

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Adopting the SFMTA's Fiscal Year (FY) 2019 – 2023 Capital Improvement Program totaling \$3.0 billion for 266 projects within 11 capital programs, including transit reliability, street safety, state of good repair, facilities, taxi, system safety, and accessibility; and approving revisions to the FY2019 and FY2020 Capital Budget.


**SUMMARY:**

- On August 15, 2017, the SFMTA Board of Directors approved the Agency's 20-Year Capital Plan for FY 2017 through FY 2036. The Capital Plan represents the Agency's fiscally unconstrained capital needs for the upcoming 20 years. The 20-Year Capital Plan serves as the basis for developing the fiscally constrained FY 2019 – 2023 Capital Improvement Program (CIP) and the Two-Year Capital Budget.
- On April 3, 2018, the SFMTA Board approved the SFMTA FY 2019 and FY 2020 Capital Budget, which are the first two years of the FY 2019 – 2023 CIP.
- The FY 2019 – 2023 CIP balances all anticipated revenues and expenditures totaling \$3.0 billion for capital improvement projects.
- Because of the addition and removal of revenue sources, movement of revenue between programs, changes to the prioritization of projects, other project budget revisions, and duplicate appropriations, it is necessary for the Board to approve these revisions to the FY 2019 and FY 2020 Capital Budget.

**ENCLOSURES:**

1. SFMTAB Resolution
2. SFMTA FY 2019 – 2023 Capital Improvement Program
3. FY 2019 and FY 2020 Capital Budget-Approved and Proposed
4. CIP Public Outreach Information

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	<u>12/12/2018</u>
SECRETARY 	<u>12/12/2018</u>

**ASSIGNED SFMTAB CALENDAR DATE:** December 18, 2018

## **PURPOSE**

Adopting the SFMTA's Fiscal Year (FY) 2019 – 2023 Capital Improvement Program totaling \$3.0 billion for 266 projects within 11 capital programs, including transit reliability, street safety, state of good repair, facilities, taxi, system safety, and accessibility; and approving revisions to the FY 2019 and FY 2020 Capital Budget.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The FY 2019 – 2023 CIP is designed to be a tool to implement the SFMTA Strategic Plan. Adoption of the FY 2019 – 2023 CIP will therefore advance many of the goals and objectives within the Strategic Plan including:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1 – Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.3 – Improve the safety of the transit system.

Objective 1.3 – Improve security for transportation system users.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1 - Improve transit service.

Objective 2.2 – Enhance and expand use of the city's sustainable modes of transportation.

Objective 2.3 – Manage congestion and parking demand to support the Transit First Policy.

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

Objective 3.1 – Use agency programs and policies to advance San Francisco's commitment to equity.

Objective 3.2 - Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.3 – Guide emerging mobility services so that they are consistent with sustainable transportation principles.

Objective 3.4 – Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Objective 3.5 – Achieve financial stability for the agency.

Goal 4: Create a workplace that delivers outstanding service.

Objective 4.2: Improve the safety, security, and functionality of SFMTA work environments.

Objective 4.3: Enhance customer service, public outreach, and engagement.

Objective 4.4: Create a more diverse and inclusive workforce.

Objective 4.5: Increase the efficiency and effectiveness of business processes and project delivery through the implementation of best practices.

The adoption of the Capital Budget also supports all principles in the City's Transit First Policy.

## **DESCRIPTION**

The FY 2019 – 2023 CIP represents the culmination of the SFMTA's efforts to strategically plan and prioritize capital and other one-time project activities from FY 2019 to FY 2023. The purpose of the FY 2019 – 2023 CIP is to: develop a financially constrained five-year program of projects; develop an implementation tool of various plans and strategies, including the SFMTA Strategic Plan; prevent funding accessibility from being a barrier to project delivery; and build credibility with external funding agencies. Aligned with the SFMTA Budget Process, the FY 2019 – 2023 CIP is reviewed, updated, and reissued every two years.

On August 15, 2017, the SFMTA Board of Directors approved the Agency's 20-Year Capital Plan for FY 2017 through FY 2036. The Capital Plan represents the Agency's *fiscally unconstrained capital needs* (identifies all needs regardless of available revenue to pay for projects) for the upcoming 20 years. The 20-Year Capital Plan serves as the basis for developing the *fiscally constrained* (identifies projects programmed limited to available revenues) FY 2019 – 2023 CIP and the Two-Year Capital Budget. Given limited funding availability, the FY 2019 – 2023 CIP represents the subset of capital projects identified in the 20-Year Capital Plan that are likely to be funded and active within the next five years.

On April 3, 2018, the SFMTA Board of Directors approved the SFMTA's Capital Budget for Fiscal Years 2019 and 2020, which are the first two years of the FY 2019 – 2023 CIP. Board adoption of the FY 2019 – 2023 CIP will include all five years (from FY 2019 to FY 2023), including all funding sources anticipated for transportation investments. The SFMTA Board approved the current five-year CIP, which covers FY 2017 – FY 2021, on July 19, 2016.

The FY 2019 – 2023 CIP is a financially constrained plan, which provides the SFMTA with a financial strategy to deliver projects that keep the transportation system in a state of good repair, improve safety, maximize resources through complete street investments, and improve the reliability of the transit system. The FY 2019 – 2023 CIP programs anticipated revenues totaling \$3.0 billion for capital improvement projects over the five-year period. Revenues and expenditures include \$111 million of additional revenue, contingent on voter approval of a possible November 2019 ride-hail vehicle net fare tax, and another new revenue measure (assumed for the November 2020 ballot), in accordance with the recommendations of the T2045 Transportation Task Force to seek a package of local revenue sources to close the \$22 billion funding gap for San Francisco's transportation system through 2045. Potential revenue sources include a sales tax, gross receipts taxes, and/or vehicle license fee.

Projects are prioritized based on revenue constraints and have specific scopes, schedules and budgets to establish accountability in project delivery and efficient use of available resources. Full scope, schedule and budget information for each project is included in Enclosure 2. While not a guarantee of funding, the FY 2019 – 2023 CIP conveys specific commitments from funding agencies to support the SFMTA's highest priorities and most ready capital improvement projects.

Eleven program areas are presented within the FY 2019 – 2023 CIP and described in detail in Enclosure 2. Each program area includes various projects, phases and initiatives to be implemented with an initiation date and duration-based schedule. In addition to the 11 programs, an “Other” program includes non-capital investments funded by grant funds, such as education and outreach campaigns.

Two policy thresholds must be met in order for a project to be included in the FY 2019 – 2023 CIP. First, a proposed project must be an identified “public priority;” that is, the need for the project was identified and prioritized through a public planning process such as the SFMTA 20-Year Capital Plan, the Bicycle Strategy, Pedestrian Strategy or other adopted area of land use plans of the City. Second, a proposed project must have a plan that identifies funding of 90% of the total estimated cost for that phase of delivery or for the full project, depending on what is anticipated to occur and be delivered within the FY 2019 – 2023 CIP period.

Each project proposal included in the FY 2019 – 2023 CIP is scrutinized from a variety of perspectives before it is included in the CIP. Projects that are included in the FY 2019 – 2023 CIP are identified by SFMTA staff based on the following considerations:

- (1) Input from the community received at various meetings during the year;
- (2) Input from the SFMTA Board and Citizens Advisory Council (received during adoption of the Capital Budget in April 2018), the Board of Supervisors (or the BOS sitting as the Transportation Authority Board), and other commissions and advisory committees identified over a two-year period (see Enclosure 4);
- (3) SFMTA Board- or other City-approved plans for growth, improvements, and rehabilitation;
- (4) The SFMTA Board’s adopted 20-Year Capital Plan and associated criteria for selecting priority needs to advance policy goals; and
- (5) Staff-identified projects based on critical need due to safety issues or to comply with new mandates.

