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

FY 2019-2023 Capital Improvement Program

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Budget</td>
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</tbody>
</table>
CIP DEVELOPMENT PROCESS

1. Capital Need identified by stakeholders & SFMTA staff
   - SFMTA’s Long-Range Planning group reviews need, including description & costs. Offers recommendation to TCC

2. Capital Funding Request (CFR) scope, schedule & budget of prioritized project in Capital Plan submitted to CFPA
   - SFMTA’s Capital Financial Planning & Analysis (CFPA) group reviews request, matches appropriate funds, & 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-Year Capital Improvement Program (CIP) financially constrained program of projects. First 2 years of CIP = Capital Budget
CIP POLICY GOALS

Vision Zero

Transit First

State of Good Repair
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
**FY19-23 CIP Estimated to be $570M less than current CIP**

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

**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
$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

<table>
<thead>
<tr>
<th>CIP Program</th>
<th>CCSF New Revenue</th>
<th>Regional Measure 3 (RM3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility</td>
<td>$26,320,000</td>
<td>$140,000,000</td>
</tr>
<tr>
<td>Fleet</td>
<td>$48,880,000</td>
<td>$</td>
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<tr>
<td>Streets</td>
<td>$49,600,000</td>
<td>$</td>
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<tr>
<td>Transit Optimization</td>
<td>$46,680,000</td>
<td>$50,000,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$171,480,000</strong></td>
<td><strong>$190,000,000</strong></td>
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</table>
## Preliminary FY19-23 CIP by Capital Program ($M)

<table>
<thead>
<tr>
<th>CAPITAL PROGRAM ($M)</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>2-Year Total</th>
<th>5-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Subway</td>
<td>84.8</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>84.8</td>
<td>84.8</td>
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<tr>
<td>Facility</td>
<td>158.3</td>
<td>24.5</td>
<td>14.1</td>
<td>17.3</td>
<td>14.1</td>
<td>182.8</td>
<td>228.3</td>
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<tr>
<td>Fleet</td>
<td>325.1</td>
<td>62.3</td>
<td>90.5</td>
<td>182.8</td>
<td>237.9</td>
<td>387.4</td>
<td>898.6</td>
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<tr>
<td>Other</td>
<td>13.6</td>
<td>5.8</td>
<td>4.9</td>
<td>6.9</td>
<td>4.9</td>
<td>19.4</td>
<td>36.0</td>
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<tr>
<td>Parking</td>
<td>0.9</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.9</td>
<td>0.9</td>
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<tr>
<td>Signals</td>
<td>45.4</td>
<td>2.7</td>
<td>2.1</td>
<td>2.3</td>
<td>2.7</td>
<td>48.1</td>
<td>55.2</td>
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<tr>
<td>Streets</td>
<td>137.1</td>
<td>37.3</td>
<td>40.4</td>
<td>33.9</td>
<td>30.7</td>
<td>174.4</td>
<td>279.5</td>
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<tr>
<td>Taxi</td>
<td>0.2</td>
<td>0.2</td>
<td>0.2</td>
<td>0.2</td>
<td>0.2</td>
<td>0.4</td>
<td>1.0</td>
</tr>
<tr>
<td>Transit Fixed Guideway</td>
<td>142.3</td>
<td>51.2</td>
<td>90.3</td>
<td>71.8</td>
<td>71.8</td>
<td>193.5</td>
<td>427.4</td>
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<tr>
<td>Transit Optimization</td>
<td>402.4</td>
<td>194.0</td>
<td>136.2</td>
<td>29.4</td>
<td>19.9</td>
<td>596.4</td>
<td>781.9</td>
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<tr>
<td><strong>Total</strong></td>
<td>$1,310.0</td>
<td>$378.1</td>
<td>$378.6</td>
<td>$344.5</td>
<td>$382.2</td>
<td>$1,688.1</td>
<td>$2,793.5</td>
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As of 3/1/18

Capital Budget
## Transit Sustainability Fee Revenues

### FY16-FY18 TSF Revenues Fell Below Budgeted

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

Date of Actuals: 12/27/17

### FY19 & FY20 Budgeted TSF Revenues

<table>
<thead>
<tr>
<th>TSF Categories</th>
<th>% Allocation</th>
<th>FY 19</th>
<th>FY 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Service Expansion &amp; Reliability Improvements-</td>
<td>2%</td>
<td>$375,971</td>
<td>$580,729</td>
</tr>
<tr>
<td>Regional Transit Providers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Service Expansion &amp; Reliability Improvements-Muni</td>
<td>32%</td>
<td>6,015,536</td>
<td>9,291,661</td>
</tr>
<tr>
<td>Complete Streets (Bicycle and Pedestrian) Improvements</td>
<td>3%</td>
<td>563,956</td>
<td>871,093</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$6,955,463</strong></td>
<td><strong>$10,743,483</strong></td>
</tr>
</tbody>
</table>
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
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
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
**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