



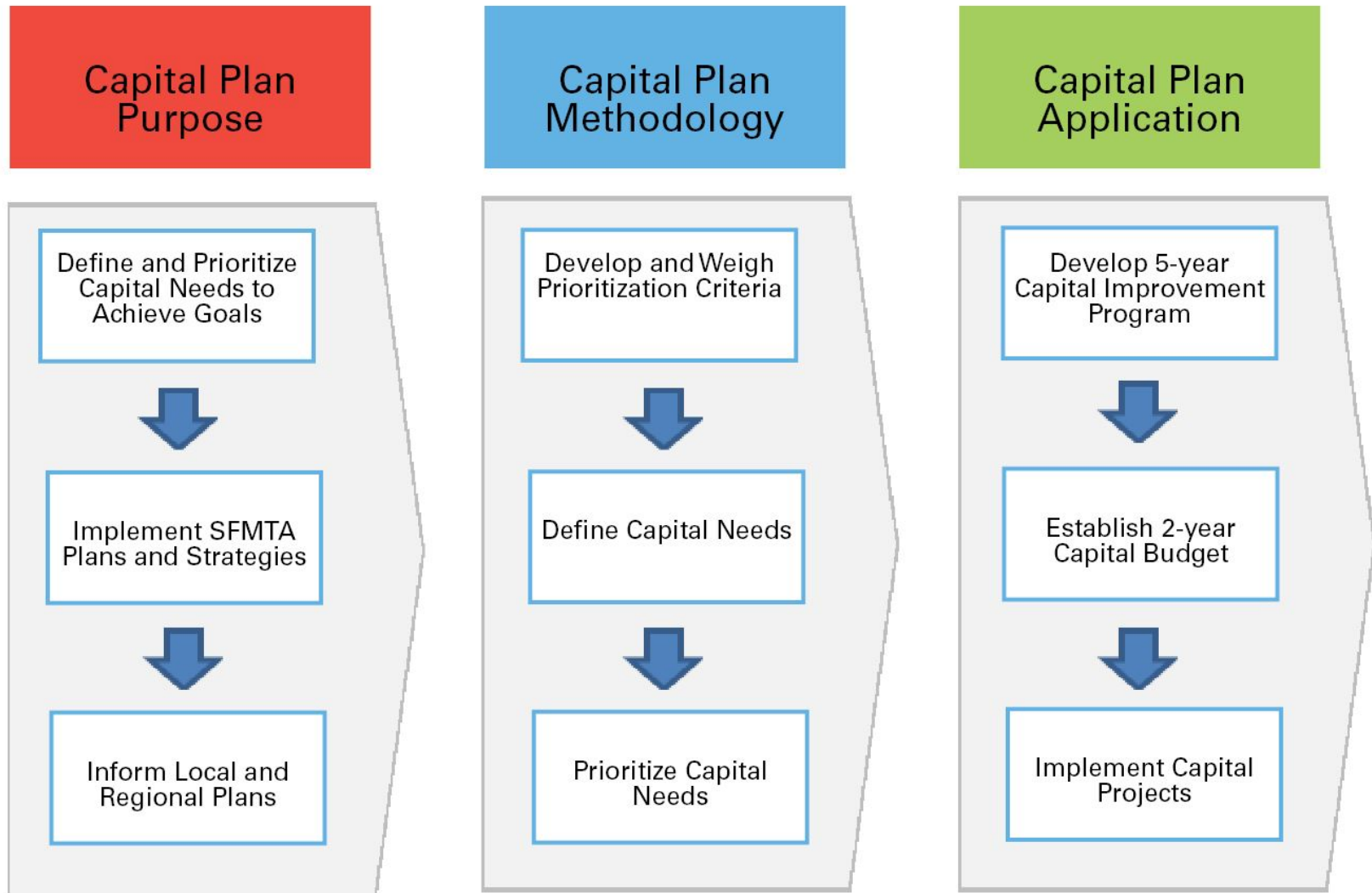
**SFMTA**  
Municipal  
Transportation  
Agency

