



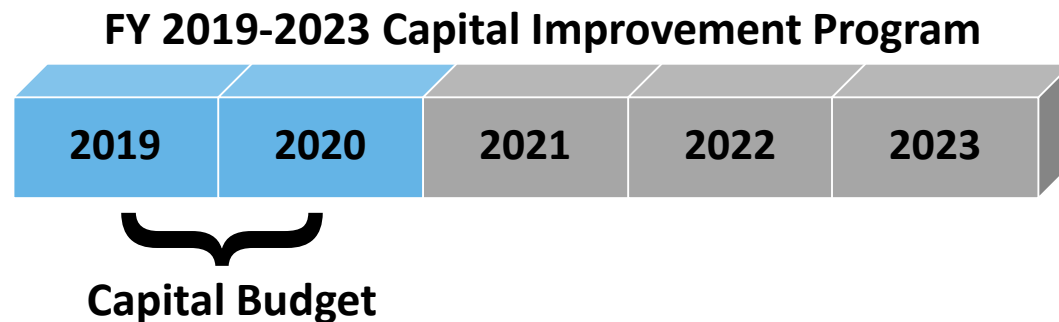
SFMTA
Municipal
Transportation
Agency

Proposed FY 2019-2023 Capital Improvement Program (CIP)

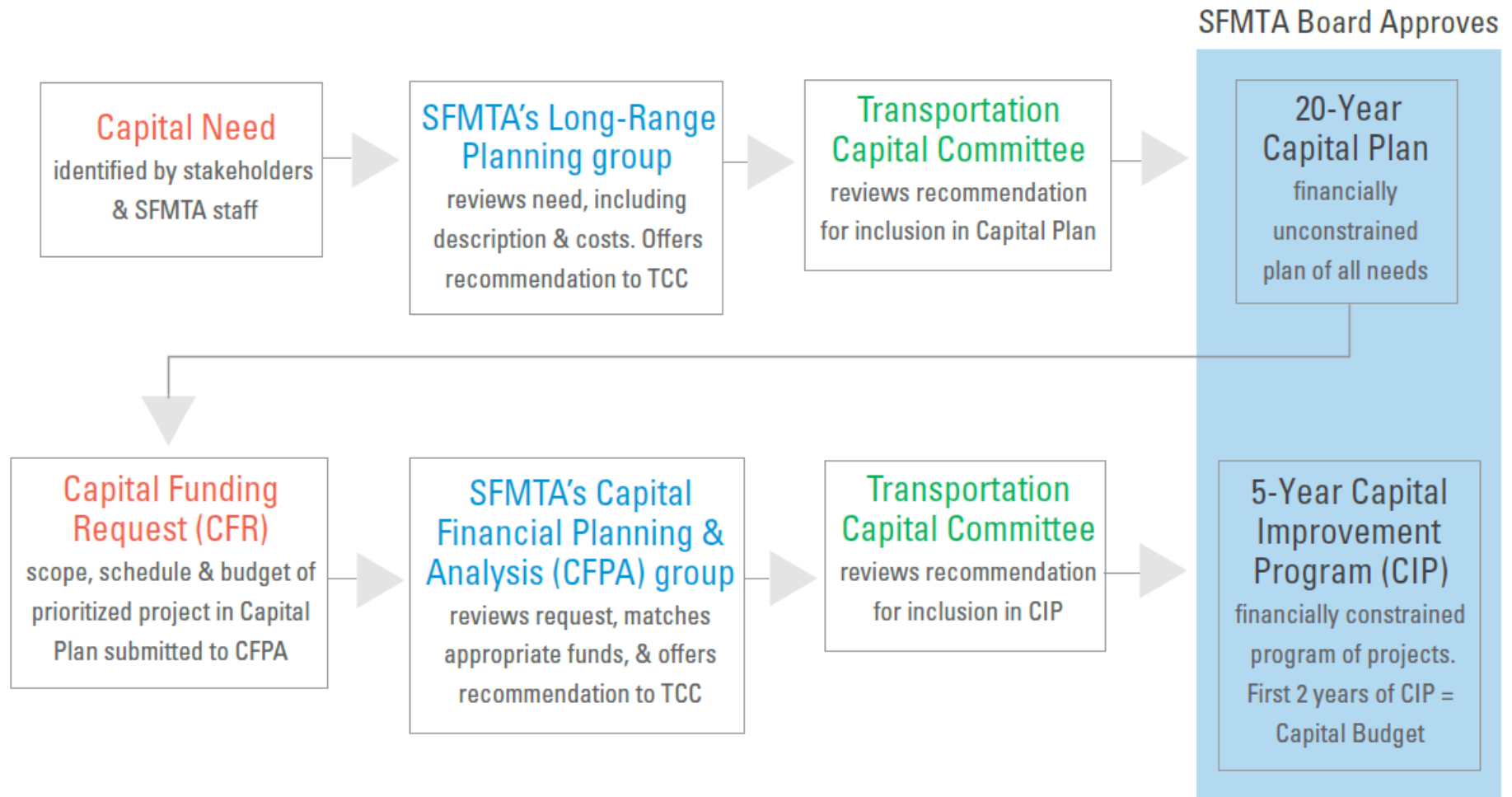
March 5, 2018
Capital Planning Committee

