DELIVERING PROGRESS
2014 Transportation and Road Improvement GO Bond Update
SFMTA 5-Year Capital Improvement Program Update
SFMTA Building Progress Program Update

Capital Planning Committee
November 5, 2018
$500M Bond: Funding to Date

($ in Millions)

$5.3 cost of issuance

$238.7 Appropriated Funds for Projects

$256.0 Remaining to be Appropriated

1st issuance (2015): $66M for projects
2nd issuance (2018): $173M for projects
8 investment categories, 42 projects
### Improved Transit

#### Transportation and Road Improvement Bond Program Schedules

#### Improved Transit

<table>
<thead>
<tr>
<th>Program/Project Name</th>
<th>First Issuance</th>
<th>Second Issuance</th>
<th>Total</th>
<th>FY 18/19</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td>Faster, More Reliable Transit (Muni Forward)</td>
<td></td>
<td></td>
<td></td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
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<tr>
<td>7 Haight-Noriega: Haight Street Rapid Project</td>
<td>$1,560,917</td>
<td>$6,766,975</td>
<td>$8,327,892</td>
<td>COMPLETED</td>
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<tr>
<td>10 Townsend: Sansome Contraflow Signals</td>
<td>$1,814,036</td>
<td>$1,814,036</td>
<td>COMPLETED</td>
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<tr>
<td>9 San Bruno: 11th St and Bayshore Blvd Rapid Project</td>
<td>$2,157,632</td>
<td>$2,157,632</td>
<td>COMPLETED</td>
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<tr>
<td>5 Fulton: East of 6th Ave (Inner) Rapid Project</td>
<td>$2,582,424</td>
<td>$1,385,576</td>
<td>$3,968,000</td>
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<td>N Judah: Arguello to 9th Ave Rapid Project</td>
<td>$684,330</td>
<td>$1,982,083</td>
<td>$2,666,413</td>
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<tr>
<td>30 Stockton: East of Van Ness Ave Transit Priority Project</td>
<td>$331,461</td>
<td>$675,000</td>
<td>$1,006,461</td>
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<td>30 Stockton: Chestnut St (W of VN) Transit Priority Project</td>
<td>$3,726,167</td>
<td>$226,648</td>
<td>$3,952,815</td>
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<tr>
<td>14 Mission: Division to Randall (Inner) Rapid Project</td>
<td>$1,164,450</td>
<td>$3,254,301</td>
<td>$4,418,751</td>
<td>COMPLETED</td>
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<td>22 Fillmore: OCS on Church/Duboce</td>
<td>$80,000</td>
<td>$909,056</td>
<td>$989,056</td>
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<td>28 19th Avenue: 19th Ave Rapid Project</td>
<td>$13,631</td>
<td>$2,000,000</td>
<td>$2,013,631</td>
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<td>14 Mission: Mission &amp; S Van Ness Transit Priority Project</td>
<td>$1,390,000</td>
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<td>22 Fillmore Extension to Mission Bay</td>
<td>$2,624,856</td>
<td>$13,649,871</td>
<td>$16,274,727</td>
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<tr>
<td>L-Taraval Transit Improvements</td>
<td>$4,335,627</td>
<td>$3,512,398</td>
<td>$7,848,025</td>
<td>COMPLETED</td>
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<td>8 Bayshore: San Bruno</td>
<td>$1,300,000</td>
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<td>$1,300,000</td>
<td>COMPLETED</td>
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<tr>
<td>1 California: Laurel Village</td>
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<td>$1,200,000</td>
<td>$1,200,000</td>
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<td>19 Polk: Polk Street Transit Priority Project</td>
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<td>$74,000</td>
<td>$74,000</td>
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<tr>
<td>Van Ness BRT Associated Improvements</td>
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<td>$2,317,072</td>
<td>$2,317,072</td>
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<tr>
<td>UCSF Platforms</td>
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<td>$6,358,338</td>
<td>$6,358,338</td>
<td>COMPLETED</td>
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<td>Geneva/San Jose M-Line</td>
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<td>$152,000</td>
<td>$152,000</td>
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<tr>
<td>Mission Bay Loop</td>
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<td>$1,477,227</td>
<td>$1,477,227</td>
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<tr>
<td>Lombard Street Streetscape</td>
<td>$150,469</td>
<td>$2,293,416</td>
<td>$2,443,885</td>
<td>COMPLETED</td>
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</tr>
</tbody>
</table>