The FY 2019 – 2023 CIP will provide \$3 billion for 266 capital projects that fall within 11 program areas as listed in the table below. The table below presents proposed funding by program. Please refer to the attached FY 2019 – 2023 CIP book (Enclosure 2) for a complete list of proposed capital projects and associated funding.

The \$3 billion FY 2019 – 2023 CIP represents a decrease from the prior \$3.3 billion FY 2017 – 2021 CIP. This is primarily due to the Central Subway project coming to an end and that the SFMTA is not planning to issue another revenue bond.

**Revenues by Capital Program**

<b>Capital Program</b>	<b>FY 2019 (\$M)</b>	<b>FY 2020 (\$M)</b>	<b>FY 2021 (\$M)</b>	<b>FY 2022 (\$M)</b>	<b>FY 2023 (\$M)</b>	<b>Five-Year Total (\$M)</b>
Central Subway	\$84.8	-	-	-	-	\$84.8
Communications/IT	4.4	-	-	-	-	4.4
Facility	37.1	45.5	44.7	43.7	52.7	223.8
Fleet	329.1	198.2	230.5	234.5	132.1	1,124.3
Parking	0.2	-	-	-	-	0.2
Security	-	-	-	-	-	-
Streets	56.6	55.5	76.4	44.0	38.5	271.1
Taxi	0.5	0.2	0.2	0.2	0.2	1.3
Traffic/Signals	11.7	21.1	8.7	3.6	6.6	51.7
Transit Fixed Guideway	42.1	74.8	69.4	80	89.3	355.6
Transit Optimization/Expansion	204.2	222.4	315.6	65.1	28	835.4
Other	5.1	11.4	5.7	7.5	5.3	35.1
<b>Total</b>	<b>\$775.8<sup>1</sup></b>	<b>\$629.3<sup>2</sup></b>	<b>\$751.2</b>	<b>\$478.6</b>	<b>\$352.7</b>	<b>\$2,987.7</b>

<sup>1</sup> Includes an additional \$384.9 million in funding that was appropriated in prior budget periods (not included in the FY 2019 and FY 2020 capital budget)

<sup>2</sup> Includes an additional \$17.2 million in funding that was appropriated in prior budget periods (not included in the FY 2019 and FY 2020 capital budget)

*Revisions to the FY 2019 and FY 2020 Capital Budget*

On April 3, 2018, the SFMTA Board of Directors approved the SFMTA's Two-Year Capital Budget for FY 2019 and FY 2020, which are derived from the first two years of the FY 2019 – 2023 CIP. Since then, there have been revisions, as detailed in Enclosure 3. These revisions exceed the five percent authority granted to the Director of Transportation.

The table below reflects a methodology revision to the original FY 2019-20 Capital Budget appropriation amount approved on April 3, 2018. Revenues totaling \$85.3 million in FY 2019 and \$9.6 million in FY2020 were appropriated during the prior two-year budget period from FY

2017-18 and therefore should have been excluded from the FY2019-20 capital budget period. The original FY 2019-20 Capital Budget should have therefore been \$428.3 million in FY 2019 and \$621.2 million in FY 2020.

<b>Fund Description</b>	<b>FY 2019 (millions)</b>	<b>FY 2020 (millions)</b>
SFMTA Operating Fund Balance	\$2.5	\$2.5
Transportation and Street Infrastructure Program	0.1	-
Development Impact Fees (Visitation Valley)	0.1	0.2
MTC AB664 Bridge Toll Funds	5.2	0.2
FTA 5337 Fixed Guideway Funds	38.1	4.7
FTA 5309 New Starts Program	23.0	-
Development Impact Fees (Market Octavia)	8.0	-
Development Impact Fees (CA Pacific Medical Center)	2.5	-
Development Impact Fees (Eastern Neighborhoods)	5.8	2.1
<b>Total Appropriation Adjustment</b>	<b>\$85.3</b>	<b>\$9.6</b>
<b>Original 2-Year Capital Budget</b>	<b>\$513.5</b>	<b>\$630.8</b>
<b>Revised Original 2-Year Capital Budget (Based upon new methodology)</b>	<b>\$428.3</b>	<b>\$621.2</b>

Additional significant adjustments include:

- Decreasing \$23.0 million of Federal Transit Administration (FTA) 5309 New Starts funding from the Central Subway project and \$27.8M of FTA 5337 Fixed Guideway funds, which had already been appropriated in the prior FY 2017 - FY 2018 Capital Budget.
- Decreasing Cap-and-Trade proceeds in the Fleet program in FY 2019 from \$92.4M to \$28.1 million based on the actual SFMTA award amount from the Cycle 3 Transit and Intercity Rail Capital Program (TIRCP).
- Increasing Proposition K sales tax revenue in the Fleet program for FY 2019 and FY 2020 from \$51.7 million to \$78.8 million to support the potential acceleration of the Light Rail Vehicle Expansion and Replacement project.
- Moving \$41 million in revenue in the Central Subway program from FY 2020 to FY 2019 to update when revenues will be available.
- Removing \$96 million from the Better Market Street project under the Transit Optimization Program in FY 2020 pending greater certainty to the actual availability of FTA 5309 core capacity funding for the project.
- Securing \$3.6 million in federal grant funds from FTA's Bus and Bus Facilities grant program of modernize the Woods Bus Maintenance Facility, which maintains the majority of the agency's hybrid electric bus fleet.

Changes are summarized in the table below:

CIP Program	FY 2019 (millions)			FY 2020 (millions)		
	Original Amounts	Revised Amounts	Change FY19	Original Amounts	Revised Amounts	Change FY20
Central Subway Facility	\$43	\$55.3	\$12.2	\$41	-	(\$41)
Fleet	32.2	26.3	(5.9)	53.5	44.9	(8.5)
Other	184.4	107.8	(76.6)	98.8	191.7	92.9
Parking	6.9	4.7	(2.2)	10.5	11.5	0.9
Traffic/Signals	0.9	-	(0.9)	-	-	-
Streets	6.6	9.1	2.5	27.9	19.9	(8.0)
Taxi	40.6	33.0	(7.6)	54.2	49.4	(4.8)
Transit Fixed Guideway	0.5	0.5	-	0.2	0.2	-
Transit Optimization	57.6	13.1	(44.6)	59.5	73.9	14.4
<b>Total</b>	<b>\$513.5</b>	<b>\$390.9</b>	<b>(\$122.7)</b>	<b>\$630.8</b>	<b>\$612.1</b>	<b>(\$18.7)</b>

Additionally, Enclosure 3 lists the projects that are planned to be funded in FY 2019 and FY 2020. It compares the funding for projects proposed in this December 18, 2018 update to April 3, 2018 capital budget previously approved by the SFMTA Board of Directors.

## PUBLIC OUTREACH

The SFMTA held public hearings and a Town Hall meeting to hear public comment on the FY 2019 and FY 2020 Capital Budget and FY 2019 – 2023 CIP. The SFMTA Citizens' Advisory Council also held meetings to consider the FY 2019 and FY 2020 Capital Budget and FY 2019 – 2023 CIP. See also discussion above regarding input received by staff from City sources. See Enclosure 4 for more details on the public outreach for the CIP.

## ALTERNATIVES CONSIDERED

Various capital projects were considered during the development of the FY 2019 – 2023 CIP, which was based on extensive input over time from the SFMTA Board, Board of Supervisors, staff, and community stakeholders on desirable project priorities. Staff also received technical guidance on expected funding from local and regional experts. The projects in Enclosure 2 were selected based on project prioritization methodology discussed in detail in the attachment.