The Capital Improvement Program is:

- A fiscally constrained, 5-year program of capital projects
- An implementation plan for regional, citywide, and agency-wide strategies and policy goals:
 - SFMTA Strategic Plan
 - SFMTA 20-Year Capital Plan
 - Vision Zero
 - Muni Forward
 - Fleet Plan
 - Building Progress Program
 - Bicycle and Pedestrian Strategies
 - Plan Bay Area
 - SF General Plan
 - Neighborhood & Area Plans
 - SFCTA Transportation Plan



CIP DEVELOPMENT PROCESS



CIP POLICY GOALS

Vision Zero



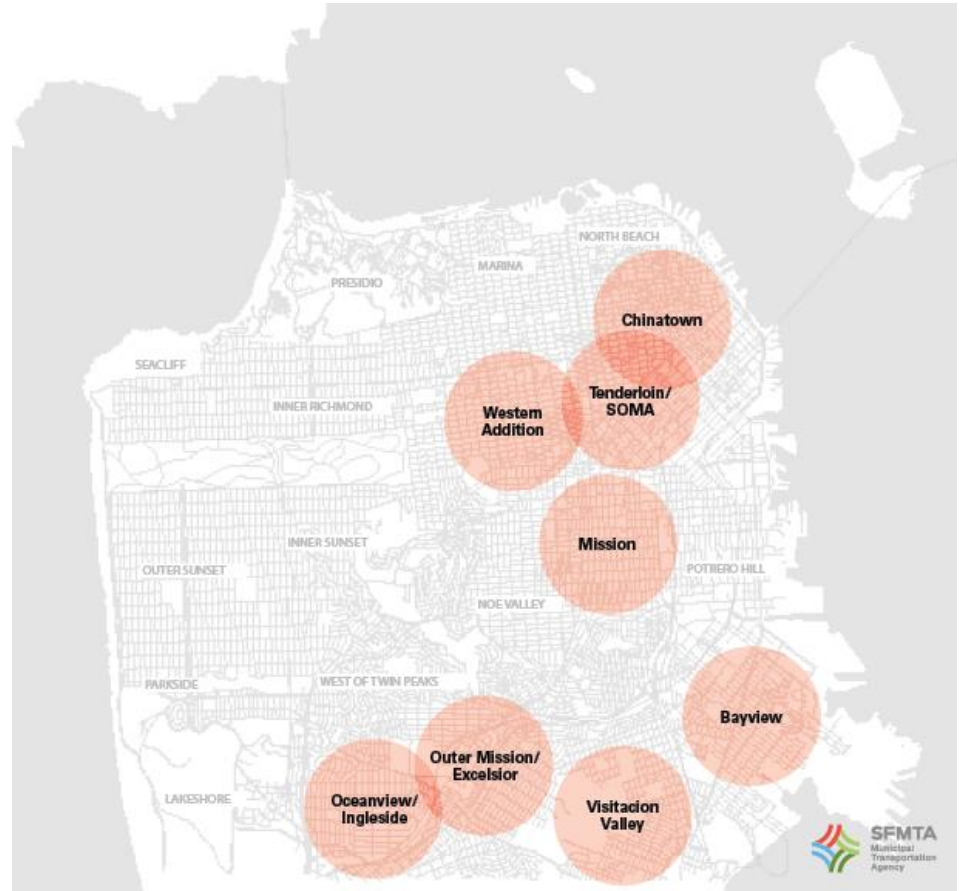
Transit First



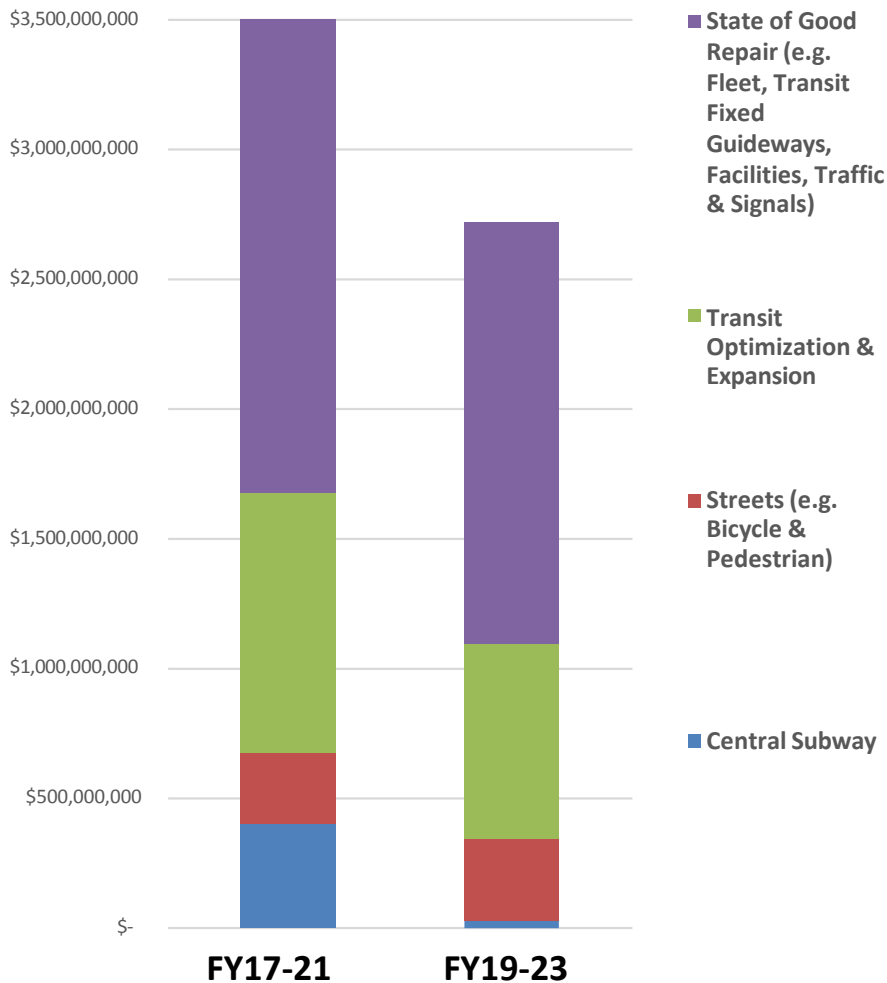
State of Good Repair

IMPLEMENTING THE MUNI SERVICE EQUITY STRATEGY

- Muni Service Equity Policy adopted in May 2014 by SFMTA Board
- In collaboration with community advocates, SFMTA staff identified eight equity strategy neighborhoods based on a number of demographic factors
- The FY 2019 & 2020 budget includes Citywide and neighborhood-specific recommendations that will lead to measurable improvements on routes in the focus neighborhoods



