



SFMTA



San Francisco Municipal Transportation Agency

San Francisco: Transportation

Capital Planning Committee
November 30, 2020

Topics for Today

- **Transportation State of Good Repair**
Currently revising capital revenues down; reviewing capital priorities
- **SFMTA FY 2021 – 2025 Capital Improvement Program Update**
Currently revising capital revenues down; reviewing capital priorities
- **10-Year Capital Plan Update**
Current estimates are \$4.9 billion in investment, but deferrals growing to \$10.3 billion
- **Building Progress Program Update**
Advancing modernization program – Potrero at RFQ, Presidio at planning, facility renewals
- **Transportation 2050/Preliminary Funding Package**
Building on the prior Mayor's Transportation Task Force, ConnectSF and system needs.



SFMTA Transportation State of Good Repair

State of Good Repair: Asset Replacement Value

The SFMTA tracks all of its assets in a detailed Asset Inventory, as of the 2019 State of Good Repair Report, the SFMTA had nearly \$15 billion in managed assets.

\$14.98 Billion

Total Asset Replacement Value

Facilities
\$2,157 M

Light Rail Vehicles
\$977 M

Parking and Traffic
\$1,706 M

Stations
\$3,642 M

Motor Coach Vehicles
\$541 M

Track
\$1,261 M

Overhead System
\$2,896 M

Other Systems & Vehicles
\$555 M

Train Control & Comms
\$904 M

Trolley Coach Vehicles
\$339 M

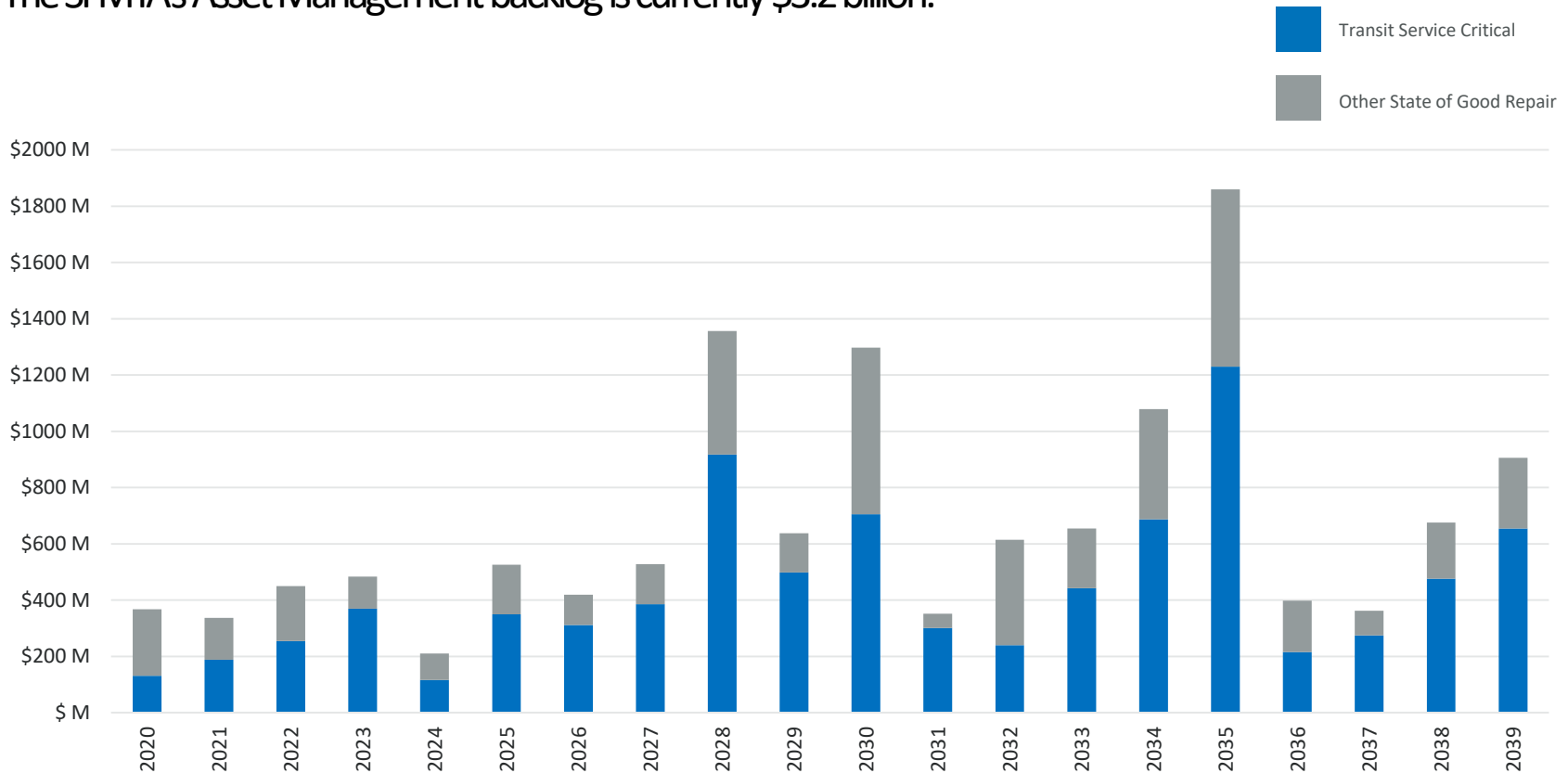
State of Good Repair: Age Based Condition Scores

While transit service critical asset scores have stabilized other assets continue to see a decline, especially Parking and Traffic assets, Facilities and Stations.

