



SFMTA

# SFMTA's Regional Capital Project Pipeline and Major Grant Strategy

Planning and Governance Committee  
February 22, 2022

PORT OF SAN FRANCISCO



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# Today's Agenda

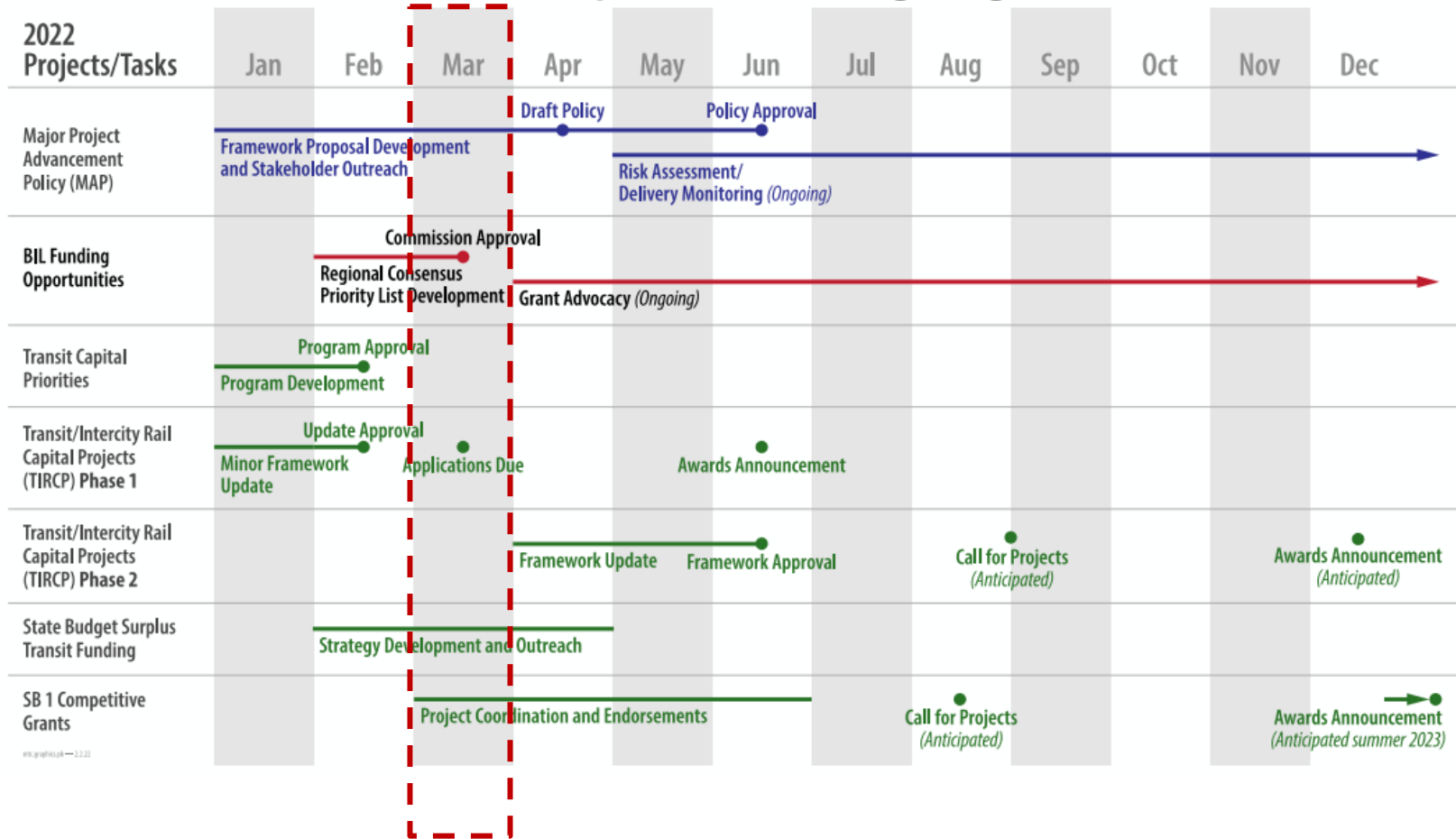
- Intro and Introductions (Monique)
- Regional Funding Framework/Context of this Conversation
- Major Transit Corridor Pipeline
  - Context and Overall approach
  - Major Transit Corridors Studies Overview
- Other Major Grant Projects – ZEB Transition and Building Progress
- Discussion

# Creating Space for the SFMTA in Regional Funding Decisions

- The region is at a key decision point in setting future funding priorities for major projects:
  - MTC will guide regional engagement in major funding opportunities resulting from the Bipartisan Infrastructure Bill and State Funding Surplus.
  - MTC is setting regional priorities for up to the next 10 years for major State and Federal grant programs.
  - MTC proposes to coordinate regional support for major transit expansion grant programs as well as federal bus and zero emissions programs.
- Given the magnitude of funding needed for these projects and potentially long lead time, the SFMTA needs to get on the on ramp now for current and future conversations about regional priority for major funding sources.