#### Caltrain Electrification – San Francisco contribution

<table>
<thead>
<tr>
<th>Program/Project Name</th>
<th>First Issuance</th>
<th>Second Issuance</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td>BART Canopies</td>
<td>$3,000,000</td>
<td>$3,000,000</td>
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</tr>
</tbody>
</table>

#### Accessibility Improvements

<table>
<thead>
<tr>
<th>Program/Project Name</th>
<th>First Issuance</th>
<th>Second Issuance</th>
<th>Total</th>
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#### Muni Facilities

<table>
<thead>
<tr>
<th>Program/Project Name</th>
<th>First Issuance</th>
<th>Second Issuance</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burke Facility Renovation</td>
<td>$10,079,730</td>
<td>$32,400,000</td>
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<tr>
<td>Underground Storage Tanks</td>
<td>$500,000</td>
<td>$500,000</td>
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<td>Muni Metro East Facility - Five Track</td>
<td>$4,520,270</td>
<td>$8,802,073</td>
<td>$13,322,343</td>
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<tr>
<td>Islais Creek Phase II</td>
<td>$11,100,000</td>
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</table>

#### Major Transit Corridor Improvements

<table>
<thead>
<tr>
<th>Program/Project Name</th>
<th>First Issuance</th>
<th>Second Issuance</th>
<th>Total</th>
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<tbody>
<tr>
<td>Better Market Street</td>
<td>$5,500,000</td>
<td>$6,593,275</td>
<td>$12,093,275</td>
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<tr>
<td>King Street Substation</td>
<td>$10,002,337</td>
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<td>$10,002,337</td>
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<tr>
<td>L-Taraval Rail and Overhead Rehabilitation</td>
<td>$4,993,325</td>
<td>$4,993,325</td>
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</tbody>
</table>
### Safer Streets

The table below details the Transportation and Road Improvement Bond Program schedules for various projects. Each row represents a program or project, with columns indicating the fiscal year (FY) and issuance status.

<table>
<thead>
<tr>
<th>Program/Project Name</th>
<th>First Issuance</th>
<th>Second Issuance</th>
<th>Total</th>
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<tbody>
<tr>
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<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
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<td></td>
<td></td>
<td></td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td><strong>Pedestrian Safety Improvements</strong></td>
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<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Mission Street &amp; Trumbull Street Intersection Upgrades</td>
<td>$201,246</td>
<td>$70,000</td>
<td>$271,246</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
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<tr>
<td>Potrero Avenue Roadway Improvements</td>
<td>$392,565</td>
<td>$461,987</td>
<td>$854,552</td>
<td>COMPLETED</td>
<td>Q1</td>
<td>Q2</td>
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<tr>
<td>8th and Market Streets Transit Boarding Island</td>
<td>$335,800</td>
<td>$186,000</td>
<td>$521,800</td>
<td>COMPLETED</td>
<td>Q1</td>
<td>Q2</td>
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<tr>
<td>Arguello Boulevard Traffic Signals Upgrade</td>
<td>$6,111</td>
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<td>$6,111</td>
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<tr>
<td>Lombard Streetscape</td>
<td></td>
<td>$4,508,000</td>
<td>$4,508,000</td>
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<td></td>
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<tr>
<td>Geary Pedestrian Improvements</td>
<td>$2,051,506</td>
<td>$7,400,000</td>
<td>$9,451,506</td>
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<td>4th St - I-80 Vision Zero Improvements</td>
<td>$960,000</td>
<td>$960,000</td>
<td>$1,920,000</td>
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<tr>
<td>Gough (Signals)</td>
<td>$243,889</td>
<td>$243,889</td>
<td>$487,778</td>
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<tr>
<td>Contract 35 - Traffic Signal Modifications</td>
<td>$4,232,000</td>
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<td>$4,232,000</td>
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<tr>
<td>New Signals on High Injury Corridors (10 intersections)</td>
<td>$596,620</td>
<td>$1,349,194</td>
<td>$1,945,814</td>
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<tr>
<td>Add PCS to High Injury Corridors (18 locations) Phase I</td>
<td>$492,076</td>
<td>$1,725,442</td>
<td>$2,217,518</td>
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</tr>
<tr>
<td>Western Addition Area - Traffic Signals Upgrade</td>
<td>$1,100,000</td>
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<tr>
<td>6th Street Streetscape</td>
<td>$3,235,000</td>
<td>$3,235,000</td>
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</tbody>
</table>