Asset Class	Age Based Condition Score				
	2015	2016	2017	2018	2019
Facilities	3.2	3.2	3.3	3.3	3.2
Light Rail Vehicles	3.8	3.8	3.7	3.8	3.8
Motor Coach Vehicles	3.7	3.5	3.7	3.6	3.4
Other Systems & Vehicles	3.0	3.1	3.1	2.6	2.6
Overhead Traction Power System	3.7	3.7	3.6	3.5	3.4
Parking & Traffic	2.8	3.0	2.9	2.4	2.4
Stations	3.1	3.1	3.1	3.0	3.0
Track	3.3	3.2	3.2	3.1	3.2
Train Control & Communications	3.7	3.6	3.5	3.4	3.8
Trolley Coach Vehicles	3.4	3.3	3.2	3.6	4.2
Total Condition Score	3.33	3.32	3.30	3.19	3.18

State of Good Repair: Assessing Needs

The SFMTA's Asset Management backlog is currently \$3.2 billion.



\$3.2 Billion

Asset Replacement Backlog

\$632 Million

Annual State of Good Repair Need

State of Good Repair: 20-Year Investment Needs

\$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

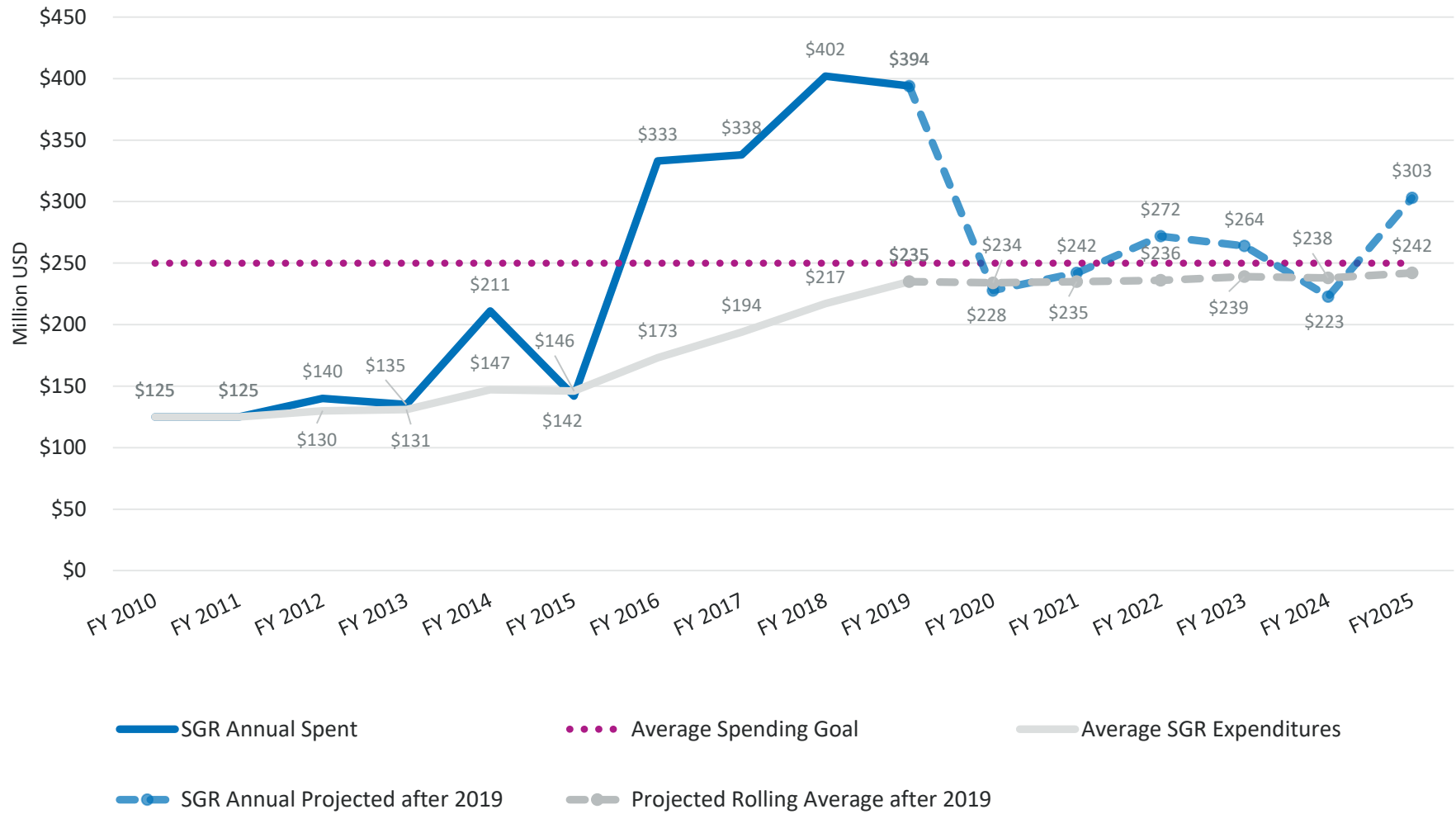
Each year the SFMTA prepares an annual **State of Good Repair Report**. This catalogs transportation system needs and investments.