# **SFMTA 20-year Capital Plan**

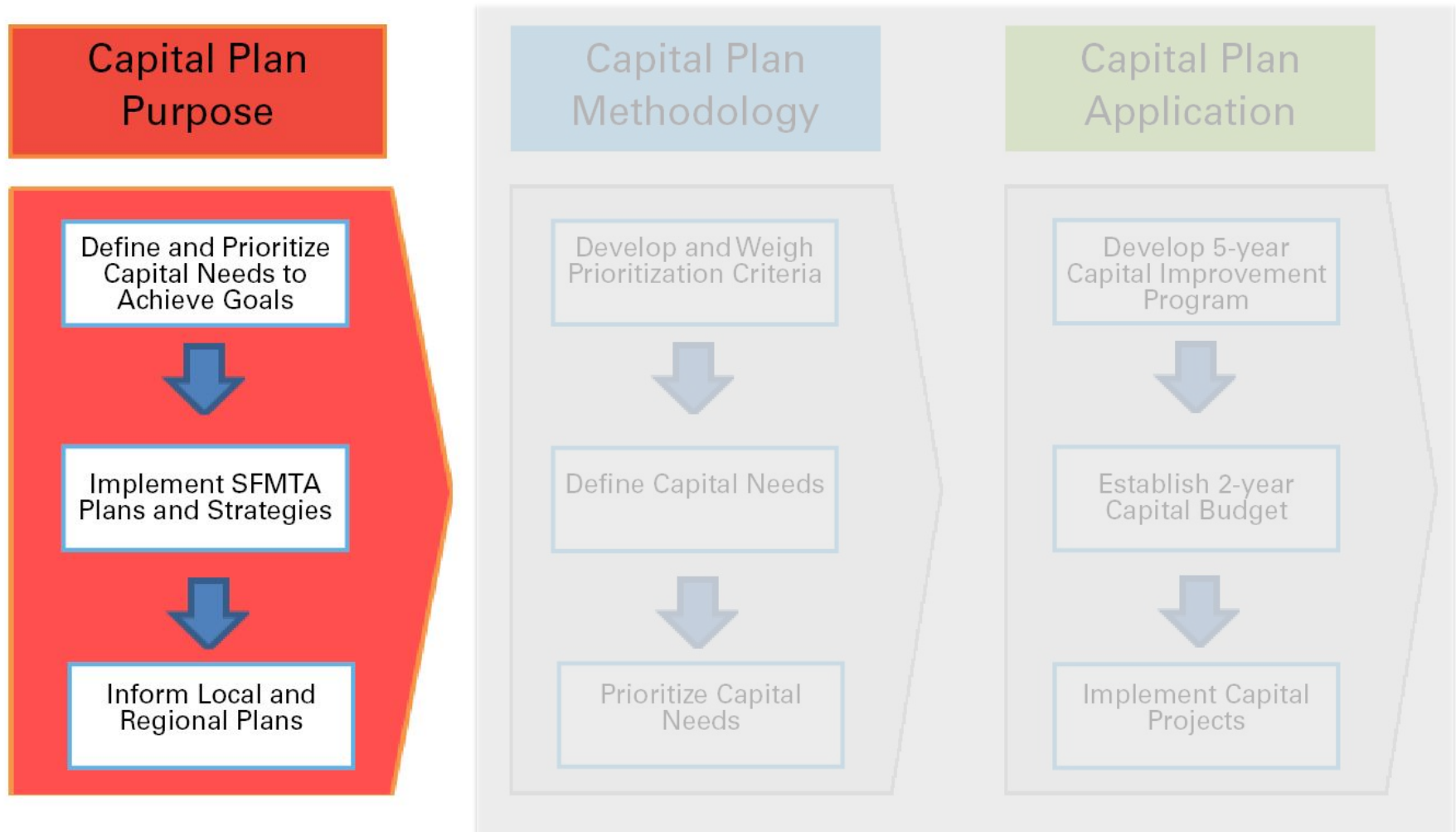
**SFMTA Board of Directors**

September 15, 2015

# Overview of the Capital Plan



# Purpose of the Capital Plan

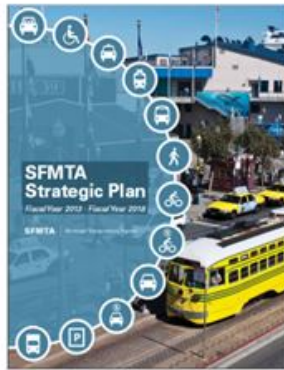


## Define and Prioritize Capital Needs

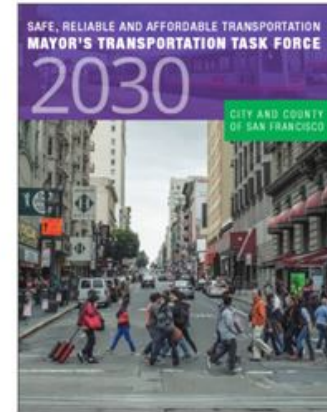
- Identify and prioritize all of the agency's potential capital investment needs for the upcoming 20 years.
- A financially unconstrained plan and includes capital needs for which funding has not yet been committed.
- All capital needs in the Capital Plan are prioritized based on the goals and objectives of the SFMTA Strategic Plan.
- A critical tool to secure federal, state, regional and local funding.