**Traffic Signal Improvements**

| Better Market Street                                     | $6,000,000     | $6,000,000      |          |          |          |          |          |

**Complete Street Improvements**

| Lombard Street Streetscape                                | $2,866,061     | $2,866,061      |          |          |          |          |          |
Expenditures (preliminary Q1 FY19)*

*Final FY19 Q1 expenditures anticipated to be higher due to lag in interdepartmental quarter end billings.
Risks and Challenges

- Bidding climate
- Contractor availability
- Coordination on major multi-agency projects
- Public outreach & engagement
Outcomes: Improved Transit

Muni Forward Rapid Network
Caltrain Upgrades
Accessibility Improvements
Muni Facility Upgrades
Major Transit Corridors

9 San Bruno Rapid Project: included several transit bulbs and transit islands to improve Muni reliability and make it easier and safer for people to get on and off the bus.

- **Improve travel time by up to 20%** on Muni Rapid Network routes serving **280,000 each day**
- **40 miles** of transit priority improvements, saving customers up to an hour a week in travel time.
- Contribute to **capital improvements on Caltrain** to increase service frequency, reduce emissions and decrease fuel costs.
- **Modernize Muni facilities** to keep more buses and trains in service, improving reliability citywide.
Muni Forward Rapid Network

Highlights: Completed Projects

• 5 Fulton: East of 6th Ave Transit Priority
• 9 San Bruno Rapid (11th Street and Bayshore Blvd)
• 10 Townsend: Sansome Contraflow Signals
• 30 Stockton: East of Van Ness Ave Transit Priority
• 30 Stockton Transit Priority Project (Chestnut St)

Highlights: Active and Upcoming Projects

• 7 Haight-Noriega Transit Priority Project: expected to reduce transit travel time by 20% in the corridor.
• 22 Fillmore 16th Street Transit Priority Project: Changes will result in 25% reduced travel times and improved reliability.
• L-Taraval Rapid Project: Replace worn overhead catenary system (OCS) special work, trolley wire and trolley poles west of 15th Ave./Taraval St.

1st Issuance
$22.6M (91% spent)
2nd Issuance
$49.7M (1% spent)
21 Projects

5 Fulton East of 6th Ave Transit Priority Project: McAllister/Lyon traffic circle construction was completed in addition to construction transit and pedestrian bulbs, traffic signals, walk first treatments and TSP.
Caltrain Communications-Based Overlay Signal System Positive Train Control (PTC) Project has completed pilot installations of I-ETMS onboard equipment on four Caltrain locomotive and Caltrain cab cars. Production installations of On Board PTC equipment has begun.