In order to close existing infrastructure backlogs and meet future needs, the SFMTA would require **\$632 million annually**.

<https://www.sfmta.com/asset-management-program>

<https://www.sfmta.com/reports/2019-sfmta-annual-state-good-repair-report>

State of Good Repair: Investment Trend



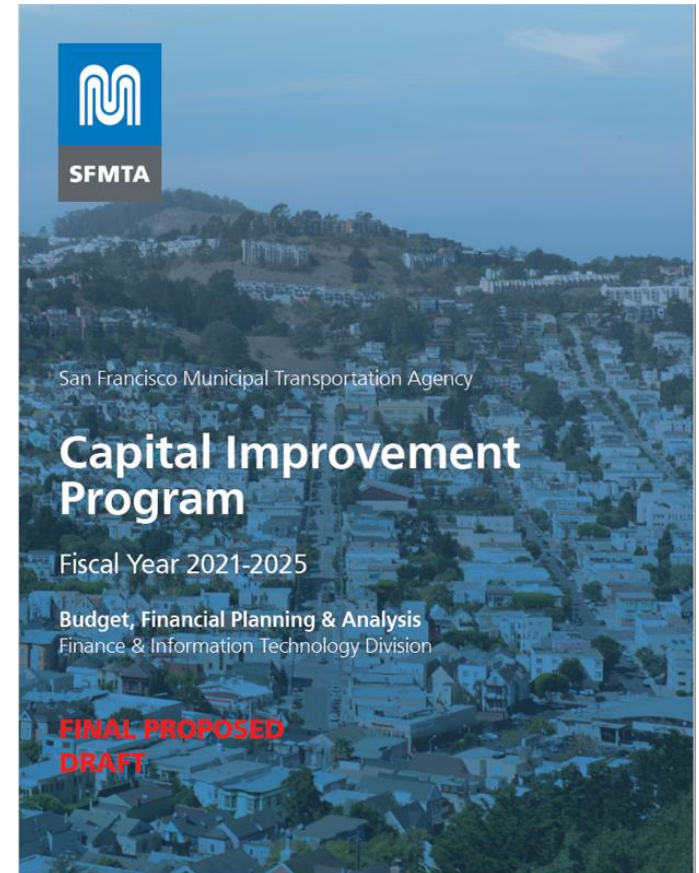


SFMTA FY 2021- 2025 Capital Improvement Program

SFMTA 5-Year Capital Improvement Program (CIP)

The SFMTA 5-Year Capital Improvement Program is a **fiscally constrained 5-year program of capital improvement and operational projects.**

- *An implementation plan* for regional, citywide, and agency-wide strategies and policy goals
- *Maintains credibility* with external funding agencies (eg. MTC, FTA)



SFMTA 5-Year CIP – Capital Programs



Fleet

Purchase and rehabilitate transit vehicles including motor coaches, trolley coaches, light rail vehicles and paratransit vans



Signals

Plan, design, engineer and construct traffic signals and associated infrastructure to improve mobility and safety on San Francisco streets and decrease transit travel time



Parking

Plan, design, rehabilitate and construct public parking facilities or street infrastructure related to public parking



Taxi

Implement systems to optimize and support the taxi system in San Francisco to provide a better rider experience and promote low-emissions taxi vehicle use



Comm & IT

Plan, design and implement technology infrastructure upgrades to improve the efficiency and efficacy of the SFMTA and provide a better experience for customers and Employees.



Transit Optimization

Plan, design, engineer and construct infrastructure improvements to improve travel time and increase the capacity and reliability of the transit system



Fixed Guideway

Plan, design, engineer and construct improvements to critical infrastructure including rail track, overhead wires, and train control technology



Security

Plan, design and construct or implement systems to improve the security of the transit system



Facilities

Acquire, develop and/or rehabilitate transit station areas and maintenance facilities used for transit, traffic, and parking operations.



Streets

Plan, design, engineer and construct improvements to street safety that promote walking, bicycling, and taking transit

SFMTA 5-Year CIP – As adopted on April 21, 2020

5-year Amount

\$2.54 b

Projects

188

Funding Sources

50+

Average SGR Annual
Investment

\$268.7 m

SFMTA 5-Year CIP – As adopted on April 21, 2020

	Capital Budget					5-Year CIP
Program	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	\$249.7	\$283.0	264.8	\$225.2	\$320.9	\$1,340.3
Total	\$559.8	\$553.1	\$483.8	\$402.0	\$539.1	\$2,537.8

COVID-19 has created unprecedented impacts to the economy including transportation funding for the SFMTA's Capital Budget and CIP.