## FUNDING IMPACT

The FY 2019 – 2023 CIP is a financially constrained plan, which provides the SFMTA with a financial strategy to deliver projects that keep the transportation system in a state of good repair, improve safety, maximize resources through complete street investments, and improve the reliability of the transit system. The FY 2019 – 2023 CIP programs anticipated revenues totaling \$3.0 billion for projects over the five-year period. Revenues include \$111 million of contingent on voter approval of a new Ride-Hail Vehicle Net Fare Tax in November 2019

followed by the approval in November 2020 of a second new revenue measure. Should any measure not be approved, the reduction in revenues falls within the Director of Transportation's authority to approve changes to the Capital Budget. For any changes that, in the aggregate, exceed five percent of the total FY2019 & FY 2020 Capital Budget, the Director of Transportation shall return to the SFMTA Board for approval of the adjustment.

### **ENVIRONMENTAL REVIEW**

On November 1, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the proposed FY 2019 – 2023 CIP 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).

On November 27, 2018, the SFMTA determined that the proposed action to adopt revisions to the FY 2019 and FY 2020 Capital Budget is not a project under CEQA.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference.

The SFMTA obtains environmental clearance for specific projects prior to seeking approval for their implementation.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

No other approvals are needed. Because the revisions to the Capital Budget result in a decrease to the Budget, the Board of Supervisors does not need to approve the revised Capital Budget.

The City Attorney has reviewed this report.

### **RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors adopt the SFMTA's FY 2019 – 2023 Capital Improvement Program totaling \$3.0 billion for 266 projects within 11 programs, including transit reliability, street safety, state of good repair, facilities, taxi, system safety, and accessibility; and approve revisions to the FY 2019 and FY 2020 Capital Budget.



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The FY 2019 – 2023 Capital Improvement Program (CIP) represents the culmination of the SFMTA’s efforts to strategically plan and prioritize capital and other one-time project activities from FY 2019 to FY 2023, and is a projection of anticipated revenues; and,

WHEREAS, The FY 2019 – FY 2023 CIP establishes a baseline of available revenues to program to specific capital investments, with projects prioritized based on revenue constraints and specific scope, schedules, and budgets to establish accountability in project delivery and efficient use of available financial and staff resources; and,

WHEREAS, On August 15, 2017, the SFMTA Board of Directors approved the Agency’s 20-Year Capital Plan for FY 2017 through FY 2036, which represents the Agency’s unconstrained capital needs for the upcoming 20 years and serves as the basis for developing the fiscally constrained FY 2019 – 2023 CIP; and,

WHEREAS, Before finalizing the FY 2019 – 2023 CIP, the SFMTA held public hearings and a Town Hall meeting to hear public comment on the budget; and the SFMTA’s Citizens Advisory Council held meetings to consider the FY 2019 and FY 2020 Capital Budget, which are the first two years of the FY 2019 – 2023 CIP; and,

WHEREAS, The SFMTA incorporated feedback from such meetings into the FY 2019 – 2023 CIP; and,

WHEREAS, On April 3, 2018, the SFMTA Board of Directors approved the FY 2019 and FY 2020 Capital Budget; and,

WHEREAS, Since the SFMTA Board approved the FY 2019 and FY 2020 Capital Budget, the SFMTA has made revisions to the Budget, including:

- decreasing \$23.0 million of Federal Transit Administration (FTA) 5309 New Starts funding from the Central Subway project and \$27.8M of FTA 5337 Fixed Guideway funds, which had already been appropriated in the prior FY 2017 - FY 2018 Capital Budget;
- decreasing Cap-and-Trade proceeds in the Fleet program in FY 2019 from \$92.4M to \$28.1 million based on the actual SFMTA award amount from the Cycle 3 Transit and Intercity Rail Capital Program (TIRCP);
- increasing Proposition K sales tax revenue in the Fleet program for FY 2019 and FY 2020 from \$51.7 million to \$78.8 million to support the potential acceleration of the Light Rail Vehicle Expansion and Replacement project;
- moving \$41 million in revenue in the Central Subway program from FY 2020 to FY 2019 to update when revenues will be available;
- removing \$96.0 million from the Better Market Street project under the Transit Optimization Program in FY 2020 pending greater certainty to the actual availability of FTA 5309 core capacity funding for the project; and,

WHEREAS, On November 1, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the FY 2019 – 2023 Capital Improvement Program 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, On November 27, 2018, the SFMTA determined that the proposed action to adopt revisions to the FY2019 and FY2020 Capital Budget is not a project under CEQA; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and are incorporated herein by reference; now therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the FY 2019 – 2023 Capital Improvement Program totaling \$3 billion for 266 projects within 11 programs, including transit reliability, street safety, state of good repair, facilities, taxi, system safety, and accessibility; and be it further

RESOLVED, That the SFMTA Board approves the revisions to the FY 2019 and FY 2020 Capital Budget.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 18, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



# SFMTA | FY19 & FY20 Capital Budget Approved and Proposed

**Reasons for Change**

- (A) Project removed due to insufficient funding
- (B) Funding deferred to FY2021 or later due to funding constraints
- (C) Other
- (D) Funding not sufficient to meet 90% threshold CIP requirement
- (E) Revised based on funding availability
- (F) Cost increase
- (G) Revised based on project need
- (H) Recently prioritized project