# Why Now? *The stage is being set for the next decade of state and regional funds.*

**BIL Grant Strategy in Larger Funding Context:  
Timelines for Various Transportation Funding Programs and Policies**



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# Strategic Regional Approach

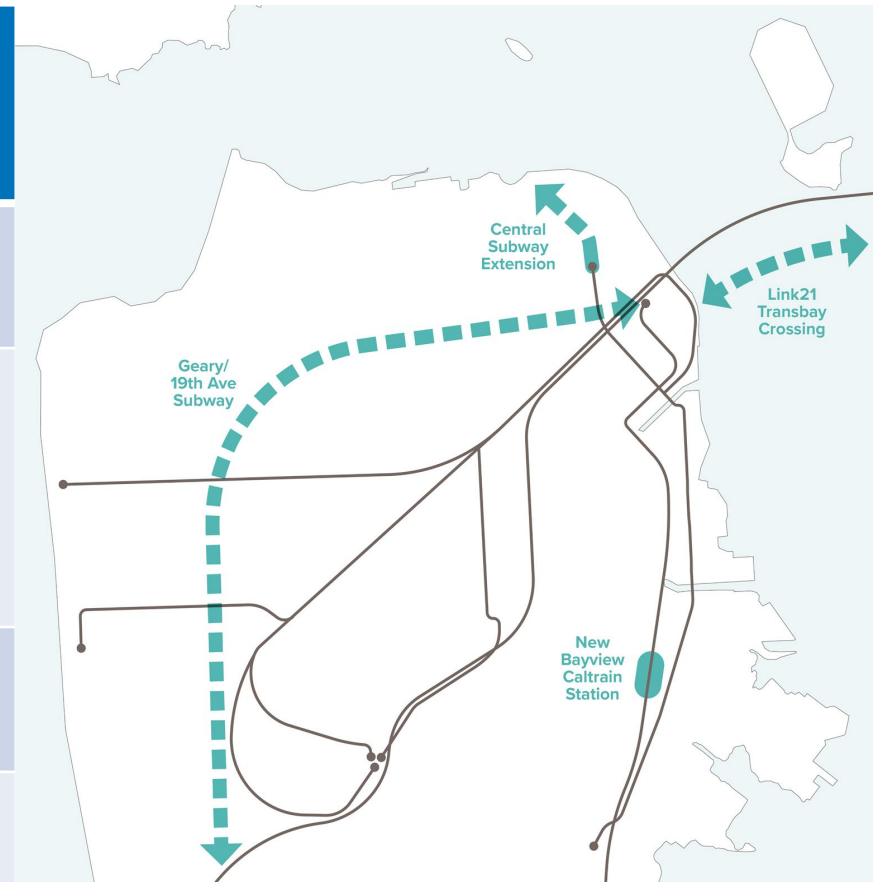
1. Ensure eligibility SFMTA/SF priorities are now while there's an opportunity
  - Preliminary projects for regional engagement that:
    - Are grounded in existing SFMTA Policy (ZEB Transition and Building Progress) and ConnectSF (Major Transit Corridors).
    - Prioritize Implementation Readiness and Muni/Regionwide Systemwide Impact.
    - Will coordinate sequencing with other Major Regional Projects.
2. Continue to define the project ideas through additional pre-development and planning studies.
3. Bring decisions to you as we go, and if the decision is to move forward, use that named eligibility to pursue funding.
4. Next anticipated summer touchpoint is the joint CPC/MTAB ConnectSF meeting.

# ConnectSF Approach to Major Regional Transit Corridors

- Key corridors in San Francisco that serve major regional destinations, with projected high ridership beyond what buses can serve effectively.
- Optimal corridors where regional and state-level rail programs could connect into San Francisco.
- Where rail already exists, capacity expansion strategies are coupled with renewal and state of good repair investments.