REVENUE OF CURRENT & PROPOSED CIP



FY17-21 CIP

367 Projects

\$3.4 Billion Total Investment

- \$402 M Central Subway
- \$239 M fixed guideway projects
- \$372M / yr. state of good repair
- Full replacement of rubber tire fleet
- *Muni Forward* project implementation
- *Safer Streets*
- Expanded bicycle network

Preliminary FY19-23 CIP

of Projects TBD

\$2.8 Billion Total Investment

- \$85 M Central Subway
- \$427 M fixed guideway investment
- \$322M/ yr. State of Good Repair
- High Injury Network
- Continued fleet procurement and rehab

CAPITAL IMPROVEMENT PROGRAM OVERVIEW

FY19-23 CIP Estimated to be \$570M less than current CIP

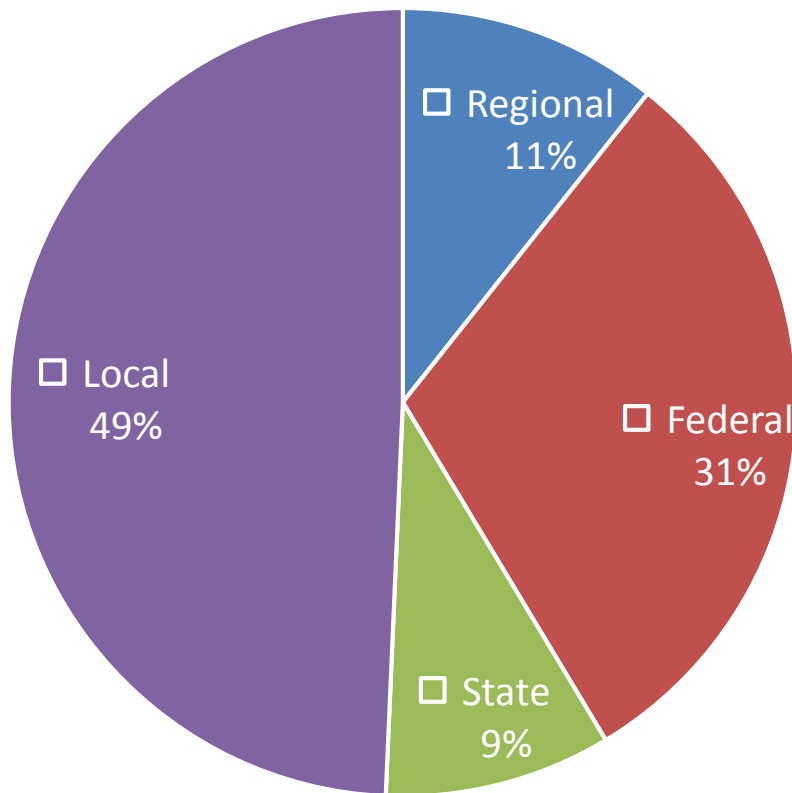
CIP Program	Existing FY17-21 CIP	Proposed FY19-23 CIP	Difference	% Change
Central Subway	\$ 403,282,852	\$ 84,768,516	\$ (318,514,336)	↓ -78.98%
Communications - IT	\$ 8,982,000		\$ (8,982,000)	↓ -100.00%
Facility	\$ 223,889,184	\$ 228,339,843	\$ 4,450,659	↑ 1.99%
Fleet	\$ 1,152,498,224	\$ 898,605,439	\$ (253,892,785)	↓ -22.03%
Other	\$ 23,508,271	\$ 36,000,157	\$ 12,491,886	↑ 53.14%
Parking	\$ 19,089,900	\$ 860,619	\$ (18,229,281)	↓ -95.49%
Security	\$ 27,409,134		\$ (27,409,134)	↓ -100.00%
Signals	\$ 104,066,846	\$ 55,210,561	\$ (48,856,285)	↓ -46.95%
Streets	\$ 268,465,116	\$ 279,488,624	\$ 11,023,508	↑ 4.11%
Taxi	\$ 1,900,000	\$ 1,000,000	\$ (900,000)	↓ -47.37%
Transit Fixed Guideway	\$ 238,980,835	\$ 427,351,078	\$ 188,370,243	↑ 78.82%
Transit Optimization	\$ 891,958,803	\$ 781,881,135	\$ (110,077,668)	↓ -12.34%
Grand Total	\$ 3,364,031,165	\$ 2,793,505,972	\$ (570,525,193)	