(A) Project	(B) Approved April 2018	(C) Approved April 2018 (Adjusted)	(D) Proposed December 2018	(D) - (C) Change	Reason for Change
<b>Central Subway Program</b>					
Central Subway	\$ 84,024,202	\$ 61,005,686	\$ 55,250,000	\$ (5,755,686)	E
<b>Central Subway Total</b>	<b>\$ 84,024,202</b>	<b>\$ 61,005,686</b>	<b>\$ 55,250,000</b>	<b>\$ (5,755,686)</b>	
<b>Facility Program</b>					
1200 15th Street Renovation	\$ 5,270,000	\$ 5,270,000	\$ 6,227,784	\$ 957,784	F
Burke Overhead Lines & Parts	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	E
Facility & Life Safety System Renovation	\$ 3,040,000	\$ 3,040,000	\$ -	\$ (3,040,000)	E
Facility Condition Assessment Implementation	\$ 650,000	\$ 650,000	\$ 3,150,000	\$ 2,500,000	E
Flynn Bus Washer Replacement	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	
Flynn Facility Rehabilitation and Upgrades	\$ 10,259,975	\$ 10,259,975	\$ -	\$ (10,259,975)	A
MME HVAC and Boiler Improvement	\$ -	\$ -	\$ 4,932,944	\$ 4,932,944	F
Muni Metro East Expansion Phase II – Paving & Maintenance Building	\$ 26,943,642	\$ 26,943,642	\$ 13,856,831	\$ (13,086,811)	E
Muni Metro Escalator Rehabilitation Phase III	\$ 2,643,605	\$ 2,643,605	\$ 2,643,605	\$ -	
New Castro Station Elevator	\$ 650,000	\$ 650,000	\$ 8,098,813	\$ 7,448,813	E, F
Potrero Facility Reconstruction	\$ 18,407,851	\$ 18,407,851	\$ 14,528,190	\$ (3,879,661)	E
Presidio Lifts	\$ 833,806	\$ 833,806	\$ 4,400,000	\$ 3,566,194	F
Scott Lifts	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	
Transit Operator Convenience Facilities Phase III	\$ 5,500,000	\$ 5,500,000	\$ -	\$ (5,500,000)	
Woods Buswasher Upgrade	\$ 2,000,000	\$ 2,000,000	\$ 3,617,415	\$ 1,617,415	E
Reserve Facility	\$ 9,462,343	\$ 9,462,343	\$ 4,805,564	\$ (4,656,779)	
<b>Facility Total</b>	<b>\$ 85,661,222</b>	<b>\$ 85,661,222</b>	<b>\$ 71,261,146</b>	<b>\$ (14,400,076)</b>	
<b>Fleet Program</b>					
35 Class-B Paratransit Van Replacement	\$ -	\$ -	\$ 3,532,165	\$ 3,532,165	C <sup>7</sup>
Breda LRV HVAC Refurbishment	\$ 7,500,000	\$ 7,500,000	\$ 3,200,000	\$ (4,300,000)	E
Breda LRV Vehicle Overhauls	\$ 6,625,000	\$ 6,625,000	\$ 7,750,000	\$ 1,125,000	G
Cable Car Renovation	\$ 2,710,991	\$ 2,710,991	\$ 2,110,991	\$ (600,000)	G
Electric Bus Procurement	\$ -	\$ -	\$ 14,770,000	\$ 14,770,000	H
Expand Light Rail Fleet by 40 Vehicles	\$ 126,114,113	\$ 126,114,113	\$ -	\$ (126,114,113)	C <sup>2</sup>
Farebox Replacement	\$ 1,336,000	\$ 1,336,000	\$ 336,000	\$ (1,000,000)	
ForkLift Replacement	\$ -	\$ -	\$ 3,217,500	\$ 3,217,500	G
LRV4 Maintenance Equipment Purchase - Phase I	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ -	
New Flyer Motor Coach & Trolley Coach Midlife Overhauls	\$ 73,134,390	\$ 73,134,390	\$ 41,622,347	\$ (31,512,043)	E
Non Revenue Fleet Replacement	\$ 11,620,000	\$ 11,620,000	\$ -	\$ (11,620,000)	A
Paratransit Fleet Replacement Program	\$ 4,681,643	\$ 4,681,643	\$ -	\$ (4,681,643)	
Rehabilitate Historic & Milan Streetcars (18)	\$ 3,210,778	\$ 3,210,778	\$ 7,984,064	\$ 4,773,286	E
Rehabilitate Historic Streetcars (16 PCCs)	\$ 11,100,000	\$ 11,100,000	\$ 4,881,941	\$ (6,218,059)	E
Replace 151 Light Rail Vehicles and Expand LRV Fleet by 68 Vehicles	\$ -	\$ -	\$ 201,056,983	\$ 201,056,983	
Replace 30' Motor Coaches	\$ 11,580,769	\$ 11,580,769	\$ -	\$ (11,580,769)	A
Subway Vacuum	\$ 1,000,000	\$ 1,000,000	\$ -	\$ (1,000,000)	C <sup>1</sup>

**SFMTA**

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

**SFMTA | CAPITAL FINANCIAL PLANNING AND ANALYSIS**

# SFMTA | FY19 & FY20 Capital Budget Approved and Proposed

**Reasons for Change**

- (A) Project removed due to insufficient funding
- (B) Funding deferred to FY2021 or later due to funding constraints
- (C) Other
- (D) Funding not sufficient to meet 90% threshold CIP requirement
- (E) Revised based on funding availability
- (F) Cost increase
- (G) Revised based on project need
- (H) Recently prioritized project

(A) Project	(B) Approved April 2018	(C) Approved April 2018 (Adjusted)	(D) Proposed December 2018	(D) - (C) Change	Reason for Change
Transit Vehicle Technology Integration	\$ 15,600,000	\$ 15,600,000	\$ -	\$ (15,600,000)	A
Reserve Fleet	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	
<b>Fleet Total</b>	<b>\$ 283,213,684</b>	<b>\$ 283,213,684</b>	<b>\$ 299,461,991</b>	<b>\$ 16,248,307</b>	
<b>Parking Program</b>					
Reserve Parking	\$ 860,619	\$ 860,619	\$ -	\$ (860,619)	
<b>Parking Total</b>	<b>\$ 860,619</b>	<b>\$ 860,619</b>	<b>\$ -</b>	<b>\$ (860,619)</b>	
<b>Signals Program</b>					
27th and Guerrero Streets New Traffic Signals	\$ -	\$ -	\$ 200,000	\$ 200,000	
3rd Street Video Detection Replacement Phase II	\$ 330,000	\$ 330,000	\$ 330,000	\$ -	
3rd Street Video Detection Replacement Phase III	\$ 550,000	\$ 550,000	\$ 550,000	\$ -	
Alemany Boulevard Pavement Renovation -	\$ -	\$ -	\$ 150,000	\$ 150,000	
Arguello Boulevard Traffic Signal Upgrades	\$ -	\$ -	\$ 655,000	\$ 655,000	
City Coordination Opportunities: New Traffic	\$ 600,000	\$ 600,000	\$ 300,000	\$ (300,000)	
Contract 35: Traffic Signal Modifications	\$ 2,958,000	\$ 2,958,000	\$ 4,890,000	\$ 1,932,000	F
Contract 36: Traffic Signal Modifications	\$ 600,000	\$ 600,000	\$ 600,000	\$ -	
Contract 64: New Traffic Signals	\$ -	\$ -	\$ 1,219,000	\$ 1,219,000	
Contract 65: New Traffic Signals	\$ 3,600,000	\$ 3,600,000	\$ 625,000	\$ (2,975,000)	E
Contract 66: New Traffic Signals	\$ 300,000	\$ 300,000	\$ -	\$ (300,000)	B
Gough Street Traffic Signal Upgrades	\$ 1,600,000	\$ 1,600,000	\$ 778,889	\$ (821,111)	
Grants & Development Opportunities: New Traffic Signals	\$ 2,250,000	\$ 2,250,000	\$ 1,125,000	\$ (1,125,000)	E
Great Highway Traffic Signal Upgrades	\$ 2,500,000	\$ 2,500,000	\$ 2,334,394	\$ (165,606)	
High Injury Network Signal Modifications	\$ 3,250,000	\$ 3,150,000	\$ -	\$ (3,150,000)	A
Mission Bay Mitigation Measures and Upgrades	\$ -	\$ -	\$ 600,000	\$ 600,000	
Program: Traffic Sign Replacement	\$ 440,000	\$ 440,000	\$ 220,000	\$ (220,000)	
Program: Traffic Signal Hardware Replacement	\$ 660,000	\$ 660,000	\$ 330,000	\$ (330,000)	
Reserve Traffic Signals	\$ 2,110,956	\$ 2,110,956	\$ 3,777,812	\$ 1,666,856	
SFgo Mission Bay Variable Message Signs	\$ 600,000	\$ 600,000	\$ -	\$ (600,000)	A
T Third Signal Retiming & Sign Upgrades	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	
Traffic Signal Visibility Upgrades	\$ 660,000	\$ 660,000	\$ 330,000	\$ (330,000)	
Western Addition Area - Traffic Signal Upgrades	\$ 8,977,229	\$ 8,977,229	\$ 8,977,229	\$ -	
Reserve FY20 Traffic Signals	\$ 1,500,000	\$ 1,500,000	\$ -	\$ (1,500,000)	C <sup>5</sup>
<b>Signals Total</b>	<b>\$ 34,486,185</b>	<b>\$ 34,386,185</b>	<b>\$ 28,992,324</b>	<b>\$ (5,393,861)</b>	
<b>Streets Program</b>					
13th St Protected Bike Lanes	\$ -	\$ -	\$ 175,000	\$ 175,000	H
20th Avenue Bikeway	\$ -	\$ -	\$ 1,381,000	\$ 1,381,000	H
22nd Street Caltrain Station E-Lockers	\$ -	\$ -	\$ 100,000	\$ 100,000	H
4th Street Pedestrian Bulb-outs	\$ -	\$ -	\$ 960,000	\$ 960,000	H
5th Street Corridor Improvements	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000	\$ -	
6th Street Pedestrian Safety Project	\$ -	\$ -	\$ 15,226,200	\$ 15,226,200	H
7th Street Improvements Phase 2	\$ 8,000,000	\$ 6,000,000	\$ 1,072,000	\$ (4,928,000)	G
Alemany Boulevard Buffered Bike Lane	\$ -	\$ -	\$ 400,000	\$ 400,000	H



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Alemanya Interchange Improvement Project	\$ 2,450,000	\$ 2,450,000	\$ 186,890	\$ (2,263,110)	G
Alemanya Interchange Improvement Project - Phase	\$ -	\$ -	\$ 149,006	\$ 149,006	H
Annual Traffic Calming Removal and Replacement	\$ -	\$ -	\$ 100,000	\$ 100,000	H
Application-Based Residential Street Traffic Calming FY17/18	\$ -	\$ -	\$ 1,213,399	\$ 1,213,399	E
Arguello Boulevard Bicycle Strategy	\$ -	\$ -	\$ 70,700	\$ 70,700	H
Bayview CBTP Implementation	\$ 295,000	\$ 295,000	\$ 115,000	\$ (180,000)	G
Bayview CBTP Near Term Implementation	\$ 482,000	\$ 482,000	\$ 482,000	\$ -	
Beale Street Bikeway	\$ 1,000,000	\$ 1,000,000	\$ 1,710,000	\$ 710,000	G
Brannan Street Road Diet	\$ 425,000	\$ 425,000	\$ -	\$ (425,000)	G
Central SoMa Plan	\$ 150,000	\$ -	\$ -	\$ -	
Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase 1	\$ 672,479	\$ 672,479	\$ 75,000	\$ (597,479)	G
Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase 2	\$ 780,000	\$ 780,000	\$ 480,000	\$ (300,000)	
Embarcadero Enhancement Project	\$ -	\$ -	\$ 3,050,000	\$ 3,050,000	H
Excelsior Neighborhood Traffic Calming	\$ 4,680,000	\$ 4,680,000	\$ 520,000	\$ (4,160,000)	G
Financial District Connections Bicycle Strategy	\$ -	\$ -	\$ 200,000	\$ 200,000	H
Folsom-Howard Streetscape	\$ 5,717,800	\$ -	\$ -	\$ -	
Geneva Avenue Traffic Signals	\$ -	\$ -	\$ 500,000	\$ 500,000	H
Grove Street/Civic Center Improvements	\$ 4,000,000	\$ 4,000,000	\$ 400,000	\$ (3,600,000)	G
Lake Merced Pedestrian Safety	\$ 100,000	\$ 100,000	\$ 150,000	\$ 50,000	G
Lombard Street Streetscape	\$ -	\$ -	\$ 8,632,090	\$ 8,632,090	H
Mariposa Bike Connection	\$ 360,000	\$ 360,000	\$ 360,000	\$ -	
Mission & Trumbull Street Intersection Upgrades	\$ -	\$ -	\$ 70,000	\$ 70,000	H
Mission Street Excelsior	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ -	
Monterey Street Safety Improvements	\$ 495,000	\$ 495,000	\$ 495,000	\$ -	
Move Western Addition Mid-Term Improvements	\$ 325,000	\$ 325,000	\$ 250,000	\$ (75,000)	G
Ocean Avenue Safety Improvements	\$ 700,000	\$ 700,000	\$ 2,440,000	\$ 1,740,000	G
Octavia Boulevard Enhancements Phase II	\$ 2,000,000	\$ -	\$ -	\$ -	
Otis Street Improvement - Hub Master Plan	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	
Page Street Neighborway (Market to Webster)	\$ 1,425,000	\$ -	\$ -	\$ -	
Page Street Neighborway (Webster to Stanyan)	\$ 1,570,000	\$ 1,570,000	\$ 315,000	\$ (1,255,000)	G
Permanent Painted Safety Zone Conversion	\$ 500,000	\$ 500,000	\$ 500,349	\$ 349	G
Program: Annual Traffic Calming Removal and Replacement	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	
Program: Application-Based Traffic Calming	\$ 2,000,000	\$ 2,000,000	\$ 1,200,000	\$ (800,000)	
Program: Bicycle Traffic Signal Upgrades	\$ 1,500,000	\$ 1,500,000	\$ 950,000	\$ (550,000)	
Program: Bike Facility Maintenance: Delineators & Green Pavement	\$ 700,000	\$ 700,000	\$ 300,000	\$ (400,000)	
Program: Citywide Neighborway Design and Implementation	\$ 5,040,000	\$ 5,040,000	\$ 2,970,000	\$ (2,070,000)	



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(A) Project	(B) Approved April 2018	(C) Approved April 2018 (Adjusted)	(D) Proposed December 2018	(D) - (C) Change	Reason for Change
Program: Citywide Quick and Effective Bike Improvements	\$ 950,000	\$ 950,000	\$ 950,000	\$ -	
Program: Community Response Implementation	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ -	
Program: Long-term Bike Parking	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	
Program: Mission Streetscape Plan	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	
Program: Proactive Local Traffic Calming Track	\$ 2,000,000	\$ 2,000,000	\$ 750,000	\$ (1,250,000)	
Program: Quick & Effective Pedestrian Safety	\$ 1,050,000	\$ 1,050,000	\$ 1,050,000	\$ -	
Program: Residential Streets Safety Spot Improvements	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	
Program: Schools Engineering	\$ 1,674,000	\$ 1,674,000	\$ 2,087,775	\$ 413,775	G
Program: Short-term Bike Parking	\$ 1,396,000	\$ 1,396,000	\$ 998,000	\$ (398,000)	
Program: Speed Radar Sign Installation	\$ 360,000	\$ 360,000	\$ 180,000	\$ (180,000)	
Program: Streets Coordination Improvements	\$ 1,900,000	\$ 1,900,000	\$ 1,835,000	\$ (65,000)	
Program: Vision Zero Bikeway Upgrades	\$ 3,000,000	\$ 3,000,000	\$ 2,250,000	\$ (750,000)	
Rectangular Rapid Flashing Beacons	\$ -	\$ -	\$ 575,000	\$ 575,000	H
Schlage Lock Pedestrian, Bicycle & Streetscape Improvements	\$ 1,500,000	\$ 1,500,000	\$ -	\$ (1,500,000)	A
Sloat Skyline Alternatives Analysis	\$ 1,039,000	\$ 1,039,000	\$ 1,089,000	\$ 50,000	G
Taylor Street Streetscape	\$ 2,407,250	\$ 2,407,250	\$ 2,407,250	\$ -	
Terry Francois Boulevard Bikeway Improvements	\$ 1,000,000	\$ 1,000,000	\$ 999,946	\$ (54)	G
The Embarcadero at Pier 27 / Cruise Ship Terminal - Complete Street Improvements	\$ 195,000	\$ 195,000	\$ -	\$ (195,000)	A
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	\$ 260,000	\$ 260,000	\$ 640,000	\$ 380,000	G
The Embarcadero SB Bike Lane Spot	\$ 3,555,000	\$ 3,555,000	\$ -	\$ (3,555,000)	G
Upper Market Pedestrian Improvements	\$ 4,673,043	\$ 116,356	\$ -	\$ (116,356)	E
Upper Market Street Safety Project Curb	\$ 90,000	\$ 90,000	\$ 90,000	\$ -	
Valencia Bikeway Curb Management Plan	\$ 650,000	\$ 650,000	\$ 256,827	\$ (393,173)	
Valencia Bikeway Improvements	\$ 3,176,000	\$ 3,176,000	\$ 2,947,000	\$ (229,000)	G
Valencia Street Bikeway Near-Term Improvements Phase 2	\$ -	\$ -	\$ 136,999	\$ 136,999	H
Visitacion Valley Greenway	\$ 261,000	\$ -	\$ -	\$ -	A
Washington/Trenton Bulb-out & Beacons	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	
Western Addition Community Based Transportation Improvements	\$ -	\$ -	\$ 986,928	\$ 986,928	H
Yerba Buena/Hazelwood Follow the Paving	\$ -	\$ -	\$ 65,000	\$ 65,000	H
Reserve Streets	\$ 6,159,443	\$ 6,120,443	\$ 7,641,737	\$ 1,521,294	
<b>Streets Total</b>	<b>\$ 89,933,015</b>	<b>\$ 73,783,528</b>	<b>\$ 82,405,096</b>	<b>\$ 8,621,568</b>	
<b>Taxi Program</b>					
Alternative Fuel Vehicle Incentives Program	\$ 400,000	\$ 400,000	\$ 400,000	\$ -	
Ramp Taxi Vehicle Purchase Subsidy	\$ 200,000	\$ -	\$ 200,000	\$ 200,000	
Taxi Stand Expansion & Renovation	\$ 60,000	\$ 60,000	\$ 60,000	\$ -	