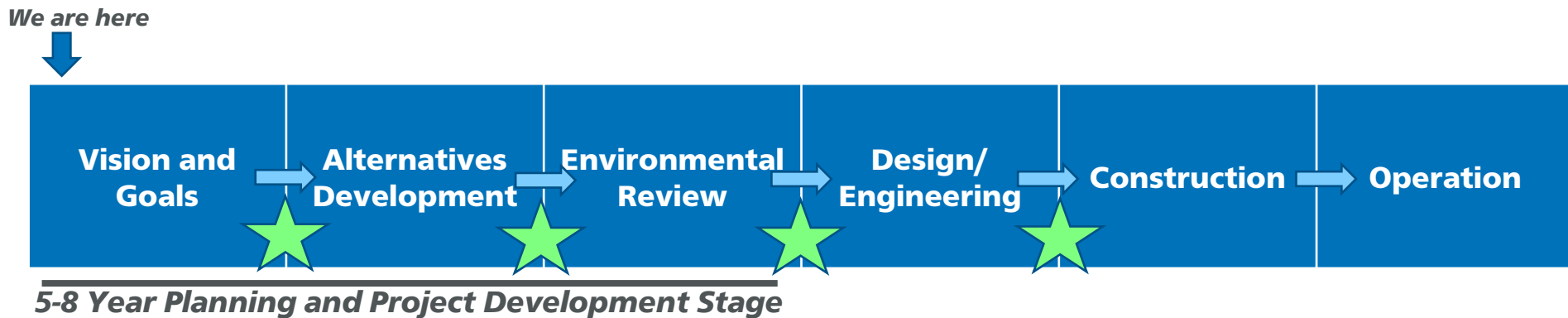
# Major Regional Transit Corridor Projects Overview

Project	Prelim Capital Cost	Current Status	Likely Major Grant Program (s)	Likely Timeline for Delivery
Five Minute Network	\$500M	Various	TIRCP, FTA Small Starts	Ongoing (Muni Forward)
Muni Metro Modernization	\$700M (Core Capacity) \$1.7B (Subway Renewal)	Pre-Development Planning	TIRCP, FTA Core Capacity	Ongoing (State of Good Repair) Through 2030 (Subway Renewal, Core Capacity)
Geary/19 <sup>th</sup> Ave Subway	\$20B	Pre-Development Planning	TIRCP, FTA New Starts	2030s
Central Subway Extension	\$1.6B	TBD	TIRCP, FTA New Starts	2030s



# Typical Project Timeline

- Major regional transit projects identified in ConnectSF are at the very beginning of the timeline.
- Multiple rounds of key go/stop decisions along the way.
- Each decision informed by new analysis and stakeholder engagement.



 Major Go/Stop and Funding Decision Points



# Major Transit Corridor Projects Timeline

Construction Funding Request

Project	1 - 2 Years	3 - 5 Years	5 - 7 Years	8 - 10 Years	10 – 15 Years
<b>Five Minute Network</b>	Planning/ Project Dev	Planning; Design; Construction			
<b>Muni Metro Modernization (Phases TBD)</b>	Planning/ Project Dev	Environmental Review	Engineering/ Design	Construction	
<b>Geary/19<sup>th</sup> Ave Subway</b>	Planning/ Project Dev	Environmental Review	Engineering/ Design	Construction	
<b>Central Subway Extension</b>		Planning/ Project Dev	Environmental Review	Engineering/ Design	Construction



# Five Minute Network

Extensive street and signal improvements to improve transit speed and reliability

Fast, frequent service and easy transfers throughout SF

Vehicles only stop at stops



	Approx Cost	Current Status	Likely Major Grant Program(s)	Daily Ridership
<b>Five Minute Network</b>	\$500M	Various	TIRCP, FTA Small Starts	700k (5 Min and Frequent)

**WHAT WOULD THIS PROGRAM COST?**

<b>\$500 M</b>	Preliminary capital cost estimate +/- 25% (2020 \$)
<b>\$0.15</b>	Capital cost per rider Over the life of the improvements (2020 \$)



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# Muni Metro Modernization

Muni Metro Modernization as broad umbrella for Muni rail improvements

## Muni Metro Modernization

### Subway Renewal

(one-time SGR capital investment and ongoing lifecycle mgmt.)

### Muni Forward Surface Rail

(enhancement and expansion capital investment)

### Light Rail Fleet Management and Facility Upgrades

(LRV lifecycle mgmt. and future facilities needs)

### Train Control Upgrade Program

### Muni Metro Modernization Planning Study

(system capacity analysis)