**Caltrain Electrification:**

- Continued with Overhead Catenary System (OCS) foundation installation
- Relocated signal cables found in conflict with planned OCS foundations
- Began installation of OCS poles on completed foundations
- Awarded construction contract for required existing tunnel modifications in San Francisco

**Caltrain Communications-Based Overlay Signal System Positive Train Control Project:** Caltrain is installing an Advance Signal System, also known as Positive Train Control or PTC. PTC is a system that tracks train locations and prevents unsafe train movements and is a vital solution that provides all the required safety features specifically mandated by the Railroad Safety Act of 2008 and the Code of Federal Regulations for a PTC system.
BART/Muni Market Street Canopies

- MOU with BART is being finalized to fund design and construction of canopies, part of the BART/Muni Market Street Entrance Modernization Project.
- Canopies include a digital display to show train arrival times, new security grille, new LED lighting, security cameras, and other improvements.
Muni Facility Upgrades

1st Issuance 2nd Issuance
$26.2M 4 Projects $41.5M (75% spent) (20% spent)

Highlights:

- **Islais Creek Phase II** achieved substantial completion May 4, 2018. The facility is an 8.3 acre bus maintenance yard located at the convergence of the Bayview, Dogpatch and Potrero Hill neighborhoods adjacent to I-280.

- **Muni Metro East - Five Track** achieved substantial completion on May 18, 2018. The project extended five storage tracks at the southwest corner of the existing MME facility site to provide additional train storage space for the new light rail vehicles.

- **Burke Renovation** will reach substantial completion in November 2018. When complete the facility will handle new transit fleet maintenance functions, specifically the housing of overhead lines and increased parts storage capacity.

 Islais Creek Phase II: The facility can accommodate both 40-foot and 60-foot hybrid buses – keeping them clean, in good working order and on the road moving San Franciscans and visitors.
Major Transit Corridor Upgrades

1st Issuance
$6.2M (113%Spent)

2nd Issuance
$21.6M (1%Spent)

3 Projects

Highlights:

- **King Street Substation Upgrades** issued notice-to-proceed in June 2018. The project will upgrade the existing King Substation to provide sufficient electrical power to the light rail vehicles needed to meet the system demand resulting from the operation of the Central Subway, Chase Arena, AT&T Park and general growth along the 3rd Street corridor.

- **Better Market Street** project team has provided a 15% scope of work description, drawing and design criteria and will issue the first round administration draft environmental impact report.

- **L-Taraval Transit Improvements** is packaging the Plans, Specifications, and Estimates (PS&E) for advertisement and bid.

**Better Market Street**: Market Street is the spine of the City’s transportation system, with approximately 464,000 riders accessing transit on Market Street each weekday. As such, transit improvements on Market Street propagate significant benefits to transit service system-wide. This proposed project would deliver improvements to decrease transit travel time and improve transit reliability.
Outcome: Safer Streets

Pedestrian Safety Improvements
Traffic Signal Improvements
Complete Street Improvements

- New or improved **signals** at more than 28 high-injury network intersections

- **Curb bulbs** at 19 high-injury network intersections

- Construction of **Geary Boulevard Pedestrian Improvements**

- Additional pedestrian **safety improvements coordinated with Muni Forward**
Pedestrian Safety Improvements

Highlights:

- **8th & Market Street Transit Boarding Island** has been opened to the public for a safer bicycling environment in one of the city’s busiest cycling intersections.

- **Mission Street & Trumbull Street Intersection Upgrade** reached substantial completion in August 2017. Improvements include realigning Trumbull Street to allow more conventional vehicular turns, pedestrian bulb-outs to improve safety and roadway repaving.

- **Potrero Avenue Roadway Improvements** signals have been activated and work is complete. This project constructed traffic signal modifications at twelve intersections on Potrero Avenue between 17th Street and 25th Street.

The 8th & Market Street Transit Boarding Island: Includes two-stage turn boxes, green pavement parking and a transit boarding design that separates the bicyclists from traffic which results in the cyclists not weaving through traffic.