- Magnitude of the impact depends on depth and length of COVID impacts to the economy as a whole.
- All anticipated capital revenues are in decline *except for* federal funds and bridge toll receipts, which we anticipate to be largely flat or increasing.
- Proposition K Transportation Sales Taxes are expected to be flat, assuming historic spenddown trends.

Projects across the entire breadth of the agency's business lines are likely to be impacted.

2-Year Capital Budget

Potential Revenue Loss

Range 6 – 8%

Up to \$92 million loss

Remaining 3-Years

Potential Revenue Loss

Range 3 – 8 %

Up to \$112 million loss

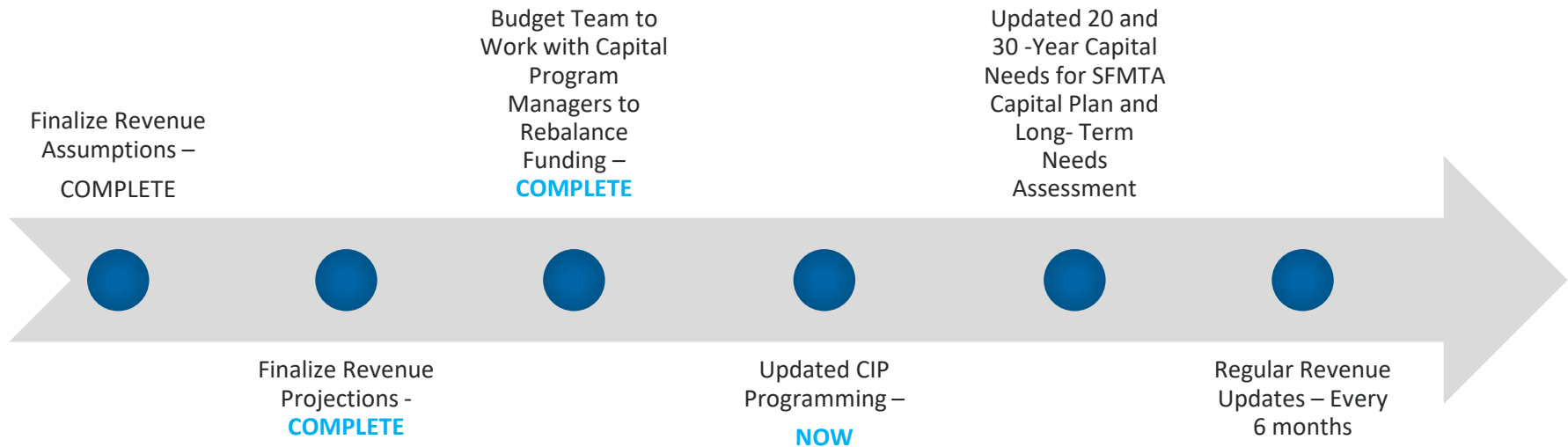
5-Year CIP

Potential Revenue Loss

Range 4 – 8%

Up to \$204 million loss

COVID-19 has created unprecedented impacts to the economy including transportation funding for the SFMTA's Capital Budget and CIP.





10-Year Capital Plan Update

Capital Needs: SFMTA 2019 20-Year Capital Plan Update

SFMTA 20-Year Capital Plan needs for the transportation system grew by **\$8.9 billion between 2017 and 2019.**

\$21.9 B
2017

\$30.7 B
2019

2019 SFMTA 20-Year Capital Needs

An overview of the agency's anticipated capital needs from Fiscal Year 2020 – Fiscal Year 2040.

Anticipated SFMTA Board of Directors Approval:
September 2019



SFMTA 20-Year Capital Plan

2020 Capital Plan Update Details:

PROGRAM	2017 Total Capital Needs	2019 Total Capital Needs	2020 Total Capital Needs Update	Percent Change from 2017
Communications & Information Technology	\$237 M	\$218 M	\$221 M	-6.8%
Facility	\$3,490 M	\$4,599 M	\$4,679 M	34.1%
Fleet	\$4,540 M	\$5,419 M	\$5,667 M	24.8%
Parking	\$671 M	\$681 M	\$694 M	3.4%
Security	\$545 M	\$557 M	\$567 M	4.0%
Streets	\$2,456 M	\$4,936 M	\$5,025 M	104.6%
Taxi	\$65 M	\$65 M	\$66 M	1.5%
Traffic Signals & Signs	\$576 M	\$1,488 M	\$1,515 M	163.0%
Transit Fixed Guideway	\$1,310 M	\$1,755 M	\$1,969 M	50.3%
Transit Optimization & Expansion	\$8,046 M	\$11,068 M	\$10,903 M	35.5%
Total (all programs)	\$21,936 M	\$30,786 M	\$31,306 M	414.6%

10 Year Capital Plan – revenue declines, increased infrastructure needs results in an increase in deferrals from \$4.6 billion to \$10.9 billion

