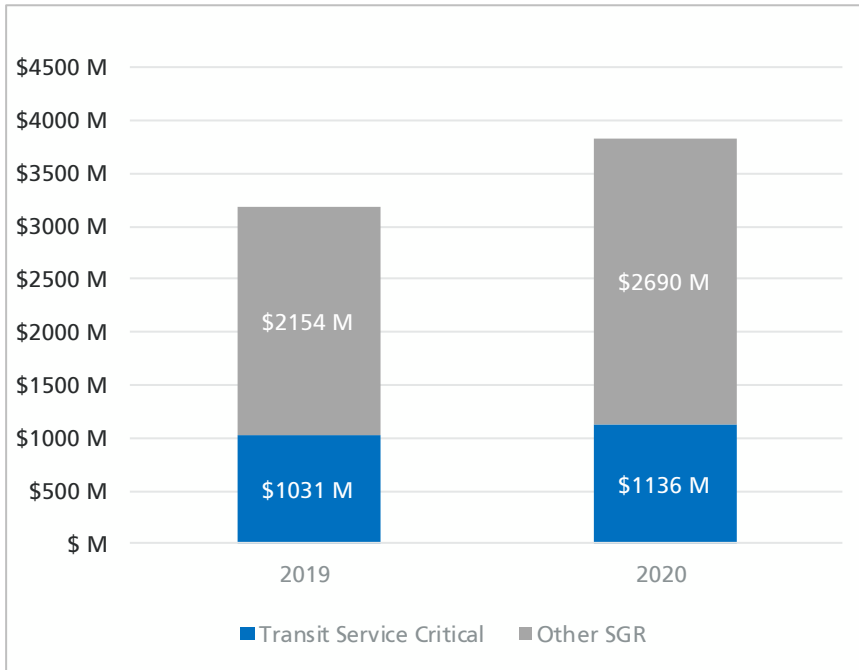


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Reference: [2020 SFMTA State of Good Repair Report](#)

\$3.83 B
Backlog

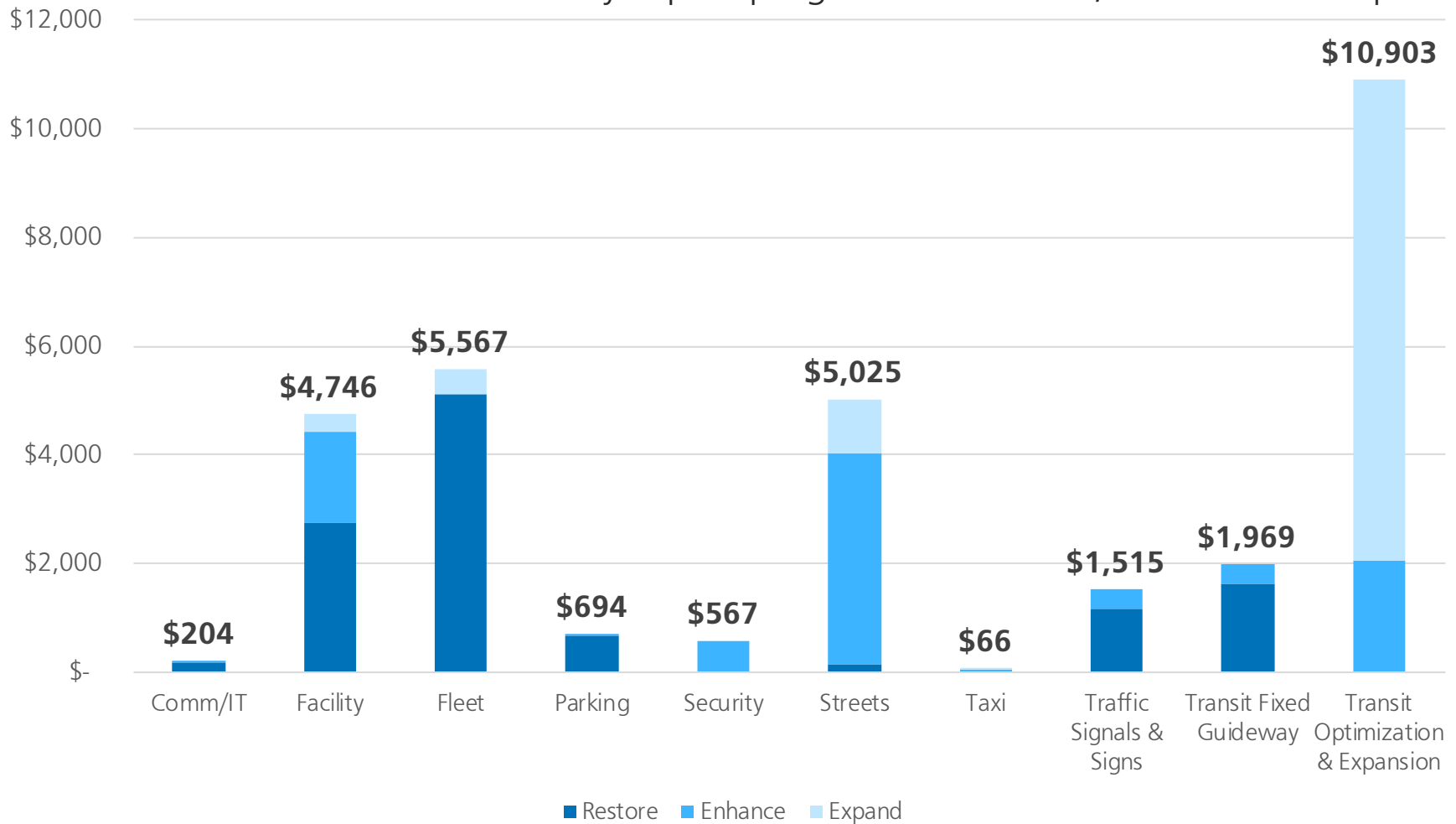
The value of assets beyond their useful life is \$3.83 billion. This **backlog** represents deferred investments in infrastructure replacement or rehabilitation. The backlog represents assets where an end-of-lifecycle decisions needs to be made; either these assets will be retired, replaced in-kind, or upgraded with new technology or systems.