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<b>Taxi Total</b>	\$ 660,000	\$ 460,000	\$ 660,000	\$ 200,000	
<b>Transit Fixed Guideway Program</b>					
ATCS Critical Wayside Improvements	\$ 13,675,000	\$ 11,632,600	\$ -	\$ (11,632,600)	C <sup>7</sup>
Backup Batteries Replacement for Substation					
SCADA and Subway Track Switch and Signals	\$ -	\$ -	\$ 994,000	\$ 994,000	H
Cable Car Barn 12 KV Service and Electrical	\$ 4,150,009	\$ 2,650,009	\$ -	\$ (2,650,009)	B
Cable Car Barn Rehabilitation and Upgrade	\$ -	\$ -	\$ 5,500,000	\$ 5,500,000	H
Cable Car Barn Turn Table	\$ 660,000	\$ 560,000	\$ -	\$ (560,000)	B
Cable Car Curved Track Replacement	\$ -	\$ -	\$ 860,253	\$ 860,253	H
Cable Car Gear Box Rehabilitation	\$ -	\$ -	\$ 1,069,060	\$ 1,069,060	H
Green Center Light Rail Center Track Replacement	\$ -	\$ -	\$ 1,033,868	\$ 1,033,868	F
Islais Creek Bridge Overhead Reconstruction	\$ -	\$ -	\$ 3,750,000	\$ 3,750,000	H
Maintenance of Way Special Track Work					
Replacement at 5 Locations	\$ -	\$ -	\$ 2,780,443	\$ 2,780,443	H
Maintenance of Way Track Support Structure					
Replacement at 15 Locations	\$ -	\$ -	\$ 4,394,632	\$ 4,394,632	H
Marina Substation Upgrade	\$ 36,199	\$ 36,199	\$ -	\$ (36,199)	B
Muni Metro Track Switch Machines	\$ 8,606,337	\$ 5,606,337	\$ -	\$ (5,606,337)	B
Muni Metro Twin Peaks Track Replacement	\$ 20,122,285	\$ 8,428,705	\$ 5,295,567	\$ (3,133,138)	E
Ongoing Rail Replacement	\$ 1,000,000	\$ 1,000,000	\$ -	\$ (1,000,000)	A
Procurement and Replacement of Track Switch					
Machines for Muni Metro Phase 2	\$ -	\$ -	\$ 842,964	\$ 842,964	H
Program: Surface Track Pavement Repair	\$ 2,000,000	\$ 2,000,000	\$ -	\$ (2,000,000)	B
Program: Ultrasonic Rail Testing Phase III	\$ 955,955	\$ 405,555	\$ -	\$ (405,555)	B
Rail Grinding	\$ 7,800,000	\$ 5,107,578	\$ 6,800,000	\$ 1,692,422	E
Rail Signal Upgrades at Priority Locations	\$ 5,821,850	\$ 2,310,925	\$ 8,231,712	\$ 5,920,787	
Repair Overhead Lines at Priority Locations	\$ 7,387,379	\$ 7,387,379	\$ -	\$ (7,387,379)	B
Replacement of Manual Trolley Switch System	\$ 3,851,221	\$ 3,851,221	\$ 4,710,043	\$ 858,822	
Roadway Worker Protection Early Warning Alarm					
System	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	H
San Jose Substation Upgrade Phase I	\$ 3,700,000	\$ 740,000	\$ 3,889,967	\$ 3,149,967	
San Jose Substation Upgrade Phase II	\$ 1,283,286	\$ 1,283,286	\$ -	\$ (1,283,286)	B
Special Track Replacement in the Subway	\$ 7,145,000	\$ 3,269,000	\$ 7,145,000	\$ 3,876,000	
Special Trackwork and Surface Rail Replacement	\$ 9,361,063	\$ 6,543,440	\$ 3,953,463	\$ (2,589,977)	E
Subway Electrical and Mechanical Systems					
Improvement Program	\$ 4,999,936	\$ 3,152,400	\$ -	\$ (3,152,400)	B
Subway Track Fastener and Rail Replacement	\$ 1,420,400	\$ 1,202,000	\$ 5,203,314	\$ 4,001,314	B, G
Train Control System Procurement	\$ 2,000,000	\$ 2,000,000	\$ 10,675,000	\$ 8,675,000	C <sup>7</sup>
Upgrade SCADA to Fiber Optic	\$ 1,799,880	\$ 1,799,880	\$ -	\$ (1,799,880)	B
Upgrade Traction Power at Priority Locations	\$ 6,021,634	\$ 6,021,634	\$ -	\$ (6,021,634)	B
West Portal and Forest Hill ATCS Crossover					
Integration/Axle Counter Installation	\$ 3,378,396	\$ 2,378,396	\$ 8,867,629	\$ 6,489,233	G