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2027 - 2031	Plan Total	Backlog
SPENDING PLAN													DEFERRED
Communications/IT Infrastructure	\$2.3	\$1.2	\$9.4	\$4.4	\$5.1	\$3.5	\$3.2	\$4.0	\$3.3	\$3.0	\$17.0	\$39.3	\$71.3
Facility	\$68.3	\$126.6	\$95.3	\$67.2	\$126.4	\$87.4	\$79.0	\$100.6	\$82.2	\$76.2	\$425.4	\$909.2	\$1,430.4
Fleet	\$170.2	\$149.7	\$136.6	\$273.4	\$169.1	\$116.9	\$105.6	\$134.5	\$109.9	\$102.0	\$568.9	\$1,467.8	\$1,365.8
Other	\$7.7	\$4.7	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$12.4	
Parking	\$11.3	\$11.1	\$0.0	\$0.0	\$6.3	\$4.4	\$3.9	\$5.0	\$4.1	\$3.8	\$21.3	\$50.0	\$296.9
Security	\$2.0	\$2.0	\$2.0	\$2.0	\$2.5	\$1.7	\$1.6	\$2.0	\$1.6	\$1.5	\$8.5	\$19.2	\$267.4
Traffic & Signals	\$6.0	\$11.2	\$1.5	\$13.0	\$24.0	\$16.6	\$15.0	\$19.1	\$15.6	\$14.5	\$80.8	\$136.5	\$620.9
Streets	\$65.0	\$35.4	\$27.3	\$30.8	\$70.8	\$48.9	\$44.2	\$56.3	\$46.0	\$42.7	\$238.2	\$467.4	\$2,051.5
Taxi	\$0.6	\$0.3	\$0.2	\$0.1	\$0.3	\$0.2	\$0.2	\$0.3	\$0.2	\$0.2	\$1.1	\$2.5	\$30.6
Transit Fixed Guideway	\$51.6	\$72.2	\$88.0	\$108.2	\$101.1	\$69.9	\$63.2	\$80.4	\$65.8	\$61.0	\$340.3	\$761.4	\$223.0
Transit Optimization & Expansion	\$120.7	\$74.6	\$75.6	\$101.1	\$126.4	\$87.4	\$79.0	\$100.6	\$82.2	\$76.2	\$425.4	\$923.7	\$4,530.6
Total	\$505.7	\$488.9	\$435.9	\$600.2	\$632.0	\$437.0	\$394.8	\$502.8	\$411.0	\$381.2	\$2,126.8	\$4,789.5	\$10,888.4

REVENUES

Transportation Bond 2014	\$93.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$93.8	
Transportation Bond 2022, Facilities*	\$0.0	\$62.5	\$62.5	\$62.5	\$62.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$250.0	
Transportation Bond 2022*	\$0.0	\$0.0	\$0.0	\$0.0	\$50.0	\$50.0	\$0.0	\$0.0	\$0.0	\$0.0	\$50.0	\$100.0	
Regional Measure 3	\$28.6	\$64.0	\$7.7	\$10.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$110.5	
Cap & Trade	\$6.3	\$7.4	\$2.9	\$64.6	\$59.3	\$19.3	\$19.3	\$19.3	\$19.3	\$19.3	\$96.4	\$236.8	
Federal	\$161.5	\$168.6	\$197.4	\$320.6	\$264.2	\$168.5	\$172.9	\$277.4	\$182.0	\$186.8	\$987.6	\$2,099.9	
State	\$25.2	\$15.3	\$12.5	\$14.5	\$19.2	\$19.2	\$19.2	\$19.2	\$19.2	\$19.2	\$96.2	\$182.8	
Other Local	\$190.4	\$171.2	\$153.1	\$127.7	\$176.7	\$180.0	\$183.4	\$186.9	\$190.5	\$155.9	\$896.7	\$1,715.7	
TOTAL	\$505.7	\$488.9	\$435.9	\$600.2	\$632.0	\$437.0	\$394.8	\$502.8	\$411.0	\$381.2	\$2,126.8	\$4,789.5	