Reference: [2020 SFMTA State of Good Repair Report](#)

Total Capital Needs by Capital Program

The total capital needs identified in the 20-year Capital Plan is **\$31.3 billion**. Needs are broken up by capital program and restore, enhance and expand.



The Capital Improvement Program (CIP) is a fiscally-constrained 5-year investment plan for delivery of transportation capital projects.

It serves as an implementation plan for regional, citywide, and agency-wide strategies and policy goals:

- SFMTA Strategic Plan
- SFMTA 20-Year Capital Plan
- Street Safety/Vision Zero
- Muni Forward
- Fleet Plan
- Building Progress Program
- State of Good Repair
- Bicycle and Pedestrian Strategies
- Plan Bay Area
- SF General Plan
- Neighborhood & Area Plans
- SFCTA Transportation Plan

20-Year Capital Plan

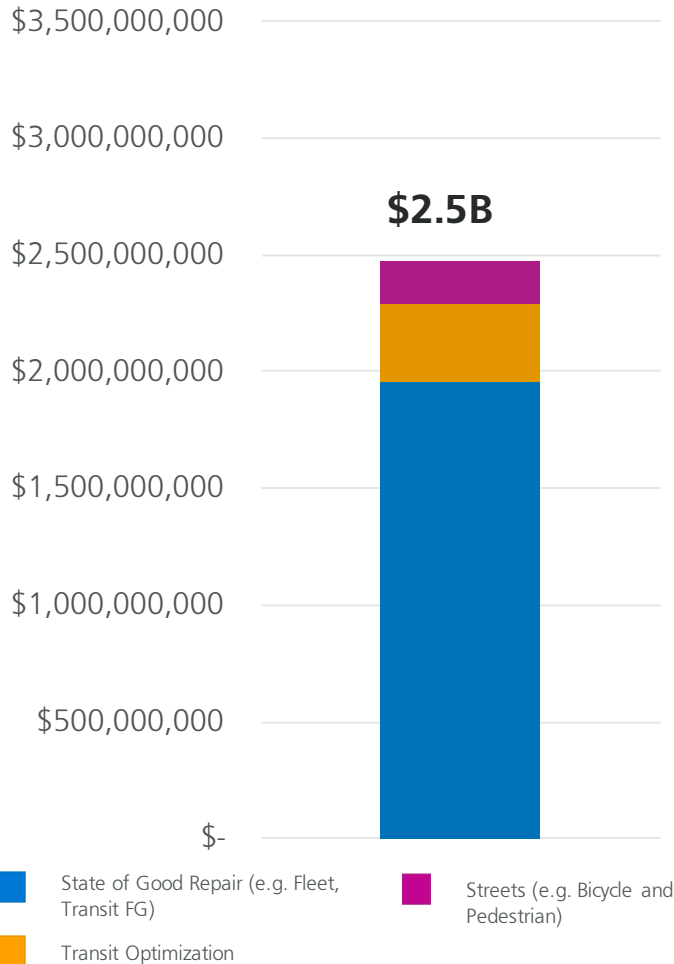
"What and Why"
Policy Priorities

5-Year CIP

"How and When"
Fiscal Constraints

Revenue Constraint

Baseline FY23-27 CIP



225 Projects \$2.5 Billion Investment

- FY 2023 – 2027 Capital Improvement Program “balancing” in progress
- Current project funding needs exceed revenues; will consider cashflow management and project phasing options
- Several large projects:
 - LRV4 Replacement Phase
 - Vehicle Mid-Life Overhauls
 - Central Subway Closeout
 - Computer Based Train Control
 - Potrero Yard Modernization
- Planning for contingency needs (risk analysis)

How does the
SFMTA decide what to fund
with limited resources?

Weather Map
Risk Analysis

With the data from the 20-Year Capital Plan, reflecting unconstrained “need” and the revenue constraint placed on many SFMTA revenue sources through the 5-Year Capital Improvement Program, we develop the **Weather Map**.

The Weather Map is a check against what we **“should” fund versus what we “can” fund**. If discretionary funds materialize OR a competitive grant opportunity comes, we look to fill these gaps first.