Key drivers of lower capital revenues:

- Central Subway will be complete in 2019 (-\$319M)
- Security (-\$27M) reflects the end of the State Infrastructure Bond program in FY18
- Bus and Trolley fleet procurements completing
- No planned SFMTA revenue bond issuances

FUNDING SOURCES

\$2.8B – From 38 Different Sources



Regional

Bridge Tolls, Regional Measure 3 (RM3)

Federal

Federal Transit Administration formula funds and Capital Investment Grant program

State

Senate Bill 1 (SB1), Transit and Intercity Rail Capital Program (TIRCP), Statewide Transportation Improvement Program (STIP)

Local

General Fund (Prop B population based), General Obligation Bond, Transit Sustainability Fee, Prop K Sales Tax, Prop A Vehicle Registration Fee, Developer Fees, SF New Revenue Measure

ASSUMES \$361M FROM NEW REVENUE SOURCES REQUIRING VOTER APPROVAL

\$190M from Regional Measure 3 (RM3) bridge toll increase

- June 2018 ballot measure in all 9 Bay Area counties
- Would fund fleet expansion, facilities, and transit optimization projects toward relieving congestion on the Bay Bridge corridor

\$171M from new SF revenue measure

- Assumed in CIP for 2018 SF ballot
- Provides needed funding for state of good repair, enhancement, streets and safety
- Initial allocation is driven by current funding gaps for high priority programs

CIP Program	CCSF New Revenue	Regional Measure 3 (RM3)
Facility	\$ 26,320,000	\$ 140,000,000
Fleet	\$ 48,880,000	\$ -
Streets	\$ 49,600,000	\$ -
Transit Optimization	\$ 46,680,000	\$ 50,000,000
Total	⁹ \$ 171,480,000	\$ 190,000,000

CAPITAL IMPROVEMENT PROGRAM REVENUE OVERVIEW

Preliminary FY19-23 CIP by Capital Program (\$M)

CAPITAL PROGRAM (\$M)	FY19	FY20	FY21	FY22	FY23	2-Year Total	5-Year Total
Central Subway	84.8	0.0	0.0	0.0	0.0	84.8	84.8
Facility	158.3	24.5	14.1	17.3	14.1	182.8	228.3
Fleet	325.1	62.3	90.5	182.8	237.9	387.4	898.6
Other	13.6	5.8	4.9	6.9	4.9	19.4	36.0
Parking	0.9	0.0	0.0	0.0	0.0	0.9	0.9
Signals	45.4	2.7	2.1	2.3	2.7	48.1	55.2
Streets	137.1	37.3	40.4	33.9	30.7	174.4	279.5
Taxi	0.2	0.2	0.2	0.2	0.2	0.4	1.0
Transit Fixed Guideway	142.3	51.2	90.3	71.8	71.8	193.5	427.4
Transit Optimization	402.4	194.0	136.2	29.4	19.9	596.4	781.9
Total	\$1,310.0	\$378.1	\$378.6	\$344.5	\$382.2	\$1,688.1	\$2,793.5