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<b>Transit Fixed Guideway Total</b>	<b>\$ 117,175,830</b>	<b>\$ 79,366,544</b>	<b>\$ 86,996,915</b>	<b>\$ 7,630,371</b>	
<b>Transit Optimization-Expansion Program</b>					
14 Mission: Downtown Mission Transit & Streetscape Enhancements	\$ 11,525,250	\$ 11,525,250	\$ 8,380,746	\$ (3,144,504)	E
14 Mission: Inner Mission Transit & Streetscape Enhancements	\$ -	\$ -	\$ 627,151	\$ 627,151	E
22 Fillmore: 16th Street Transit Priority Project	\$ 32,665,741	\$ 32,665,741	\$ 45,986,786	\$ 13,321,045	E
22 Fillmore: Fillmore Street Transit Priority Project	\$ 1,200,000	\$ 1,200,000	\$ 150,000	\$ (1,050,000)	B
27 Bryant: Tenderloin Transit Reliability	\$ 2,475,641	\$ 2,475,641	\$ 2,475,641	\$ -	
28 19th Avenue: South of Golden Gate Park Rapid Project	\$ 15,586,369	\$ 15,586,369	\$ 16,328,624	\$ 742,255	F
29 Sunset Muni Forward	\$ -	\$ -	\$ 150,000	\$ 150,000	H
30 Stockton: 3rd Street TPP early implementation	\$ -	\$ -	\$ 388,140	\$ 388,140	H
30 Stockton: 3rd Street Transit Priority Project	\$ 80,000	\$ 80,000	\$ 80,000	\$ -	
30 Stockton: Chestnut Street Transit Priority	\$ -	\$ -	\$ 681,070	\$ 681,070	E
30 Stockton: Van Ness & Bay Street Transit Priority Project	\$ 825,000	\$ 825,000	\$ 825,000	\$ -	
5 Fulton: Arguello to 25th Ave Rapid Project	\$ 2,770,000	\$ 2,770,000	\$ 920,000	\$ (1,850,000)	B
5 Fulton: East of 6th Ave (Inner) Rapid Project	\$ -	\$ -	\$ 1,385,576	\$ 1,385,576	E
7 Haight-Noriega: Haight Street Transit Priority	\$ 3,084,938	\$ 3,084,938	\$ 9,094,083	\$ 6,009,145	E
8 Bayshore: San Bruno Avenue Transit Priority Enhancements	\$ 40,000	\$ 40,000	\$ -	\$ (40,000)	C <sup>6</sup>
8 Bayshore: Visitacion Valley Muni Forward (Santos to Arleta)	\$ 2,658,844	\$ 2,658,844	\$ 2,658,844	\$ -	
Bayshore Caltrain Station Upgrades	\$ 2,000,000	\$ 2,000,000	\$ -	\$ (2,000,000)	B
Better Market Street	\$ 141,609,219	\$ 141,609,219	\$ 47,784,165	\$ (93,825,054)	E
Better Market Street: Quick Implementation	\$ -	\$ -	\$ 406,000	\$ 406,000	H
Cable Car Traffic Calming & Safety Improvements	\$ 1,785,000	\$ 1,785,000	\$ -	\$ (1,785,000)	B
Cable Car Traffic Signal Preempts	\$ 3,000,000	\$ 3,000,000	\$ 2,250,000	\$ (750,000)	G
Collision Reduction Program: Spot Improvements	\$ 8,110,000	\$ 8,110,000	\$ 1,250,000	\$ (6,860,000)	
Equity Strategy Improvements	\$ 1,030,000	\$ 1,030,000	\$ 580,000	\$ (450,000)	B
F Market & Wharves: Fort Mason Extension	\$ -	\$ -	\$ 926,100	\$ 926,100	G
Geary Bus Rapid Transit Phase I: Near-Term Improvements	\$ 3,877,814	\$ 3,877,814	\$ 5,239,707	\$ 1,361,893	
Geary Bus Rapid Transit Phase II: Full Project	\$ 19,318,919	\$ 19,318,919	\$ 27,400,207	\$ 8,081,288	C <sup>8</sup>
Geneva Harney Bus Rapid Transit	\$ 3,219,000	\$ 3,219,000	\$ 219,000	\$ (3,000,000)	B
Geneva/San Jose M-Line Terminal	\$ 1,288,314	\$ 1,288,314	\$ 1,220,094	\$ (68,220)	B
J Church Muni Forward	\$ -	\$ -	\$ 810,000	\$ 810,000	G
King Street Substation Upgrades	\$ 9,345,000	\$ 9,345,000	\$ 12,163,904	\$ 2,818,904	
L Taraval: Transit & Streetscape Enhancements	\$ 59,830,258	\$ 49,514,796	\$ 70,145,163	\$ 20,630,367	G
Local Bus Transit Signal Priority Intersection Deployments	\$ 10,467,266	\$ 10,467,266	\$ 8,780,655	\$ (1,686,611)	E





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Major Corridor Project Development	\$ 500,000	\$ 500,000	\$ -	\$ (500,000)	B
Mission Bay Loop	\$ -	\$ -	\$ 2,917,795	\$ 2,917,795	E
M-Line Park Merced Surface Realignment	\$ 19,859,000	\$ 19,859,000	\$ 19,859,000	\$ -	
Muni Forward OCS Spot Improvements	\$ 2,000,000	\$ 2,000,000	\$ 1,600,000	\$ (400,000)	G
Muni Forward Programmatic Corridors: Planning & Conceptual Engineering	\$ -	\$ -	\$ 3,339,000	\$ 3,339,000	E
Muni Metro / BART Joint Station Enhancements	\$ 8,231,538	\$ 8,231,538	\$ -	\$ (8,231,538)	B
Muni Metro Subway Station Enhancements	\$ 6,817,650	\$ 6,817,650	\$ 9,431,404	\$ 2,613,754	E
1A	\$ 986,034	\$ 986,034	\$ -	\$ (986,034)	C <sup>6</sup>
Muni Roadway Elevation Improvements	\$ 8,649,000	\$ 8,649,000	\$ 8,649,000	\$ -	
Muni Subway Expansion Project	\$ -	\$ -	\$ 2,744,300	\$ 2,744,300	E
Powell Street Plaza & Transit Reliability	\$ 4,890,000	\$ 4,890,000	\$ 4,588,730	\$ (301,270)	
Program: Accessible Light Rail Stops	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	
Program: Accessible Stops Spot Improvements	\$ 375,000	\$ 375,000	\$ -	\$ (375,000)	E
Rail Transit Signal Priority	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ -	
Red Transit-Only Lane Lifecycle Replacement	\$ 269,000	\$ 269,000	\$ 269,000	\$ -	E
Streetcar Fisherman's Wharf Terminal Relocation	\$ 1,250,000	\$ 1,250,000	\$ -	\$ (1,250,000)	A
Surface Signaling on The Embarcadero & Third	\$ 6,255,000	\$ 6,255,000	\$ 6,255,000	\$ -	
T Third: Warriors Platform Expansion and Crossover Tracks	\$ 19,012,662	\$ 19,012,662	\$ 12,305,799	\$ (6,706,863)	E
Transit Reliability Spot Improvements	\$ 1,805,000	\$ 1,805,000	\$ 3,013,570	\$ 1,208,570	F
Turnback Pocket Track at Harrison	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	
Van Ness Bus Rapid Transit	\$ -	\$ -	\$ 8,753,742	\$ 8,753,742	G
Van Ness Bus Rapid Transit: Associated	\$ 2,427,704	\$ 2,427,704	\$ 3,033,704	\$ 606,000	F
Reserve Transit Optimization & Expansion	\$ 5,289,547	\$ 2,789,547	\$ 1,313,129	\$ (1,476,418)	
<b>Transit Optimization - Expansion Total</b>	<b>\$ 430,909,708</b>	<b>\$ 418,094,246</b>	<b>\$ 361,879,829</b>	<b>\$ (56,214,417)</b>	
<b>Other Program</b>					
2020 Transportation Sector Climate Action	\$ 180,000	\$ -	\$ 180,000	\$ 180,000	
Bike to Work Day	\$ 83,516	\$ 83,516	\$ 80,231	\$ (3,285)	E
Capital Finance Reserve	\$ 1,400,000	\$ -	\$ 1,118,000	\$ 1,118,000	E
CityWide Curb Management	\$ -	\$ -	\$ 200,000	\$ 200,000	E
Citywide Transportation Demand Management					
Marketing	\$ 150,000	\$ 150,000	\$ -	\$ (150,000)	D
Comprehensive Employee TDM Program	\$ -	\$ -	\$ 240,000	\$ 240,000	E
ConnectSF: Streets and Freeways Study Project	\$ 175,000	\$ -	\$ 175,000	\$ 175,000	
ConnectSF: Transit Corridors Study	\$ 440,000	\$ 440,000	\$ 760,000	\$ 320,000	E
Engineering Technical Feasibility and Cost					
Estimation for Planning Studies	\$ 150,000	\$ -	\$ 150,000	\$ 150,000	
Interest Charged Pending Billing Reimbursement	\$ 2,400,000	\$ -	\$ 2,400,000	\$ 2,400,000	
Long Term Youth Bicycle Safety Education	\$ 2,330,000	\$ 2,200,000	\$ 2,317,000	\$ 117,000	E
Motorcycle Safety Education, Enforcement	\$ 228,808	\$ 228,808	\$ 228,808	\$ -	
NTIP Program Support	\$ -	\$ -	\$ 50,000	\$ 50,000	E