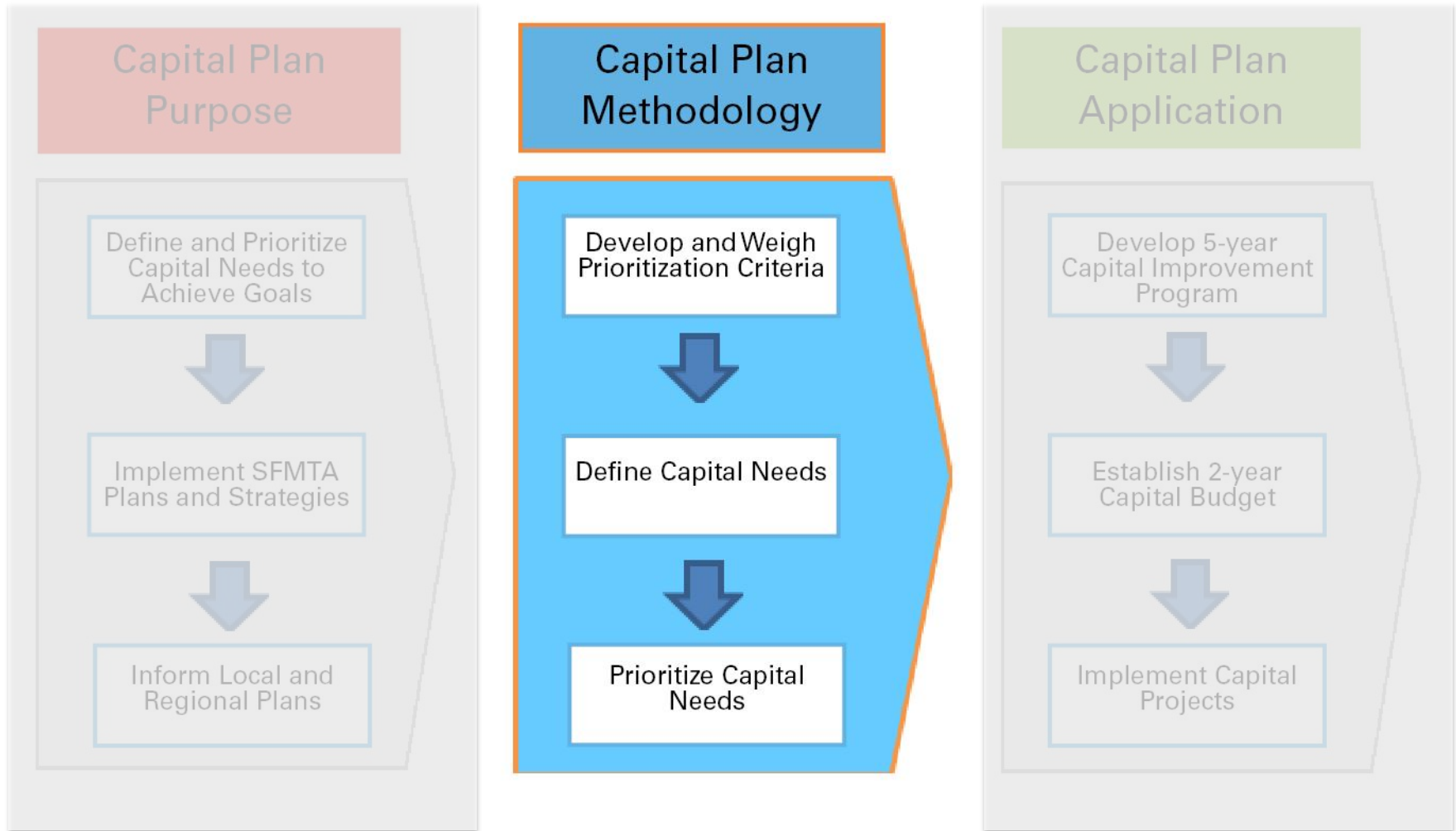
# Implements SFMTA Plans and Strategies



# Informs Local and Regional Plans



# Capital Plan Development Process



# 2015 Capital Prioritization Criteria

GOAL 1: CREATE A SAFER TRANSPORTATION EXPERIENCE FOR EVERYONE



GOAL 2: MAKE TRANSIT, WALKING, BICYCLING, TAXI, AND CARSHARING THE PREFERRED MEANS OF TRAVEL



GOAL 3: IMPROVE THE ENVIRONMENT AND QUALITY OF LIFE IN SAN FRANCISCO



GOAL 4: CREATE A WORKPLACE THAT DELIVERS OUTSTANDING SERVICE





# 2015 Capital Prioritization Criteria

GOAL 1: CREATE A SAFER TRANSPORTATION EXPERIENCE FOR EVERYONE

1. Safety
2. Security



GOAL 2: MAKE TRANSIT, WALKING, BICYCLING, TAXI, AND CARSHARING THE PREFERRED MEANS OF TRAVEL

3. System Reliability
4. System Access
5. System Quality
6. Travel Time Savings



GOAL 3: IMPROVE THE ENVIRONMENT AND QUALITY OF LIFE IN SAN FRANCISCO

7. Efficiency & Financial Sustainability
8. Resource Conservation & Other Environmental Impacts



GOAL 4: CREATE A WORKPLACE THAT DELIVERS OUTSTANDING SERVICE

9. Transparent Communications
10. Regulatory Compliance & Risk Management
11. Workplace Quality



# Weight Capital Prioritization Criteria

Example: *With respect to Goal 4: Create a workplace that delivers outstanding service, which is more important?*