As of 3/1/18

Capital Budget

Transit Sustainability Fee Revenues

FY16-FY18 TSF Revenues Fell Below Budgeted

Date of Actuals: 12/27/17

TSF Categories	FY16- FY18 Budgeted	FY16- FY18 Actuals	Variance
Transit Service Expansion & Reliability Improvements- Regional Transit Providers	\$192,274	\$91,066	(\$101,208)
Transit Service Expansion & Reliability Improvements-Muni	3,076,384	1,405,217	(5,209,167)
TSF-Schlage Lock	3,538,000	0	
Complete Streets (Bicycle and Pedestrian) Improvements	188,411	36,597	(151,814)
MS SoMa Implementation Framework	100,000	100,000	0
TOTAL	\$7,095,069	\$1,632,880	(\$5,462,189)

FY19 & FY20 Budgeted TSF Revenues

TSF Categories	% Allocation	FY 19	FY 20
Transit Service Expansion & Reliability Improvements- Regional Transit Providers	2%	\$375,971	\$580,729
Transit Service Expansion & Reliability Improvements-Muni	32%	6,015,536	9,291,661
Complete Streets (Bicycle and Pedestrian) Improvements	3%	563,956	871,093
TOTAL		\$6,955,463	\$10,743,483

KEY CAPITAL PROJECTS

Central Subway

- Project to be completed in 2019

Transit Fixed Guideway

- Twin Peaks Rail Replacement Project
- 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

Transit Optimization & Expansion

- 22 Fillmore Transit Priority
- Muni Forward OCS Spot Improvements
- T-Third Warriors Arena Platform
- 28 19th Avenue Rapid
- L Taraval: Transit & Streetscape Enhancements



KEY CAPITAL PROJECTS

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
- Transit Vehicle Technology Integration



KEY CAPITAL PROJECTS

Streets

Bike:

- Vision Zero Bikeway Upgrades program
- Spot Improvements program
- Bike Traffic Signals program
- Neighborways program
- State of Good Repair (e.g., colored markings, delineators)
- Bike Share program support

Pedestrian:

- Vision Zero supportive programs, including:
 - Automated Speed Enforcement
 - Project/program evaluation and reporting
 - SFDPH analysis and monitoring
- WalkFirst Quick and Effective capital program

Traffic Calming:

- Expand Application-based program
- New program focused on children, seniors, and PWD
- Spot Improvements program
- Speed Humps on 15mph streets
- Play Streets



Traffic & Signals

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

KEY CAPITAL PROJECTS

Communications & IT

- Projects will be funded under the Operating budget, no new projects in the FY19-23 CIP

Taxi

- Continued incentive programs for “green” taxi technology, such as rebates for alternative fuel taxis

Security

- Physical security infrastructure improvements and emergency preparedness
- Provide backup power in the event of power outages

Parking

- Continued implementation of new Parking and Revenue Control System (PARCS) at all garages



ISSUES

Facilities

- The majority of forecasted funds come from less than certain sources that require voter approval (RM3, TBD new SF revenue measure)
- 1200 15th Street enforcement headquarters facility and construction phases of other major facilities projects are not fully funded

Parking

- \$128M unmet need over next 5 years for City owned parking garages

Overall

- Increasing costs due to difficult bid climate



OTHER CONSIDERATIONS & POLICY DECISIONS

Prop B Population Baseline

- Use of a portion of the Prop B population baseline funds to support operating needs related to development driven population growth

SFMTA Fund Balance

- Use of SFMTA fund balance for capital needs

ESER GO Bond

- Early advancement of a portion of the \$500M 2024 Transportation GO Bond with the ESER GO Bond needed to rebuild the Potrero and/or Presidio vehicle operations and maintenance facilities



Thank You