Very often we see this data shows funding gaps generally match infrastructure backlogs.

FY 2023 – 2027 Capital Improvement Program Baseline

Revenue Constraint

Capital Budget

5-Year CIP

Program	FY23	FY24	FY25	FY26	FY27	Total (Current)
Fleet	170.47	151.90	199.23	419.59	237.40	1,178.59
Transit Optimization	53.37	30.13	96.95	53.56	100.39	334.40
Transit Fixed Guideway	78.72	54.96	126.16	144.30	83.38	487.53
Streets	53.21	39.84	35.92	21.55	35.64	186.16
Facility	24.03	49.32	51.86	9.00	24.40	158.62
Signals	33.03	17.01	19.15	14.95	6.54	90.69
Communications & IT	0.53	2.79	2.20	1.70	2.80	10.02
Parking	0	0	0	0	0	0
Security	1.93	1.93	1.93	1.93	1.93	9.69
Taxi	0.65	0.35	0.73	0.001	0.52	2.27
Total	415.97	348.25	534.13	666.60	493.02	2,457.97

FY 2023 – 2027 CIP Cycle “Weather Map”

Needs versus Gaps

Capital Program	2021 Capital Needs	% of Capital Needs	5-Year CIP Needs (25%)	Proposed CIP	% of CIP Revenues	Delta	% Need Met
Fleet	\$ 7,534	21.4%	\$ 1,884	\$ 1,179	47.9%	\$ (705)	62.57%
Transit Optimization & Expansion	\$ 10,903	31.0%	\$ 2,726	\$ 334	13.6%	\$ (2,391)	12.27%
Transit Fixed Guideway	\$ 2,384	6.8%	\$ 596	\$ 488	19.8%	\$ (109)	81.79%
Streets	\$ 5,149	14.6%	\$ 1,287	\$ 186	7.6%	\$ (1,101)	14.46%
Facility	\$ 4,760	13.5%	\$ 1,190	\$ 159	6.5%	\$ (1,031)	13.33%
Traffic Signals	\$ 2,293	6.5%	\$ 573	\$ 91	3.7%	\$ (482)	15.82%
Communications & IT	\$ 271	0.8%	\$ 68	\$ 10	2.8%	\$ (58)	14.81%
Parking	\$ 964	2.7%	\$ 241	\$ -	0.0%	\$ (241)	0.00%
Security	\$ 865	2.5%	\$ 216	\$ 10	0.4%	\$ (207)	4.48%
Taxi	\$ 66	0.2%	\$ 17	\$ 2	0.1%	\$ (14)	13.70%
TOTAL	\$ 35,188	100%	\$ 8,797	\$ 2,458	102%	\$ (6,339)	27.94%

Priority 0 projects and programs always reflect existing agency commitments, where dollars have been spent on prior phases and projects need to continue schedule.