# SFMTA | FY19 & FY20 Capital Budget Approved and Proposed

**Reasons for Change**  
 (A) Project removed due to insufficient funding  
 (B) Funding deferred to FY2021 or later due to funding constraints  
 (C) Other  
 (D) Funding not sufficient to meet 90% threshold CIP requirement  
 (E) Revised based on funding availability  
 (F) Cost increase  
 (G) Revised based on project need  
 (H) Recently prioritized project

(A) Project	(B) Approved April 2018	(C) Approved April 2018 (Adjusted)	(D) Proposed December 2018	(D) - (C) Change	Reason for Change
Operational Packages and Surge Patrol for Counterterrorism Operations	\$ 2,372,000	\$ 2,372,000	\$ -	\$ (2,372,000)	C <sup>4</sup>
Place Based Planning Program	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	
Play Streets FY19/20	\$ -	\$ -	\$ 150,000	\$ 150,000	E
Play Streets Pilot Program	\$ 65,000	\$ -	\$ -	\$ -	D
Program: Safe Streets Project Evaluation	\$ -	\$ -	\$ 200,000	\$ 200,000	E
Safe Routes to School Non-Infrastructure Project	\$ -	\$ -	\$ 3,173,000	\$ 3,173,000	E
San Francisco Wayfinding Program Design & Pilot	\$ 1,019,000	\$ 1,019,000	\$ -	\$ (1,019,000)	A
SF Existing Residents TDM Program	\$ 970,000	\$ 970,000	\$ 195,000	\$ (775,000)	E
SF Waterfront Transportation Resilience Strategy	\$ 200,000	\$ 200,000	\$ -	\$ (200,000)	C <sup>3</sup>
SFMTA: TDM Plan	\$ 359,488	\$ 359,488	\$ -	\$ (359,488)	D
TDM for Tourists	\$ 130,000	\$ 130,000	\$ 130,000	\$ -	
TDM: Bicycle One-Stop Resource	\$ 54,859	\$ 54,859	\$ -	\$ (54,859)	A
TDM: Bicycle Outreach and Education	\$ 130,000	\$ 130,000	\$ 170,529	\$ 40,529	E
TDM: Business Relocation	\$ 380,000	\$ 380,000	\$ -	\$ (380,000)	A
TDM: Events	\$ 252,000	\$ 252,000	\$ -	\$ (252,000)	A
TDM: School Outreach	\$ 194,657	\$ 194,657	\$ -	\$ (194,657)	A
Transit and Land Use Integration Study	\$ 125,000	\$ 125,000	\$ -	\$ (125,000)	A
Travel Decision Survey	\$ 200,000	\$ -	\$ 200,000	\$ 200,000	
Reserve Other	\$ 3,334,714	\$ 3,334,714	\$ 3,908,192	\$ 573,478	E
<b>Other Total</b>	<b>\$ 17,424,042</b>	<b>\$ 12,624,042</b>	<b>\$ 16,125,760</b>	<b>\$ 3,501,718</b>	
<b>Grand Total</b>	<b>\$ 1,144,348,507</b>	<b>\$ 1,049,455,756</b>	<b>\$ 1,003,033,061</b>	<b>\$ (46,422,695)</b>	

<sup>1</sup> Project is set to move forward using SFMTA operating funds  
<sup>2</sup> Project has been incorporated into the larger Replace 151 Light Rail Vehicles and Expand LRV Fleet by 68 Vehicles  
<sup>3</sup> San Francisco Planning has secured funding to deliver this project  
<sup>4</sup> Project removed because TSGP grant funding is competitive and not meant for sustainment of such programs  
<sup>5</sup> Additional funding from the Signals reserve has been allocated to specific projects in the FY2019 and FY2020 CIP period  
<sup>6</sup> Projects have been funded in the FY 2018 CIP period  
<sup>7</sup> Project combined with another project within program  
<sup>8</sup> Project funding shifted from the construction phase to the design phase



# Enclosure 4: CIP & Operating Budget Outreach Schedule

Updated 1/19/2018

	Stakeholder Group	Date	Time	Location
<b>JANUARY</b>				
	SFMTA Board Workshop	1/23/2018	9:00 AM	1SVN - Atrium (2nd Floor)
<b>FEBRUARY</b>				
	SFMTA Citizens' Advisory Council (CAC)	2/1/2018	5:30 PM	1SVN - Union Square Conference Room (7th Floor)
	Pedestrian Safety Advisory Committee (PSAC)	2/13/2018	6:00 PM	1SVN - Union Square Conference Room (7th Floor)
	SFMTA Multimodal Accessibility Advisory Committee (MAAC)	2/15/2018	1:00 PM	1SVN - Union Square Conference Room (7th Floor)
	SFMTA Board Presentations	2/20/2018	1:00 PM	San Francisco City Hall
	SFMTA Finance and Administration Committee (FAC)	2/21/2018	5:30 PM	1SVN - Noe Valley Conference Room (7th Floor)
	Chinatown Community Development Corporation (CCDC)	2/21/2018	12:30 p.m.	663 Clay Street, San Francisco
	SFMTA Board of Supervisors Briefings	Various		Various
	<ul style="list-style-type: none"> <li>• SF Bicycle Coalition</li> <li>• Walk SF</li> <li>• SF Transit Riders</li> </ul>	2/23/2018	2:00 PM to 4:00 PM	1SVN - Union Square Conference Room (7th Floor)
	Capital Planning Committee (CPC) - SFMTA Presentation	2/26/2018	12:00 PM to 1:00 PM	San Francisco City Hall, Room 305
	Bicycle Advisory Committee (SFBAC)	2/26/2018	6:30 PM	San Francisco City Hall, Room 408
<b>MARCH</b>				
	SFMTA Citizens' Advisory Council (CAC)	3/1/2018	5:30 PM	1SVN - Union Square Conference Room (7th Floor)
	General Public Town Hall, Co-hosted with Senior Disability Action (SDA)	3/2/2018	1:00 PM to 4:00 PM	San Francisco Public Library (Main) - Latino Room
	SFMTA Board Presentations	3/6/2018	1:00 PM	San Francisco City Hall
	SFMTA Finance and Administration Committee (FAC)	3/7/2018	5:30 PM	1SVN - Noe Valley Conference Room (7th Floor)
	General Public Town Hall, Online	3/7/2018	6:00 PM to 7:00 PM	sfmta.com/budget
	SFMTA Board Presentations	3/20/2018	1:00 PM	San Francisco City Hall
	SFMTA Citizens' Advisory Council (CAC)	3/22/2018	5:30 PM	1SVN - Noe Valley Conference Room (7th Floor)
<b>APRIL</b>				
	SFMTA Board Capital and Operating Budget Approval	4/3/2018	1:00 PM	San Francisco City Hall, Room 400