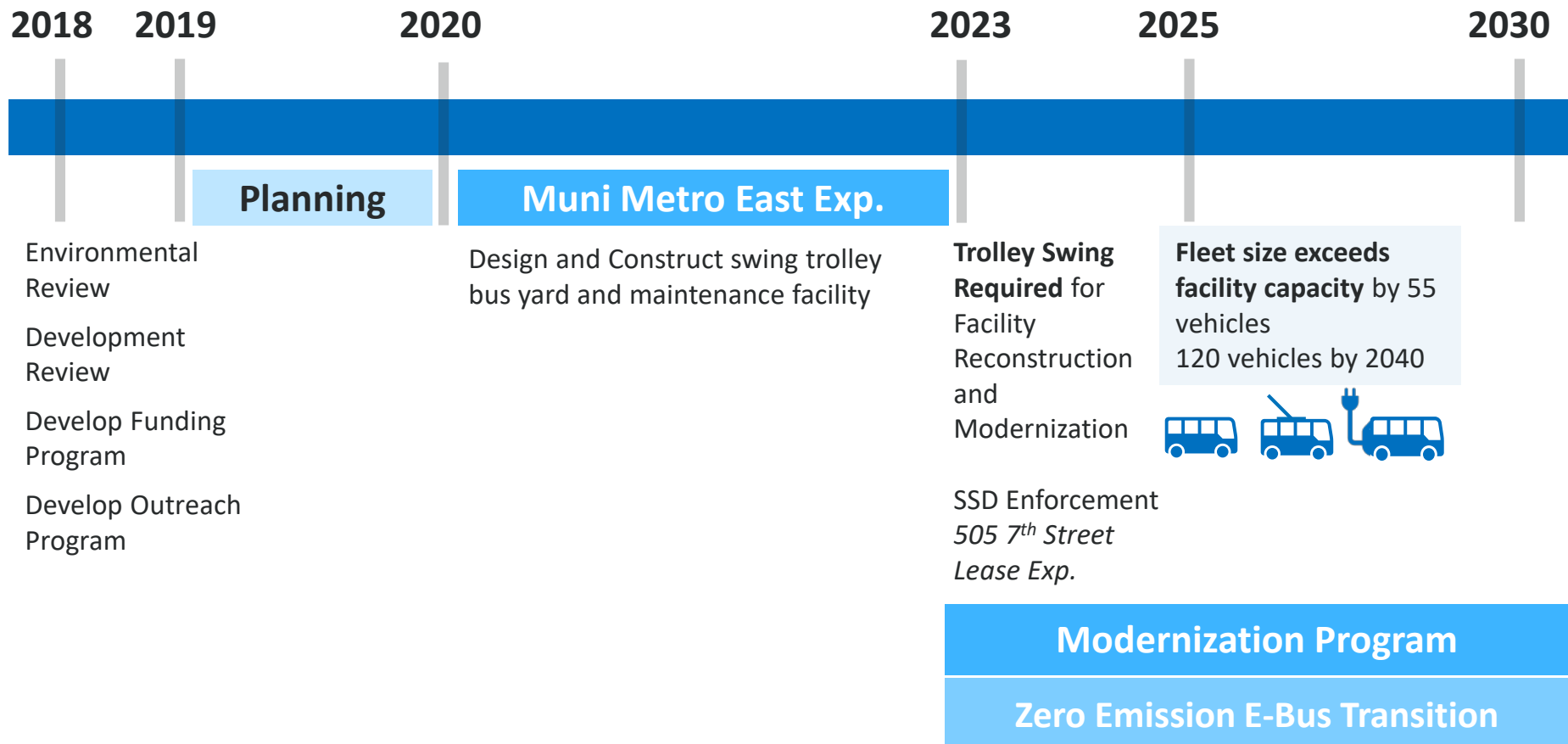


BUILDING PROGRESS

Program Update

Building Progress Modernization Program

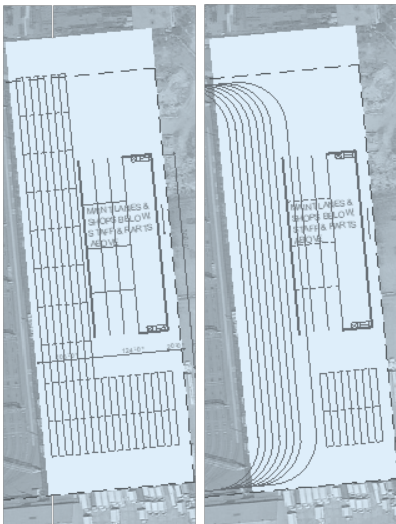
The growth of the Muni Fleet and transition to all electric requires a major **modernization program** of SFMTA yards and maintenance facilities.



Building Progress Modernization Program

MME

Build for trolley coach swing, convert to rail and shop uses



\$130 m Det. Design

Potrero

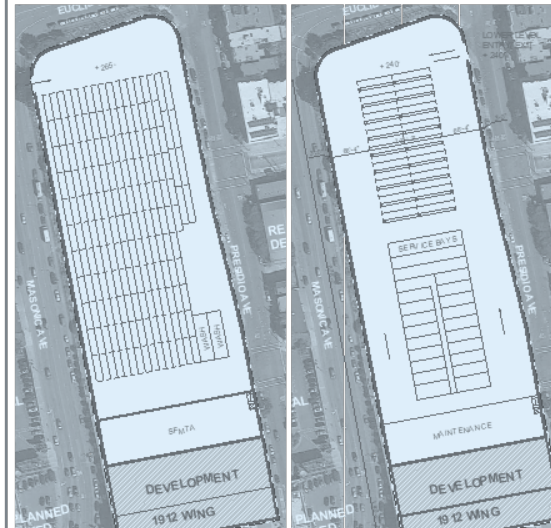
Rebuild as multi-level trolley and motor coach facility with private development above; support first e-busses



\$425+m Prelim Eng

Presidio

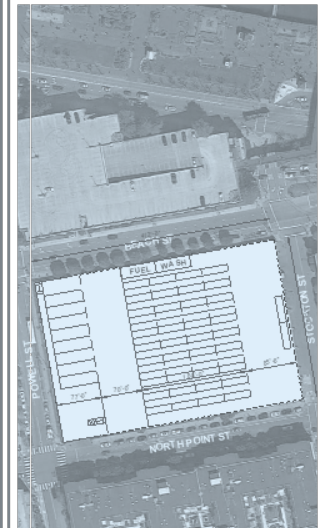
Rebuild as multi-level trolley and motor coach facility with private development adjacent; consider e-bus transition.



\$425+m Planning

Kirkland (or Woods)

Rebuild as motor coach facility (e-bus transition)



MTAB

Use MME for swing while rebuilding Potrero & Presidio and lease while rebuilding Kirkland

Building Progress: Potrero Yard Modernization Project



Existing Facility

2	138	16	391
levels of transit	buses	bus bays	employees (245 operators)

Future Facility

3	213	17	829*
levels of transit	buses	bus bays	employees (383 operators)

Building Progress: Potrero Yard Modernization Project

Extensive outreach to date has led the following project concept and planning application.



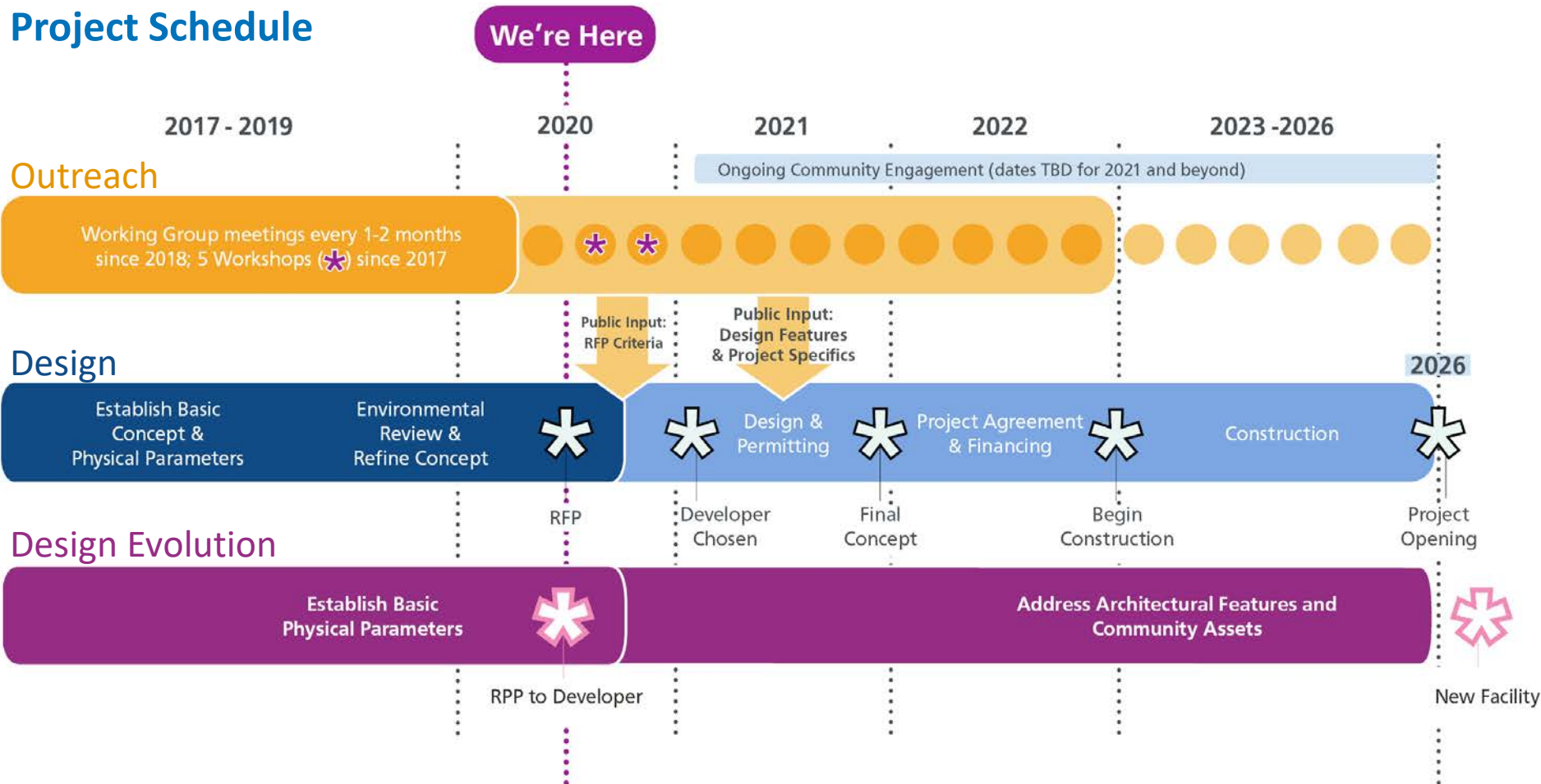
Potrero Yard Key Operational Elements:

- Ramps for efficient on-site circulation
- Modern and sufficient bus lifts for vehicle fleet maintenance
- Modern bus wash bays ensuring a clean vehicle fleet
- Modern amenities for bus operators, maintenance and street ops
- Power upgrades allowing for transition to Zero Emission e-Bus
- Storage capability for growing Muni Fleet and Muni Service
- Dedicated and modern operator training facility



Building Progress: Potrero Yard Modernization Project

Project Schedule





Transportation 2050

As part of *Transportation 2030* a **\$500M G.O. Bond for transportation** was added to the City's 2014-2023 Capital Plan. The Bond passed in November 2014 with nearly 72% of the vote

Issued to date:	\$377.2M
Third Issuance Amount:	\$138.9M (\$134.3 M for projects)
Third Issuance Date:	September 17, 2020
Fourth Issuance:	Planned for early 2021

This was the first transportation bond passed in more than a decade.