- **Central Subway** contract and project closing costs (est. \$35 m – 45 m).
- **Major street corridor projects** ready for competitive grants or other possible sources (\$19 – 21 m).
- Regional Measure 3 bridge toll funds are still stuck in the courts; this could result in a cashflow problem for critical fleet and facilities project including: **LRV 4, Muni Metro East Expansion**, etc. (\$140 m)
- **Potrero Yard Modernization Project** is a “pay-go” project. Funding is secured through design, but construction funds will be needed in the 5-year CIP window (\$190 - \$200 m)
- **Facility renovations** have always been funded by operating funds, as no secure federal or regional source exists other than SB 1 State of Good Repair dollars (\$150 m)

What is our advocacy
strategy to add to the
5-Year CIP?

Building CIP+

In this 5-Year Capital Improvement Program (CIP) cycle, capital revenues will be at their lowest levels in nearly a decade.

However, new sources and opportunities could result in a substantial increase in CIP revenues during the 5-Year Period. We call this **CIP+**.

+\$400 m General Obligation Bond

+\$140 m Sales Tax Reauthorization

+\$280 m Infrastructure Bill Grants

+\$210 m Competitive Grants

RANGE: \$300 m - \$1 b

CIP+ Strategy Elements

1 Voter Initiatives

General
Obligation Bond
\$400 m

Transportation Sales
Tax Reauthorization
\$140 m

2 Federal, State and Regional Advocacy

State Budget Surplus for Transportation

75% State Transit
Assistance (STA)
25% Transit and Inter- City
Rail Program (TIRCP)
Trailer Bill

Flexible Dollars for
Capital & Operating
Additional Grant dollars for Train
Control System, Muni Forward
Improvements on Rail Corridors
Facilities & Electrification

Allocation of Federal Formula Funds

Flexibility within
Transit Capital Priorities
Re-Fund Deferrals
(\$40+ million)
Increase the Fixed Guideway
Regional Cap

