

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Adopting the SFMTA 20-year Capital Plan, which includes a list of capital needs linked to the Agency's Strategic Plan for projects to be funded through the Capital Improvement Program.



SUMMARY:

- The Capital Plan is a catalogue of the SFMTA's anticipated capital needs for the upcoming 20 years, which the Agency estimates would cost approximately \$21.9 billion in 2017 dollars.
- The Capital Plan is financially unconstrained, meaning the identified capital needs are not limited by reasonably foreseeable revenues or resources.
- Identification of a capital need in the Capital Plan is a preliminary step in the project development lifecycle, but does not commit the agency to fund or approve a specific project or program.

ENCLOSURES:

1. SFMTA 2017 Capital Plan
2. SFMTAB Resolution

APPROVALS:

		DATE
DIRECTOR	 _____	<u>8/7/2017</u>
SECRETARY	 _____	<u>8/7/2017</u>

ASSIGNED SFMTAB CALENDAR DATE: August 15, 2017

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PURPOSE

Adopting the SFMTA 20-year Capital Plan, which includes a list of capital needs linked to the Agency's Strategic Plan for projects to be funded through the Capital Improvement Program.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The development of the Capital Plan helps the SFMTA meet all four of the Strategic Plan goals:

Goal 1: Create a safer transportation experience for everyone.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing 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.

This action supports the following Transit First Policy Principles:

Policy 1- To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

Policy 4- Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

Policy 5- Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

Policy 6- Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The Capital Plan identifies the SFMTA's long-range (20-year) capital investment needs. These investment needs are based on the analysis provided by a number of strategies and plans: The Facilities Framework, Muni Forward Implementation Plan, 2016 State of Good Repair Report, The Vision Zero Action Strategy, Bicycle Strategy, and The Transit Fleet Plan, as well as staff-identified needs based on potential safety issues or to comply with new mandates. The first SFMTA Capital Plan was published in 2011 and is regularly updated every two years. This 2017 Capital Plan is the fourth Capital Plan to be released by the agency.

The Capital Plan provides transparency by showing what assets the SFMTA would like to buy, replace, or improve in this time frame based on what the Agency knows and can reasonably predict. The Capital Plan is also a necessary step for projects to be included in the financially constrained five-year Capital Improvement Program (CIP) and the two-year Capital Budget. These actions make

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up the inception phase of a capital project—the initial steps taken in the project implementation process. Although inclusion in the Capital Plan does not guarantee funding or approval of specific projects or programs contained within it, having clear and consistently stated capital needs are critical to the SFMTA’s ability to secure federal, state, regional, and local funding.

The Capital Plan identifies all of the agency’s potential capital investment needs for the upcoming 20 years in a financially unconstrained plan and includes capital needs for which funding has not yet been committed. The development of the Capital Plan included input from Capital Program Managers and technical staff. A total of \$21.9 billion (2017 dollars) in capital needs have been identified, including all potential infrastructure investments, capital procurements and numerous programs over the next 20 years.

The Agency’s priorities, investment decisions, and grant applications rely on the programs described in this Plan. All needs in the Capital Plan are linked to the goals of the SFMTA’s Strategic Plan.

Capital needs are grouped into ten Capital Programs:

Capital Program	Total Capital Plan Need (millions, 2017 dollars)
Communications & Information Technology	\$237
Facility	\$3,490
Fleet	\$4,540
Parking	\$671
Security	\$545
Streets	\$2,456
Taxi	\$65
Traffic Signals & Signs	\$576
Transit Fixed Guideway	\$1,310
Transit Optimization & Expansion	\$8,046
Total	\$21,937

STAKEHOLDER ENGAGEMENT

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The SFMTA's potential capital investment needs included in the Capital Plan were developed through a stakeholder and public engagement process performed for each of the strategies and plans on which it is based. SFMTA staff reviewed the draft Capital Plan with the SFMTA Citizens Advisory Council (CAC) in July 2017. Staff has incorporated the CAC's feedback of including a list of changes in this Capital Plan from the 2015 Capital Plan in the final document.

The SFMTA Transportation Capital Committee (TCC) played an integral role in the development of the Capital Plan, which started in December 2016 and was completed with their approval of the Capital Plan on June 8, 2017. The TCC includes representatives from each of the Agency's capital programs. The TCC reviews and approves updates to the programming of funds for projects, in line with the SFMTA's Capital Plan and Program Policies.

ALTERNATIVES CONSIDERED

The SFMTA's Capital Plan and Program Policies require the development of the Capital Plan every two years. The SFMTA capital project development process begins with the development of a Capital Plan. Before funding can be committed to any capital project in the five year Capital Improvement Program (CIP), the capital need must first be identified in the Capital Plan. Additionally, the Capital Plan is needed to inform other local and regional planning efforts, including Plan Bay Area (the Regional Transportation Plan (RTP), the San Francisco Transportation Plan, and the City and County of San Francisco's Capital Plan. The regular update of the Capital Plan is essential to ensuring that the SFMTA's capital needs are consistently communicated across this range of documents.

The alternative (not publishing a Capital Plan) would decrease transparency in the development of the CIP, would leave the SFMTA without a unifying long-range capital plan, and would leave the Agency without a unifying document to refer to when informing local and regional planning efforts.

FUNDING IMPACT

The Capital Plan is a financially unconstrained plan, meaning the identified capital needs are not limited to reasonably foreseeable revenues, and does not commit the SFMTA to fund or implement specific projects. Additional Board action is required before funding is committed to specific projects identified in the Capital Plan.

ENVIRONMENTAL REVIEW

The Planning Department determined that the SFMTA 20-year Capital Plan is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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None.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors adopt the SFMTA 20-year Capital Plan, which includes a list of capital needs linked to the agency's Strategic Plan for projects to be funded through the Capital Improvement Program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA 20-year Capital Plan (Capital Plan) is a catalogue of the SFMTA’s capital needs for the upcoming 20 years; and,

WHEREAS, The Capital Plan is financially unconstrained, meaning the identified capital needs are not limited to reasonably foreseeable revenues; and,

WHEREAS, Identification of a capital need in the Capital Plan is a required step in the SFMTA project development lifecycle, but does not commit the SFMTA to implement specific projects; and,

WHEREAS, The Planning Department determined that the SFMTA 20-year Capital Plan is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The cost estimate of the capital needs identified in the Capital Plan is approximately \$21.9 billion; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the SFMTA 20-year Capital Plan, which includes a list of capital needs linked to the Agency’s Strategic Plan for projects to be funded through the Capital Improvement Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 15 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency