

**THIS PRINT COVERS CALENDAR ITEM NO. : 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Adoption of the San Francisco Municipal Transportation Agency's (SFMTA) 20-year Capital Plan, which includes a list of capital needs prioritized based on the agency's Strategic Plan for projects to be funded through the Capital Improvement Program.

**SUMMARY:**

- The Capital Plan is a catalogue of SFMTA's anticipated capital needs for the upcoming 20 years.
- The Capital Plan is financially unconstrained, meaning the identified capital needs are not limited by reasonably foreseeable revenues or resources.
- Capital needs in the Capital Plan are prioritized based on the criteria and weights established by the SFMTA Executive Team based on the agency's Strategic Plan.
- 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.
- The Capital Plan identifies a total investment of \$21.4 billion (2015 dollars) for all potential capital needs over the next 20 years.

**ENCLOSURES:**

1. SFMTA 2015 Capital Plan
2. SFMTAB Resolution

APPROVALS:	DATE
DIRECTOR _____	<u>9/9/15</u>
SECRETARY _____	<u>9/9/15</u>

**ASSIGNED SFMTAB CALENDAR DATE:** September 15, 2015

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### **PURPOSE**

Adoption of the San Francisco Municipal Transportation Agency's (SFMTA) 20-year Capital Plan, which includes a list of capital needs prioritized based on the agency's Strategic Plan for projects to be funded through the Capital Improvement Program.

### **GOAL**

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.

### **DESCRIPTION**

The Capital Plan is the SFMTA's catalogue of anticipated capital needs for the upcoming twenty years. The Capital Plan identifies and prioritizes all of the agency's potential capital investment needs. It is 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 the SFMTA Executive Directors, Capital Improvement Program Managers, and technical staff. A total of \$21.4 billion (2015 dollars) in capital needs have been identified including all potential infrastructure investments, capital procurements and numerous programs over the next twenty years. The \$21.4 billion is based on existing plans and strategies of \$20.6 billion in capital needs and \$828 million in capital vision needs. The capital vision element is in addition to the capital needs identified in plans or strategies that cover less than the 20-year timeframe. It captures the additional scope of work and costs beyond those capital needs and allows the Capital Plan to fully represent the 20-year potential investment needs.

The agency's priorities, investment decisions, and grant applications rely upon the programs described in this plan. All needs in the Capital Plan are prioritized based on the goals of the SFMTA Strategic Plan.

Capital needs are grouped into 14 Capital Programs:

<b>Capital Program</b>	<b>Total Capital Plan Need (millions, 2015 dollars)</b>
Accessibility	\$416
Bicycle	\$936
Communications & Information Technology	\$167
Facility	\$2,769

<b>Capital Program</b>	<b>Total Capital Plan Need (millions, 2015 dollars)</b>
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>

Capital needs are categorized by investment types, which reflect the SFMTA’s ongoing commitment to pursuing a State of Good Repair:

- 48% Restore: Replacement or rehabilitation of an existing asset
- 23% Enhance: Improvement of an existing asset
- 29% Expand: Addition of new capital assets.

Capital needs can also be grouped by primary travel modes:

- 82 % Transit: Investments that provide a safe, reliable, clean, accessible and convenient public transportation system.
- 9% Vehicle: Investments that minimize conflicts between auto and other modes of travel and allow all modes to better co-exist on the roadway.
- 5% Walking: Investments that build safety and livability into the streets of San Francisco.
- 4% Bicycling: Investments that enable bicycling to become a part of everyday life.

The Capital Plan provides the basis for prioritizing the agency’s capital needs for inclusion in the financially constrained 5-year Capital Improvement Program (CIP) and the 2-year Capital Budget. Together, these actions make 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 SFMTA’s ability to secure federal, state, regional, and local funding.

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### **PUBLIC OUTREACH**

The Capital Plan is a reference document of SFMTA's potential capital investment needs. These investment needs are based on the analysis provided by a number of strategies and plans: Muni Forward Implementation Plan, 2014 State of Good Repair Report, Pedestrian Safety Strategy, Bicycle Strategy, Transit Fleet Plan, and Real Estate Vision for the 21<sup>st</sup> Century, as well as staff-identified needs based on potential safety issues or to comply with new mandates. 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 upon which it is based. SFMTA staff reviewed the draft capital needs and priorities with the SFMTA Citizen's Advisory Council's (CAC) Engineering, Maintenance, and Safety Subcommittee in May 2015, and the draft Capital Plan with the SFMTA CAC in July 2015. Staff has incorporated the CAC's feedback in the final document, including providing explanatory text and the prioritized needs, similar to the 2013 Capital Plan.

### **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 5-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, the City and County of San Francisco's Capital Plan and the Mayor's Transportation 2030 Task Force Report. 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.

### **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.

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

The SFMTA Transportation Capital Committee (TCC) played an integral role in the development of the Capital Plan, which started in January 2015 and was completed with their approval of the Capital Plan on August 13, 2015.

The SFMTA Citizens Advisory Council's (CAC) Engineering, Maintenance, and Safety Committee (EMSC) reviewed and commented on the list of capital needs and priorities, and the SFMTA CAC provided feedback on the Capital Plan.

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The Capital Plan does not commit the SFMTA to implement the specific improvements contained in the Capital Plan, and all projects developed from the needs identified in the Capital Plan will require additional review, including environmental review, and subsequent approvals.

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

**ENVIRONMENTAL REVIEW**

SFMTA staff determined that approval of this calendar item does not constitute a project under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15378 and 15060(c)(2). On June 18, 2015, the San Francisco Planning Department concurred with the SFMTA's determination.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors adopt the San Francisco Municipal Transportation Agency's (SFMTA) 20-year Capital Plan, which includes a list of capital needs prioritized based on 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 twenty years; and,

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

WHEREAS, The capital needs have been prioritized by SFMTA technical staff based on weighted criteria established by the SFMTA Executive Team; 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 Capital Plan does not constitute a project under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15378 and 15060(c)(2); and,

WHEREAS, The total cost estimate of the capital needs identified in the Capital Plan is \$21,429,327,271; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the SFMTA 20-year Capital Plan.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 15, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency