



SFMTA

Transportation: San Francisco

Update on FY 2021 – 2025 Capital Improvement Program
Update on FY 2021 & FY 2022 Capital Budget

Capital Planning Committee

July 20, 2020





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Transportation: System **Needs**

- 10-Year Capital Plan
- State of Good Repair Report

CCSF-10 Year Capital Plan Update

10-Year Capital Spending Plan utilizes the adopted 5-year Capital Improvement Program revenue estimates and revenue projections for the years outside of the CIP. Deferred needs are based on the 20 Year Capital Plan needs minus the spending plan total.

YEARLY SPENDING PLAN (\$ Millions)							PLAN TOTAL	DEFERRED <i>Based on 10-year avg need 15,392</i>
	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25-29		
Current	470.7	559.8	553.1	483.8	402.0	2,197.0	4,666.4	10,715.6
SGR	227.8	242.1	271.9	264.0	222.8	1,242.1		
Non-SGR	243.0	317.8	281.1	219.9	179.2	954.9		

SFMTA Asset Management Program State of Good Repair (SGR) Report Future Investment Need

The Agency needs to invest an average of \$472M per year for 20 years in State of Good Repair to maintain the asset backlog at its current level. *2019-year dollars

\$632M Full Scheduled Asset Replacement & Eliminate the Backlog

\$552M Full Scheduled Asset Replacement & Reduce the Backlog by 50%

\$472M Full Scheduled Asset Replacement & No Growth in Backlog

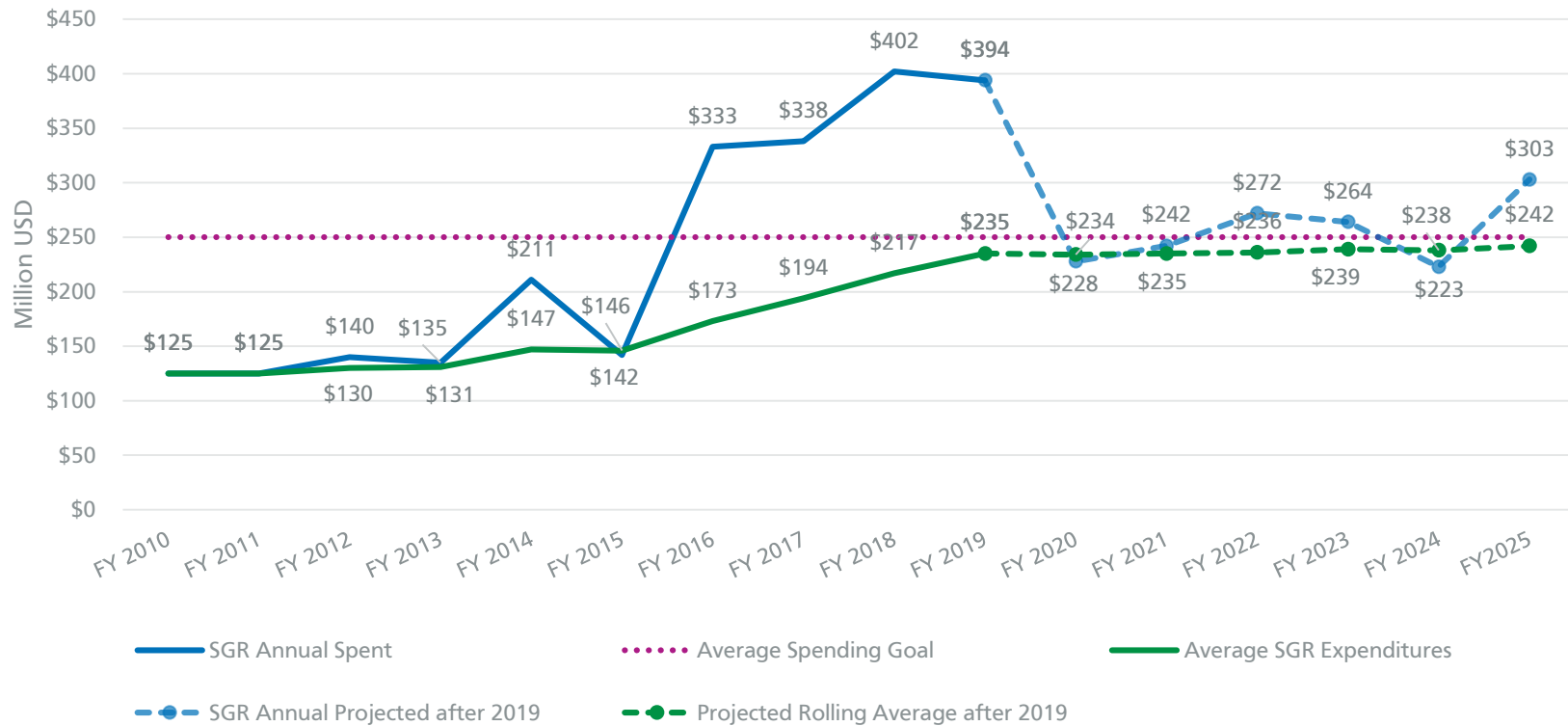
\$304M Transit Service Critical Scheduled Asset Replacement

\$250M Annual State of Good Repair Investment Target

SFMTA Asset Management Program State of Good Repair (SGR) Report

Actual Investment

In FY2018-19, the SFMTA spent \$394M on State of Good Repair investments bringing the Agency's annual average investment to \$235M. The Adopted CIP expects a muted forecast for State of Good Repair investment.





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Fiscal Year 2021 – 2025

Capital Improvement Program

With final revenues identified and project proposals including project scopes, phasing, schedules and costs, the final 5-Year Capital Improvement Program was developed for final adoption by the SFMTA Board of Directors.

SFMTA Five-Year Capital Improvement Program – Stats

5-year Amount
\$2.54 b

Projects
188

Funding Sources
50+

Average SGR
Annual Investment
\$268.7 m

SFMTA FY 2021 and FY 2022 Capital Budget – Final Adjustments

Program	February CPC		Adopted Budget		Difference	
	FY21 Feb CPC	FY22 Feb CPC	FY21 Adopted	FY22 Adopted	FY21 Difference	FY22 Difference
Central Subway	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Communications & IT	\$0.0	\$0.0	\$7.0	\$3.3	\$7.0	\$3.3
Facility	\$40.0	\$35.6	\$69.6	\$67.7	\$29.6	\$32.1
Fleet	\$144.9	\$136.0	\$150.6	\$186.1	\$5.7	\$50.1
Parking	\$0.0	\$0.0	\$0.0	\$11.4	\$0.0	\$11.4
Security	\$2.0	\$2.0	\$2.0	\$2.0	(\$0.0)	(\$0.0)
Signals	\$16.2	\$3.1	\$18.5	\$24.1	\$2.3	\$21.0
Streets	\$63.6	\$87.4	\$77.9	\$80.0	\$14.3	(\$7.4)
Taxi	\$0.3	\$1.2	\$0.7	\$0.7	\$0.4	(\$0.5)
Transit Fixed Guideway	\$55.2	\$65.3	\$63.2	\$60.6	\$8.0	(\$4.7)
Transit Optimization	\$200.9	\$73.1	\$170.2	\$117.2	(\$30.7)	\$44.1
Total SGR	\$246.9	\$211.0	\$242.1	\$271.9	(\$4.8)	\$60.9
Total	\$523.1	\$403.7	\$559.8	\$553.1	\$36.7	\$149.4

SFMTA Five-Year Capital Improvement Program – Adopted FY 2021-25 CIP

Program	Capital Budget					5-Year CIP
	FY21	FY22	FY23	FY24	FY25	Total (Current)
Central Subway	\$0	\$0	\$0	\$0	\$0	\$0
Communications & IT	\$7.0	\$3.3	\$1.3	\$9.4	\$4.4	\$25.3
Facility	\$69.6	\$67.7	\$64.5	\$35.4	\$5.2	\$242.5
Fleet	\$150.6	\$186.1	\$164.9	\$139.9	\$274.6	\$916.1
Parking	\$0.0	\$11.4	\$11.1	\$0.0	\$0.0	\$22.5
Security	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$10.2
Signals	\$18.5	\$24.1	\$19.3	\$6.9	\$22.8	\$91.6
Streets	\$77.9	\$80.0	\$51.1	\$39.4	\$36.4	\$284.8
Taxi	\$0.7	\$0.7	\$0.4	\$0.4	\$0.2	\$2.3
Transit Fixed Guideway	\$63.2	\$60.6	\$72.9	\$88.0	\$108.2	\$392.9
Transit Optimization	\$170.2	\$117.2	\$96.4	\$80.6	\$85.2	\$549.7
Total SGR	\$242.1	\$271.9	\$264.0	\$222.8	\$303.0	\$1,300.3
Total	\$559.8	\$553.1	\$483.8	\$402.0	\$539.1	\$2,537.8

Proposed FY 2021-25 CIP – Weather Map Analysis

Capital Program	2019 Capital Needs	% of Capital Needs	5-Year CIP Needs (25%)	Adopted CIP	Delta	% Need Met
Communications & IT	281	1%	70.3	25.3	(45.0)	36%
Facility	4,599	15%	1,149.8	242.5	(907.2)	21%
Fleet	5,419	18%	1,354.8	916.1	(438.7)	68%
Parking	681	2%	170.3	22.5	(147.8)	13%
Security	557	2%	139.3	10.2	(129.0)	7%
Streets	4,936	16%	1,234.0	284.8	(949.2)	23%
Taxi	65	0%	16.3	2.3	(14.0)	14%
Traffic Signals	1,488	5%	372.0	91.6	(280.4)	25%
Transit Fixed Guideway	1,755	6%	438.8	392.9	(45.9)	90%
Transit Optimization & Expansion	11,068	36%	2,767.0	549.7	(2,217.3)	20%
Total	\$30,849	100%	\$7,712.3	\$2,537.9	\$(5,174.4)	33%



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Transportation: Financial Update



Background & Introduction

- COVID-19 has created unprecedented impacts to the economy including transportation funding for the SFMTA's Capital Budget and CIP.
- Funding Strategy & Programs (FS&P) Office is tasked with analyzing and conveying the magnitude of potential impacts to SFMTA's capital revenues. A more refined version of this update will be taken to SFMTA Board on August 25, 2020.

68% of the Agency's CIP Funds (FYs 21-25) may be impacted by the COVID-19 economic shock. Determining COVID risk factors for capital revenues is more of an art than a science.

2-Year Capital Budget

Potential Revenue Loss

Range 10 – 24%

Up to \$260 million loss

Remaining 3-Years

Potential Revenue Loss

Range 4 – 8%

Up to \$60 million loss

5-Year CIP

Potential Revenue Loss

Range 10 – 15%

Up to \$320 million loss

Key Capital Revenues Impacted By COVID-19















Funding Sources	2 Year Budget	5 Year Total
Federal - Formula Funds, Competitive Federal Programs	\$217,075,938	\$853,231,897
State Cap Trade - AHSC, TIRCP, LCTOP	\$24,157,440	\$99,863,675
Local - Sales Tax, General Fund, Development Fees	\$410,262,288	\$888,774,906
Regional - Bridge Tolls	\$110,202,053	\$193,869,120
Potentially COVID Impacted Funds	\$761,697,719	\$2,035,739,599
Other	\$351,201,216	\$502,092,359
Total Funding	\$1,112,898,935	\$2,537,831,959

Up to 68% of
revenues Impacted in
the Two Year Budget

Up to 80% of
revenues Impacted in
the Five Year CIP

**Magnitude of
Impact Highly
Dependent on
Unprecedented
Variables**

Key Change Factors and Potential Magnitude of Impact

Funding Sources	Change Factors	Two Year Impact	Five Year Impact
Federal - Formula Funds, Competitive Federal Programs	 Political Uncertainty	 Flat	 Increase
State Cap Trade - AHSC, TIRCP, LCTOP	 Speed of Economic Rebound	 Decline	 Unknown
Local - Sales Tax, General Fund, Development Fees	 Speed of Economic Rebound	 Decline	 Decline
Regional - Bridge Tolls	 Mode Shift to SOV	 Increase	 Unknown
Total Funding		 Decline	 Unknown

Interagency Plan Implementation Committee (IPIC) Update

Plan Area	MTA FY21	MTA FY22
Transit IPIC Market Octavia	\$0	\$0
Transit IPIC SOMA	\$100,000	\$1,819,000
Transit IPIC HUB	\$677,620	\$4,031,720
Streets IPIC Eastern Neighborhood	\$985,000	
Streets IPIC Market Octavia	\$395,000	\$3,650,000
Streets IPIC SOMA	\$6,830,000	\$2,390,000
Total	\$8,987,620	\$11,890,720

Funded Projects

- 22 Fillmore
- 14 Mission (Inner)
- J Church
- 5th Street
- 6th Street (Partial)

Revenue Changes Since February 2020

Plan Area	MTA FY21	MTA FY22	MTA FY21 (Feb 2020)	MTA FY22 (Feb 2020)	MTA FY21 Changes	MTA FY22 Changes
Transit IPIC Market Octavia	\$0	\$0	\$2,196,000	\$2,000,000	(\$2,196,000)	(\$2,000,000)
Transit IPIC SOMA	\$100,000	\$1,819,000	\$2,758,000	\$4,105,000	(\$2,658,000)	(\$2,286,000)
Transit IPIC HUB	\$677,620	\$4,031,720	\$677,620	\$4,031,720	\$0	\$0
Streets IPIC Eastern Neighborhood	\$985,000		\$3,560,000	\$527,000	(\$2,575,000)	(\$527,000)
Streets IPIC Market Octavia	\$395,000	\$3,650,000	\$955,000	\$3,650,000	(\$560,000)	\$0
Streets IPIC SOMA	\$6,830,000	\$2,390,000	\$9,269,000	\$15,067,000	(\$2,439,000)	(\$12,677,000)
Total	\$8,987,620	\$11,890,720	\$19,415,620	\$29,380,720	(\$10,428,000)	(\$17,490,000)

Projects Affected By Revenue Reductions

- Folsom Howard
- 6th Street (Partial)
- 14 Mission: Mission and South Van Ness
- 8 Bayshore
- 27 Bryant



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Transportation: System **Financial** Update

- Addressing the Need
- Future Revenue Measures

Summary Needs

SFMTA 20-Year Capital Plan **\$30.7 billion needs**

CCSF 10-Year Capital Plan **\$10.7 billion deferred needs**

2019 State of Good Repair Backlog **\$3.2 billion investment backlog**

\$632 million / annual investment to eliminate backlog

\$473 million / annual investment to maintain status quo of existing backlog

Average 10-year State of Good Repair Investment **\$235 million**

Future Revenue: Ballot Measures, Non-Referendum Measures and Major Capital Grants

Ballot Measure Proposals	Est. Revenue
2 nd GO Bond (confirmed for June 2022)	\$350-\$500 million
Prop K Transportation Sales Tax Reauthorization	\$100 million/yr
New Regional Measure one cent sales tax	\$100 billion over 40 years
Congestion Pricing	\$80 million/yr
Additional Sales Tax	\$51 million to \$157 million/yr
Commercial Property Rent Tax Increase	\$3 million to \$100 million/yr
Platform/Gig Economy Tax	\$8 million to \$30 million/yr
Transportation Network Company Fee (Passed November 2019)	\$12.5 million to \$62.5 million/yr

Non-Referendum Measure Proposals	Est. Revenue
Revenue Bonds (Est. debt service \$7m/yr for every \$100m raised)	Up to \$75 million
Community Facility District	Revenue varies by district
Increase Vehicle License Fee to maximum allowable	\$73 million/yr

Federal and State Grants	Est. Revenue
State Transit and Intercity Rail Capital Program	\$120 million (one-time funds)
Federal Capital Investment Grant Program/Other Federal Grants	\$200 million (one-time funds)



Thank you.



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