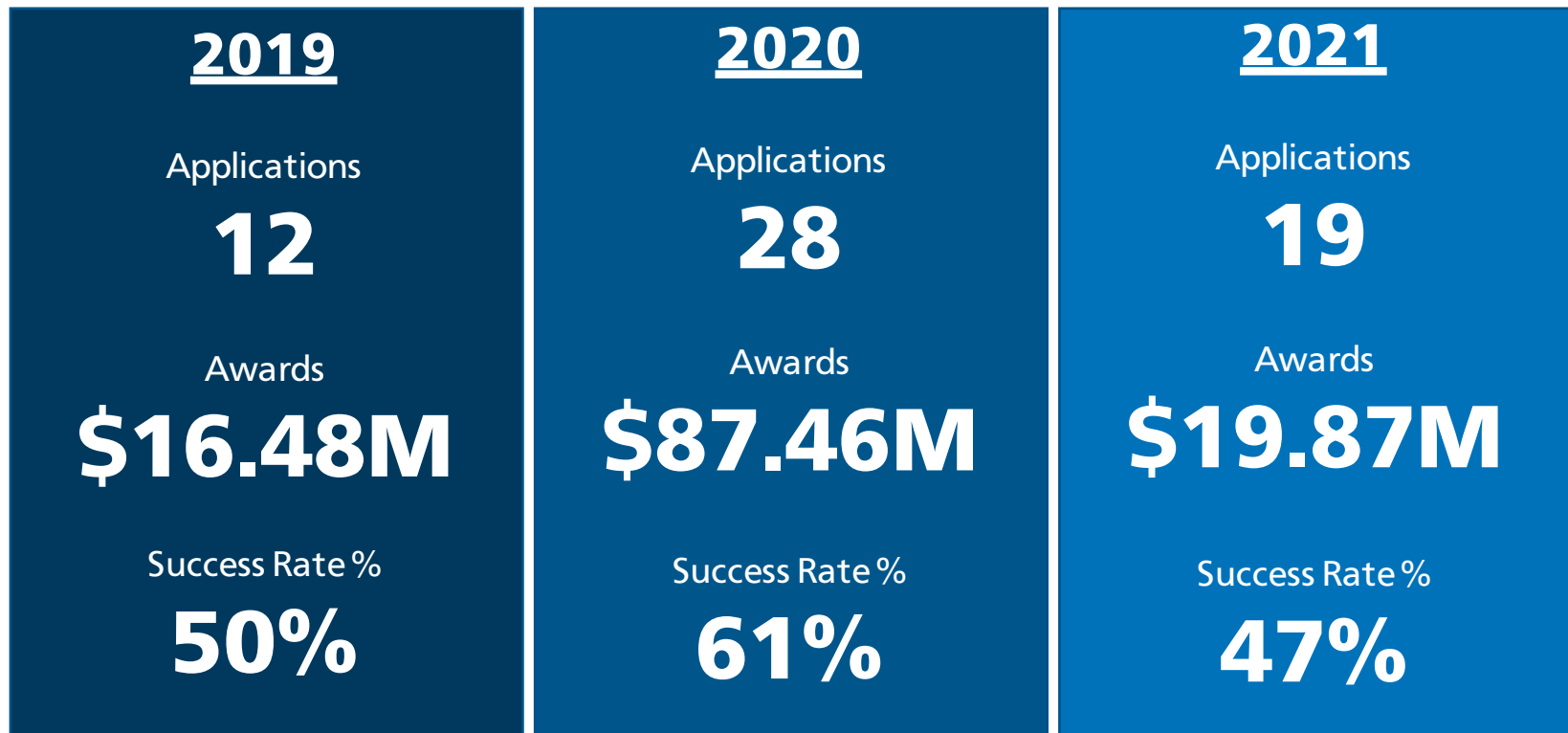
3 Competitive Grants

Average Competitive
Grant Cycle (5-Years)
\$210 m

Federal Infrastructure
Bill Competitive
Programs (5-Years)
\$280 m

Federal Capital
Investment Grant
??

The SFMTA applies for numerous competitive grants per year, with a nearly 50% success rate and bringing in on average of \$40 million per year.



Upcoming Competitive Grants and Projects

Program	Status	Potential Project(s)	Target Ask	Applications	Capital Programs	Due
Transit and Intercity Rail Capital Program (TIRCP)	Production	Train Control Upgrade Program; Muni Forward K, N and Geary Lines	\$200 M	1	TO; FG	3/3/22
FTA Enhanced Mobility (5310)	Production	Enhanced Mobility	\$1 M	2	TA	3/2/22
RAISE	Production	Howard Streetscape Presidio Planning	\$25 M	2	ST; FC	4/14/22
Active Transportation Program (ATP)	Production	Howard Streetscape, Tenderloin, Bayview	\$24.0 M+	3	ST	6/15/22
Bus and Bus Facilities & Low/No Emission	Prioritization	Fleet Expansion; Charging Facilities; Kirkland E-Bus Infrastructure	\$25-30 M	2	FT; FC	5/22
Solutions for Congested Corridors /LPP (State)	Evaluating	Train Control Upgrade & other	\$10-15 M	1	TF/TO/ST	8/22

CIP+ Priorities

CIP+ is a framework, an advocacy platform and process by which we can build regional partnerships and priorities

Increases in State of Good Repair Funding

(TCP Regional Policy for Increases in Federal Formula Funds, State Budget Surplus, Sales Tax Reauthorization)

Fully funding safety improvements on the High Injury Network

(State Active Transportation Program, Highway Safety Improvement Program, US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE), USDOT Safe Streets for All, GO Bond, Regional One Bay Area Grant Program (OBAG), Sales Tax Reauthorization)

Advancing Zero Emission Bus or Battery Electric Bus and Facilities Infrastructure

(1500% in FTA Low or No Emission (LONO) Vehicle Program, FTA Bus and Facilities Grant, State Transit and Inter City Rail Program (TIRCP), GO Bond, State Surplus, Sales Tax Reauthorization)

Advancing Muni Metro Modernization – Muni Forward Rail Improvements, Fleet and Train Control System

(TIRCP, GO Bond, Regional Transit Performance Initiative, State Surplus, Sales Tax Reauthorization)

Advancing the Building Progress Program

(1500% in LONO, RAISE, Bus and Bus Facilities Grant, GO Bond, Sales Tax Reauthorization)

Cable Car Program

(Federal Advocacy, Sales Tax Reauthorization)

Fund Estimate CIP+: \$300 m - \$1 billion



Thank you.