Mission Street & Trumbull Street Intersection Upgrade: Benefits for pedestrians include shorter crossing distances and better visibility.
1st Issuance  $0.0M (N/A)
2nd Issuance  $4.6M (0% Spent)
1 Project (Lombard Streetscape)

1st Issuance  $0.0M (N/A)
2nd Issuance  $6.0M (0% Spent)
1 Project (Better Market Street)

Highlights:

• **Lombard Streetscape** issued notice-to-proceed in July 2018 with contractor M Squared.
• **Better Market Street project** team has provided a 15% scope of work description, drawing and design criteria and will issue the first round administration draft environmental impact report.
SFMTA
5-Year Capital Improvement Program
Update
What is the Capital Improvement Program (CIP)?

- A fiscally constrained **5-year program of capital projects**
- An **implementation plan** for regional, citywide, and agency-wide strategies and policy goals
- **Maintain credibility** with external funding agencies (e.g., MTC, FTA)
- The Capital Budget is the first two years of the Capital Improvement Program (CIP)
CIP Policy Goals

Vision Zero

Transit First

State of Good Repair
CIP Development Process

1. **Capital Need** identified by stakeholders & SFMTA staff
2. **SFMTA’s Long-Range Planning group** reviews need, including description & costs. Offers recommendation to TCC
3. **Transportation Capital Committee** reviews recommendation for inclusion in Capital Plan
4. **SFMTA Board Approves**
   - **20-Year Capital Plan** financially unconstrained plan of all needs
5. **Capital Funding Request (CFR)**
   - scope, schedule & budget of prioritized project in Capital Plan submitted to CFPA
6. **SFMTA’s Capital Financial Planning & Analysis (CFPA) group**
   - reviews request, matches appropriate funds, & offers recommendation to TCC
7. **Transportation Capital Committee**
   - reviews recommendation for inclusion in CIP
8. **5-Year Capital Improvement Program (CIP)** financially constrained program of projects. First 2 years of CIP = Capital Budget
CIP Revenue Overview

FY19-23 CIP ($B)

- Current: $3.4B
- Proposed: $3.0B

- Fleet: $1.6B
- Safer Streets: $0.3B
- Transit Optimization/Expansion: $0.8B
- Central Subway: $0.7B
- State of Good Repair: $1.0B

+16% increase in proposed budget compared to current.
Capital Fund Sources

$3.0B from over 40 different fund sources

**Federal**
- Federal Transit Administration (FTA) Formula Funds
- FTA Bus and Bus Facilities Program
- FTA Capital Investment Grants Program
- Federal Transit Security Grant Program

**Local**
- Proposition K Sales Tax
- Prop AA Vehicle Registration Fee
- General Obligation Bond
- Developer Impact Fees

**Regional**
- Bridge Tolls (AB664, Regional Measure 3)

**State**
- Transit and Intercity Rail Capital Program
- Low Carbon Transit Operations Program
- Active Transportation Program (ATP)
Revenue Assumptions

Regional Measure 3 (RM3) Bridge Toll Increase

- $160M included
- June 2018 ballot measure in all 9 Bay Area counties
- Funds fleet expansion, facilities, and transit optimization projects toward relieving congestion on the Bay Bridge corridor
- Funds will not become available until legal challenges are resolved

New SF Revenue Measures

- Ride-Hail Net Fare Tax on the November 2019 ballot
  - $7.5M annually to SFMTA
- TBD new revenue measure on the November 2020 ballot
  - $36M annually to SFMTA
- Provides needed funding for state of good repair, enhancement, streets and safety
- Initial allocation is driven by current funding gaps for high priority programs
Project Highlights

Central Subway
- Project to be completed

Transit Fixed Guideway
- State of Good Repair for Track, Overhead, Signals and Traction Power
- Initiates a major upgrade of the subway ATCS
- Initiates a complete overhaul of cable car infrastructure
- Key substation upgrades
- Twin Peaks Rail Replacement Project

Transit Optimization & Expansion
- 22 Fillmore Transit Priority
- Muni Forward OCS Spot Improvements
- 28 19th Avenue Rapid
- L Taraval: Transit & Streetscape Enhancements
Project Highlights