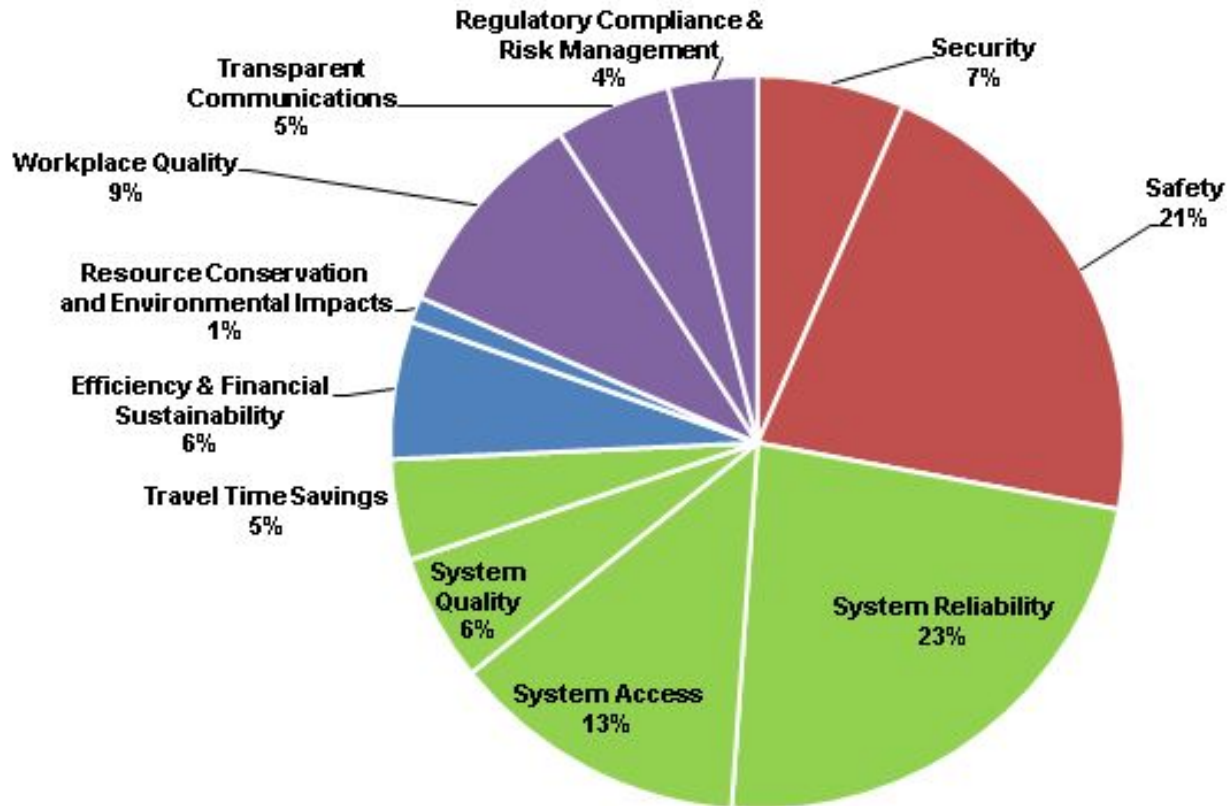
Regulatory Compliance /Risk Management

or

Workplace Quality

	Extreme	Very Strong	Strong	Moderate	Equal	Moderate	Strong	Very Strong	Extreme							
9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9
9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9
9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9
9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9
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9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9

# 2015 Capital Prioritization Criteria Weights



Goal 1: Create a safer transportation experience for everyone

Goal 3: Improve the environment and quality of life in San Francisco

Goal 2: Makes transit, walking, bicycling, taxi, and carpooling the preferred means of travel

Goal 4: Create a workplace that delivers outstanding service

# Define Capital Needs

## Example: Accessibility Program

Capital Need	Accessible Wayside Platforms at San Jose/Geneva
Description	Replaces the wayside mechanical lifts at San Jose and Geneva with wayside platforms. New wayside platforms will be fully ADA compliant. The four mechanical lifts on Market Street will be replaced as part of the Better Market Street project.