FTA Core Capacity Program Identification



# Muni Metro Modernization

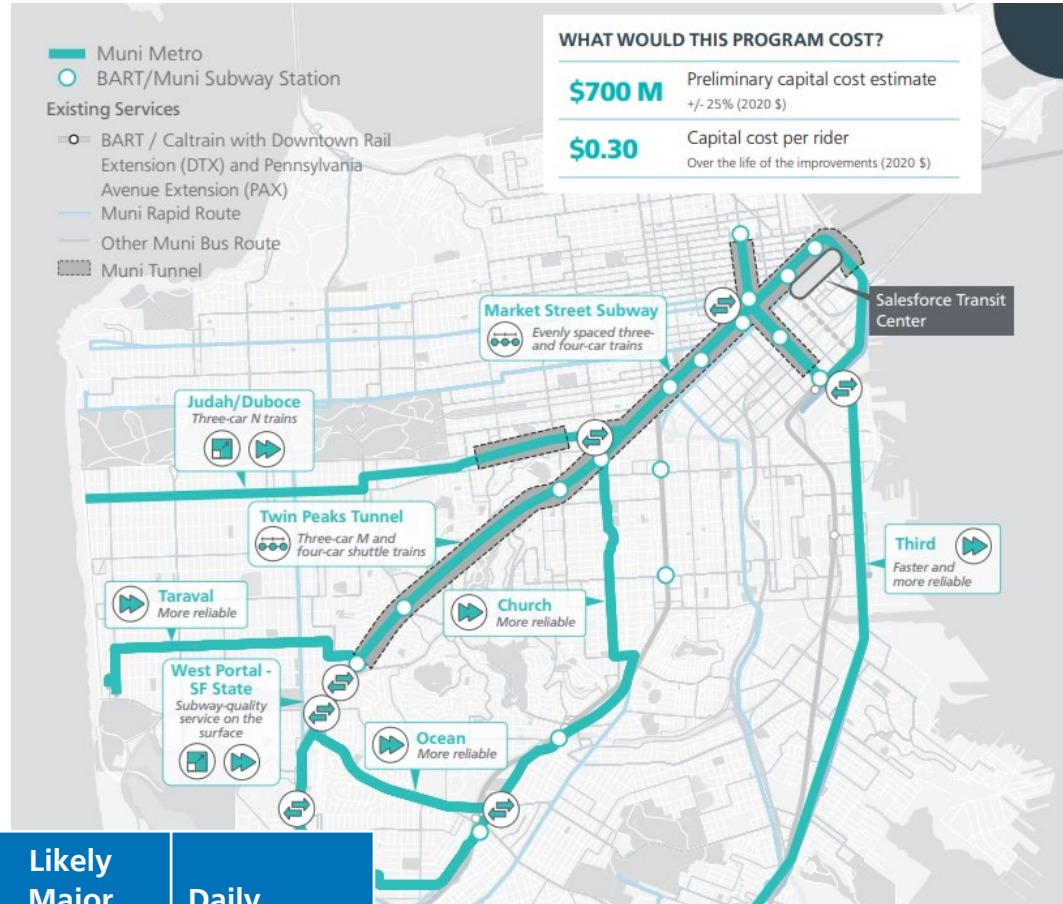
Capacity expansion coupled with state of good repair

Begins with Subway Renewal

Rebuild our aging rail network

Expand critical infrastructure that keeps trains moving

Longer trains and more reliable service



	Approx Cost	Current Status	Likely Major Grant Program(s)	Daily Ridership
<b>Muni Metro Modernization</b>	\$700M (Core Capacity project subset), \$1.7B (Subway Renewal)	Pre-Development Planning	TIRCP, FTA Core Capacity	300k



# Geary/19<sup>th</sup> Ave Subway

New regional subway, potentially through-routed with Link21 transbay crossing

Provides potential entry point into SF for new state and regional rail programs

Reaches many key regional destinations

Serves high ridership corridors and key west side markets



	Approx Cost	Current Status	Likely Major Grant Program(s)	Daily Ridership
<b>Geary/19<sup>th</sup> Ave Subway</b>	\$20B	Pre-Development Planning	TIRCP, FTA New Starts	300k



# Central Subway Phase 3

Extends T Third to some of SF's densest areas using existing North Beach tunnels

Serves regional and local work trips bound for North Beach/Fisherman's Wharf businesses

Completes T north-south spine, linking key activity centers and regional destinations



	Approx Cost	Current Status	Likely Major Grant Program(s)	Daily Ridership
<b>Central Subway Phase 3</b>	\$1.6B	TBD	TIRCP, FTA New Starts	50k

# Other Major Grant Projects

Project	Approx Cost	Current Status	Likely Major Grant Program(s)	When
Kirkland Yard	\$130 million	Planning	Low and No Emissions/Bus and Bus Facilities, TBD	2024-2027
Potrero*	\$406 million	Bid	Low and No Emissions/Bus and Bus Facilities, TBD	2024-2027
Flynn*	\$240 million	N/A	Low and No Emissions/Bus and Bus Facilities, TBD	2025-2028
Presidio*	\$353 million	Planning	Low and No Emissions/Bus and Bus Facilities, TBD	2028-2031
Islais Creek*	\$320 million	N/A	Low and No Emissions/Bus and Bus Facilities, TBD	2030-2033
Woods*	\$372 million	N/A	Low and No Emissions/Bus and Bus Facilities, TBD	2034-2037

\*Data as of SFMTA Rollout Plan March 16, 2020.

# Next Steps

1. Staff to propose SFMTA/SF priorities are included in regional lists now, and future lists are updated more frequently.
2. Continue to define the project ideas through additional pre-development and planning studies.
3. Bring decisions to you as we go, and if the decision is to move forward, use the named eligibility to pursue funding.
4. Next anticipated summer touchpoint is the joint CPC/MTAB ConnectSF meeting.