Facility

- Castro Station Elevator
- Potrero Facility Reconstruction
- Muni Metro East Expansion
- Facility Condition Assessment Implementation

Fleet

- Fleet replacement and expansion (Motor Coach, Trolley Coach, LRV, Paratransit)
- Vehicle Overhauls
- Cable Car Renovation
- Historic Streetcars (16 PCCs & 18 Milan)
- Non-Revenue Fleet Replacement

Traffic & Signals

- Gough Corridor Signal Upgrade
- Contract 35 – Traffic Signal Modifications
- Western Addition Area – Traffic Signal Upgrades
Project Highlights

Streets

Ongoing Projects
• Folsom-Howard Streetscape Project
• 6th Street Streetscape Project
• Taylor Street Streetscape Project
• Mission Street Excelsior Safety Project
• Powell Street Plaza
• Embarcadero Enhancement Project
• Monterey Boulevard Safety Project

New Projects
• Ocean Avenue Safety Improvements
• Bayview Community Based Transportation Plan
• Valencia Street Protected Bikeways
• Leavenworth Streetscape Project
BUILDING PROGRESS
Program Update
SFMTA Facilities Campus

- 20+ facilities
- 9 major yards
- Over 2.5 million sf
- Over 6,200 employees

Red: Bus Facilities/Rail Facilities
Green: Streets Facilities
Blue: Support Facilities
SFMTA Facilities Framework became the **Building Progress Program** in Fall 2017.

The Building Progress Program will:

- **Modernize SFMTA facilities** in order to meet the needs of everyone who travels in San Francisco;
- **Improve the transportation system’s resiliency** to climate change and seismic events, and
- **Make the SFMTA a better neighbor** in the parts of the city that currently host our facilities.

**Building Progress – Plan**

Master Program Schedule

Where we stand.

- **2018**
  - Environmental Review
  - Development Review
  - Funding Plan Developed (Draft)
  - Outreach Plan Developed

- **2019**

- **2020** (Late)
  - Design

- **2023**
  - Trolley Swing Required for Facility Reconstruction and Modernization

- **2025**
  - Fleet size exceeds facility capacity by 55 vehicles
  - 120 vehicles by 2040

- **2030**
  - SSD Enforcement
  - 505 7th Street Lease Exp.
## BUILDING PROGRESS – Overview

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<thead>
<tr>
<th>Year</th>
<th>CPC Update 11/2017 (Then)</th>
<th>CPC Update 11/2018 (Now)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2017</strong></td>
<td>• Conduct initial outreach and engagement</td>
<td>• 3 Community Meetings held in Fall 2018 ending at Potrero in January 2018</td>
</tr>
<tr>
<td></td>
<td>• Build teams for environmental and development analysis</td>
<td>• Joint Development Contract approved by MTA Board on 11/16/2017</td>
</tr>
<tr>
<td></td>
<td>• Refine options, update estimates, and develop funding plan</td>
<td>• Environmental Contract approved by MTA Board on 1/8/2018</td>
</tr>
<tr>
<td></td>
<td>• Select preferred option</td>
<td>• All Cost Estimates revised with 10-year Cashflow Developed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Selected Alternative 2 in Fall 2018</td>
</tr>
<tr>
<td><strong>2018 - 2022</strong></td>
<td>• Begin first projects</td>
<td>• Kicking off Muni Metro East Expansion (MME) + Potrero Yard Modernization Projects</td>
</tr>
<tr>
<td></td>
<td>• Begin robust renovation/SOGR program</td>
<td>(Preliminary Engineering)</td>
</tr>
<tr>
<td></td>
<td>• Begin Construction of MME and 1200 15th Street</td>
<td>• Implementing Restroom, HVAC, Roof, Underground Storage Tank, Fire Life Safety and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fall Protection Campaigns</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Working with the RED on opportunity at 1850 Bryant Street for Sustainable Streets (SSD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Enforcement</td>
</tr>
<tr>
<td><strong>2023 - 2030</strong></td>
<td>• Complete 1200 15th Street for SSD Enforcement (2023)</td>
<td>• Complete a new SSD Enforcement Headquarters + MME Expansion (2023)</td>
</tr>
<tr>
<td></td>
<td>• Rebuild/Complete Potrero, Presidio, and Kirkland</td>
<td>• Rebuild/Complete Potrero, Presidio, and Kirkland Modernization Projects</td>
</tr>
</tbody>
</table>
## BUILDING PROGRESS – PLAN