Justification	Replacement of wayside lifts with platforms will improve system access by ensuring that passengers using mobility aids can access the light rail system. Providing accessible boarding platforms will reduce boarding time and maintenance while improving system reliability.
Investment Type	Enhance
2015 Cost	\$1,275,000

# Prioritize Capital Needs

## Example: Accessibility Program

### Capital Need: *Accessible Wayside Platforms at San Jose/Geneva*

#### Accessible Wayside Platforms at San Jose/Geneva

Replaces the wayside mechanical lifts at San Jose and Geneva with wayside platforms. New wayside platforms will be fully ADA compliant. The four mechanical lifts on Market Street will be replaced as part of the Better Market Street project.

#### System Access

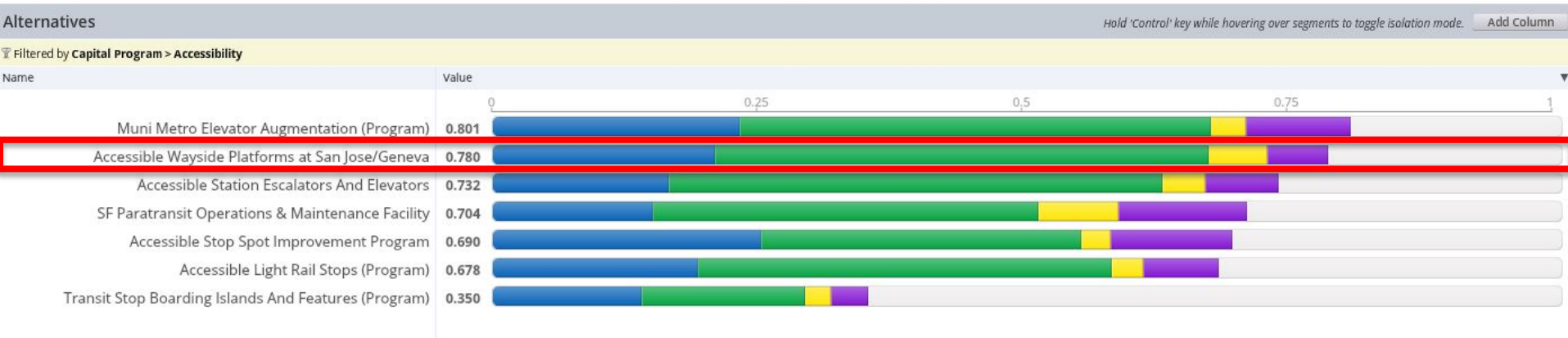
Enhances system access and accessibility by incorporating principles of universal design. Provides access, including access for persons with disabilities, where it does not exist or improving access where existing conditions are substandard. This may including include improving wayfinding and interconnectivity.

User	Major/Critical	Medium/Importa...	Moderate/Useful	Minor/Neutral, N...
Anh Nguyen	✓			
Annette Will...	✓			
Matt West	✓			
Virginia Rat...	✓			

Accessible Way... with respect to <b>Security</b> 1 of 11	Accessible Way... with respect to <b>Safety</b> 2 of 11	Accessible Way... with respect to <b>Reliability</b> 3 of 11	Accessible Way... with respect to <b>System Quality</b> 4 of 11	Accessible Way... with respect to <b>System Access</b> 5 of 11	Accessible Way... with respect to <b>Travel Time</b> 6 of 11	Accessible Way... with respect to <b>Efficiency/Financi...</b> 7 of 11	Accessible Way... with respect to <b>Resource Conserv...</b> 8 of 11	Accessible Way... with respect to <b>Transparent Com...</b> 9 of 11	Accessible Way... with respect to <b>Regulatory Compl...</b> 10 of 11	Accessible Way... with respect to <b>Workplace Quality</b> 11 of 11
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# 2015 Capital Plan Prioritized Projects by Program

## Example: Accessibility Program



*Accessible Wayside Platforms at San Jose/Geneva* rated 2nd compared to other capital needs within the Accessibility Program.

# 2015 Total Capital Need Cost Estimate

Capital Program	Total Capital Plan Need (millions, 2015 dollars)
Accessibility	\$416
Bicycle	\$936
Communications & Information Technology	\$167
Facility	\$2,769
Fleet	\$4,334
Parking	\$994
Pedestrian	\$762
School	\$162
Security	\$67
Taxi	\$90
Traffic Calming	\$210
Traffic Signals & Signs	\$771
Transit Fixed Guideway	\$2,648
Transit Optimization & Expansion	\$7,103
<b>Total</b>	<b>\$21,429</b>

## Summary of Changes:






- \$5.5 billion greater than 2013 Capital Plan.
- State of Good Repair:
  - Facility +1.0 billion
  - Transit Fixed Guideway +\$652 million
  - Parking +\$495 million
- Transit Optimization and Expansion +\$3.5 billion:
  - 19<sup>th</sup> Avenue/M Oceanview Subway
  - T Third Phase 3 to Fisherman's Wharf
  - Rail Capacity Strategy