### Scenario of Projects – Scenario 2 (Selected)

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MME</strong></td>
<td>Build for trolley coach swing, convert to rail and shop uses</td>
</tr>
<tr>
<td><strong>Potrero</strong></td>
<td>Rebuild as multi-level trolley and motor coach facility with private development above</td>
</tr>
<tr>
<td><strong>Presidio</strong></td>
<td>Rebuild as multi-level trolley and motor coach facility with private development adjacent</td>
</tr>
<tr>
<td><strong>Kirkland</strong></td>
<td>Rebuild as motor coach facility</td>
</tr>
</tbody>
</table>

*Use MME for swing while rebuilding Potrero & Presidio and lease while rebuilding Kirkland*
102,000
Muni riders rely on buses from Potrero Yard every day. (~14% of Muni riders)

Potrero Yard was built to serve 100 street cars. Today it serves 136 trolley buses for eight routes. In many of the maintenance bays the ceiling is too low to do roof repairs indoors or lift buses to repair them from below.

FUTURE BUS CAPACITY

206 buses
24 bus bays
3 stories of transit
(subject to site design)
**MUNI OPERATIONS**
- Key bus maintenance and storage facility
- Modern facility to support new fleet

**LAND USE**
- Could another use go above the bus yard?
- Any use must be compatible and buildable with core transit function
- Is this a good site for light industrial uses, housing, and/or retail?

**PROJECT FUNDING**
- SFMTA’s financing strategy includes bond and voter-approved measures
- Can joint development offset some project costs?
- How does this align with other land use policy goals (i.e. affordable housing?)

**URBAN DESIGN**
- How can a bus facility be a good neighbor?
- Historic preservation and adaptive reuse
- Shadow impact and relationship to Franklin Square

**RESILIENCY & TRANSPORTATION DEMAND**
- New facilities resolve seismic concerns and are more energy efficient
- SFMTA is developing an Agency-wide TDM Plan to increase employee travel options and help with neighborhood parking impacts
• On-Site community meeting occurred in January 2018
• Cost estimates completed for Potrero project and planned implementation scenario
• Detailed schedule developed by the Department of Public Works
• Geotechnical report delivered, deed research done, and ALTA survey in process completed
• Environmental review in-process, awarded consultant contract in early 2018; working with SF Planning Department
• Facility Design Criteria and site analysis completed in September 2018
## BUILDING PROGRESS – FIX
### 2016 Facilities Condition Assessment