# 2015 Total Capital Need by Investment Type

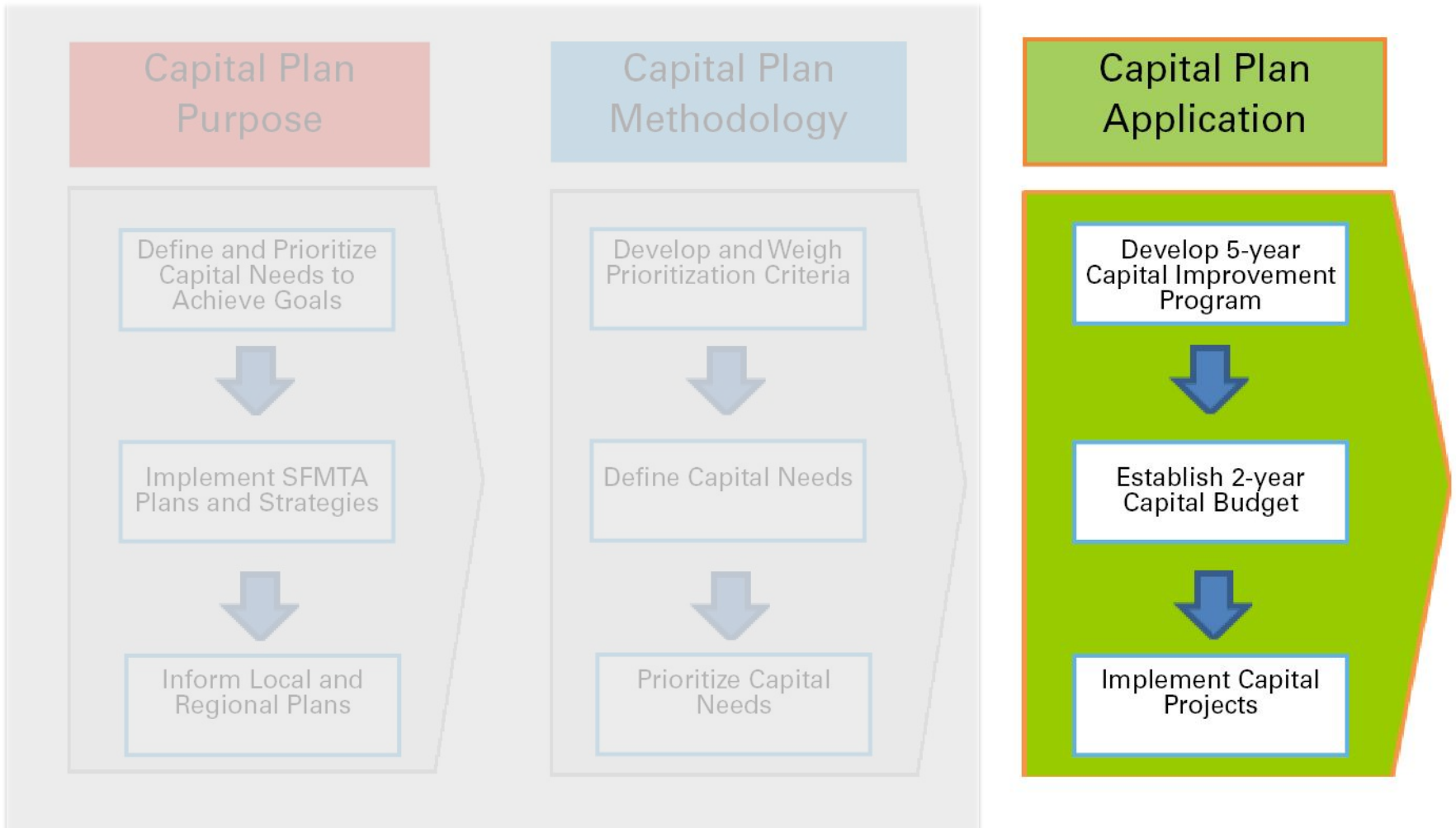
INVESTMENT TYPE	PERCENT OF TOTAL COST	DEFINITION
Restore	48%	Replacement or rehabilitation of an existing asset
Enhance	23%	Improvement of an existing asset
Expand	29%	Addition of new capital assets



# 2015 Total Capital Need by Travel Mode

Travel Mode	Total Capital Plan Need (millions, 2015 dollars)	Percent of Total Cost
	\$17,504	82%
 	\$1,855	9%
	\$1,134	5%
	\$936	4%
<b>Total</b>	<b>\$21,429</b>	<b>100%</b>

# Capital Plan Application



# SFMTA Capital Program Documents

Plan	Year of Adoption	Timeframe	Project Funding Level	2015 Total Investments (\$ Billions)
Capital Plan	2015	20 years	Funding not committed	\$21.4
Capital Improvement Program	2014	5 years	At least 90% committed	\$3.3
Capital Budget	2014	2 years	At least 90% committed/ appropriated	\$1.0

# Overview of a Typical Capital Project Lifecycle

## 1. Pre-development / Planning

Pre-development & preliminary planning, including identification of project team and development of the project scope, schedule & budget.

**Key Action: Confirmed project scope & charter**

## 2. CER

Addressing environmental issues, user concerns, maintenance requirements, alternative analyses, etc. for the Conceptual Engineering Report (CER).

**Deliverable: CER with conceptual plans (10-30% design)**

## 3. Environmental

Meeting environmental standards put forth by the California Environmental Quality Act (CEQA) and or the National Environmental Policy Act (NEPA), including development of an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS) if relevant.

**Key Action: EIR/EIS if applicable**

## 4. Design

Implement conceptual engineering plans and produce final design specifications. Also includes preparation of engineer's estimates, contract packages, and analysis of construction bids.

**Deliverable: Construction ready designs & plans**

## 5. Construction / Procurement

Construction and management of the project, ensuring work is constructed in accordance with drawing specifications and thorough inspections. For Muni fleet, this phase denotes the procurement of vehicles.

# Next Steps

- Inform next round of local and regional plan updates.
- Contributing plans and strategies to be updated periodically.
- Begin next update to the Capital Plan in 2017.