15 Facilities went through a thorough assessment reviewing building and system condition. The result was $60.4 million in repairs, and a program of $140.2 million to keep these facilities in a State of Good Repair.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Building(s)</th>
<th>Site</th>
<th>2016</th>
<th>2017 - 2036 Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flynn</td>
<td>266,000 sf</td>
<td>6.2 acres</td>
<td>$ 6,658,000</td>
<td>$ 18,767,000</td>
</tr>
<tr>
<td>Kirkland</td>
<td>13,200 sf</td>
<td>2.6 acres</td>
<td>$ 1,542,000</td>
<td>$ 1,689,000</td>
</tr>
<tr>
<td>Woods</td>
<td>158,000 sf</td>
<td>8.2 acres</td>
<td>$ 16,648,000</td>
<td>$ 12,405,000</td>
</tr>
<tr>
<td>Presidio</td>
<td>158,000 sf</td>
<td>5.4 acres</td>
<td>$ 593,000</td>
<td>$ 14,140,000</td>
</tr>
<tr>
<td>Potrero</td>
<td>155,000 sf</td>
<td>4.4 acres</td>
<td>$ 4,700,000</td>
<td>$ 6,705,000</td>
</tr>
<tr>
<td>Cable Car</td>
<td>83,700 sf</td>
<td>1 acre</td>
<td>$ 6,858,000</td>
<td>$ 7,372,000</td>
</tr>
<tr>
<td>Green</td>
<td>191,000 sf</td>
<td>6.7 acres</td>
<td>$ 6,234,000</td>
<td>$ 24,967,000</td>
</tr>
<tr>
<td>MME</td>
<td>163,000 sf</td>
<td>16.9 acres</td>
<td>$ 6,747,000</td>
<td>$ 14,363,000</td>
</tr>
<tr>
<td>Alameda</td>
<td>7,000 sf</td>
<td>N/A</td>
<td>$ 344,000</td>
<td>$ 10,333,000</td>
</tr>
<tr>
<td>Bancroft</td>
<td>90,000 sf</td>
<td>1 acre</td>
<td>$ 501,000</td>
<td>$ 2,172,000</td>
</tr>
<tr>
<td>Bryant</td>
<td>48,000 sf</td>
<td>1.1 acres</td>
<td>$ 3,107,000</td>
<td>$ 1,368,000</td>
</tr>
<tr>
<td>Burke</td>
<td>103,000 sf</td>
<td>2.4 acres</td>
<td>$ 2,571,000</td>
<td>$ 1,928,000</td>
</tr>
<tr>
<td>Lenox</td>
<td>10,000 sf</td>
<td>NA</td>
<td>$ 356,000</td>
<td>$ 853,000</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>88,000 sf</td>
<td>2 acres</td>
<td>$ 171,000</td>
<td>$ 15,501,000</td>
</tr>
<tr>
<td>Scott</td>
<td>118,000 sf</td>
<td>1.1 acres</td>
<td>$ 989,000</td>
<td>$ 7,613,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,651,900 sf</strong></td>
<td><strong>59 acres</strong></td>
<td><strong>$ 60,388,000</strong></td>
<td><strong>$ 140,168,000</strong></td>
</tr>
</tbody>
</table>
Since the last update to the Capital Planning Committee, the SFMTA has completed 2 additional rounds of cost estimating for the Building Progress Program.

- All project cashflows were refined and revised and a master schedule was developed with the Department of Public Works.
- Design and construction costs reviewed and escalated to the year of construction.
- 3 implementation scenarios were developed beginning with the baseline transportation operational needs (low, medium and high) – a current option for implementation was selected in Fall 2018.
- 3 revenue scenarios were also developed (low, medium, high) including baseline funds available, those dependent on voter initiatives and other policy actions.
BUILDING PROGRESS – FUND
Revenue Scenarios

Low (est. $346 million)
- Includes current SFMTA 5-Year CIP (to FY 2023)
- Includes Proposition B General Fund Set-Aside Revenues
- Includes development impact fees (Mission Rock, Pier 70)
- Includes $200 million from 2nd Transportation GO Bond
- Advances last of Prop K Transportation Sales Tax for Facilities

Medium (est. + $152 million)
- Assumes State of Good Repair Funds from SB 1 (pending Prop. 6 vote)
- Assumes some revenues from Regional Measure 3 (if not need by Fleet)
- Assumes revenues from a SF Transportation Measure (TNC Tax or Other)

High (est. + $447 million)
- Assumes revenues generated from SFMTA Development
- Assumes revenues up to $75 million in Federal Funds (FTA or other)
- Assumes new Proposition K Sales Tax Expenditure Plan (need voter approval)
BUILDING PROGRESS – FUND
Revenue Scenarios
BUILDING PROGRESS – FUND

Analysis – Revenue v. Expense

FY 2019 FY 2020 FY 2021 FY 2022 FY 2023 FY 2024 FY 2025 FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

Need Actual

Current Expense

Current Revenues

Shortfall
Thank You