T2030 GO Bond Program Overview

Program Summary

**Total Bond
(in millions)**

**Already Issued
(1st + 2nd Issuances)**

**3rd Issuance
Amount**

**Estimated 4th
Issuance Amount**

Improved Transit

Faster, More Reliable Transit

\$191

\$73

\$79

\$42

Accessibility Improvements

\$30

\$3

\$21

\$5

Muni Facility Upgrades

\$70

\$67

\$0

\$0

Major Transit Corridor
Improvements

\$28

\$27

\$0

\$0

Caltrain Upgrades

\$39

\$28

\$11

\$0

Safer Streets

Pedestrian Safety Improvements

\$68

\$30

\$22

\$7

Traffic Signal Improvements

\$22

\$6

\$0

\$12

Complete Streets Improvements

\$52

\$5

\$0

\$42

Estimated Cost of Issuance and
Fees and Contingency

\$10

\$6

\$4

Total

\$500

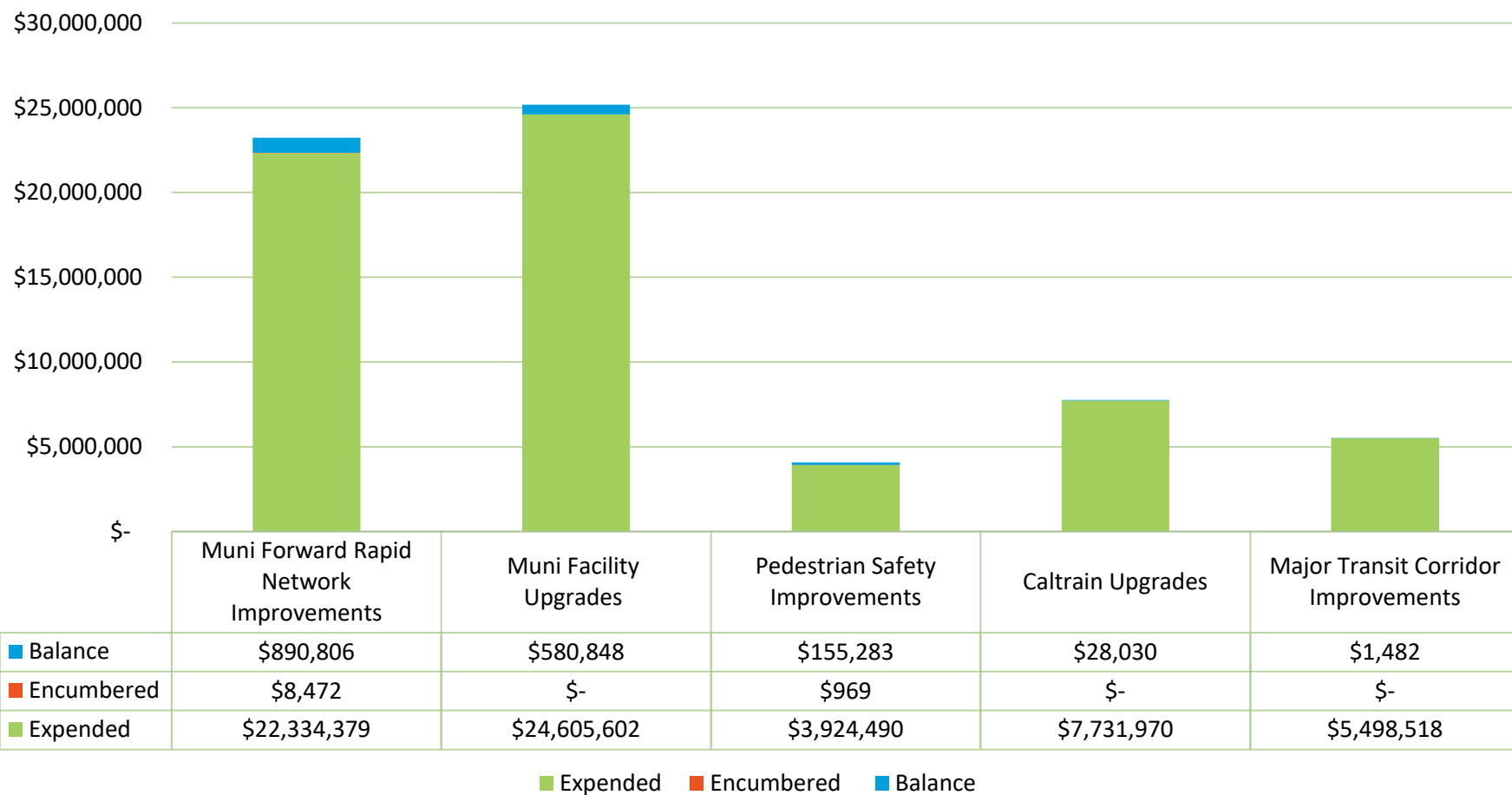
\$249

\$139

\$112

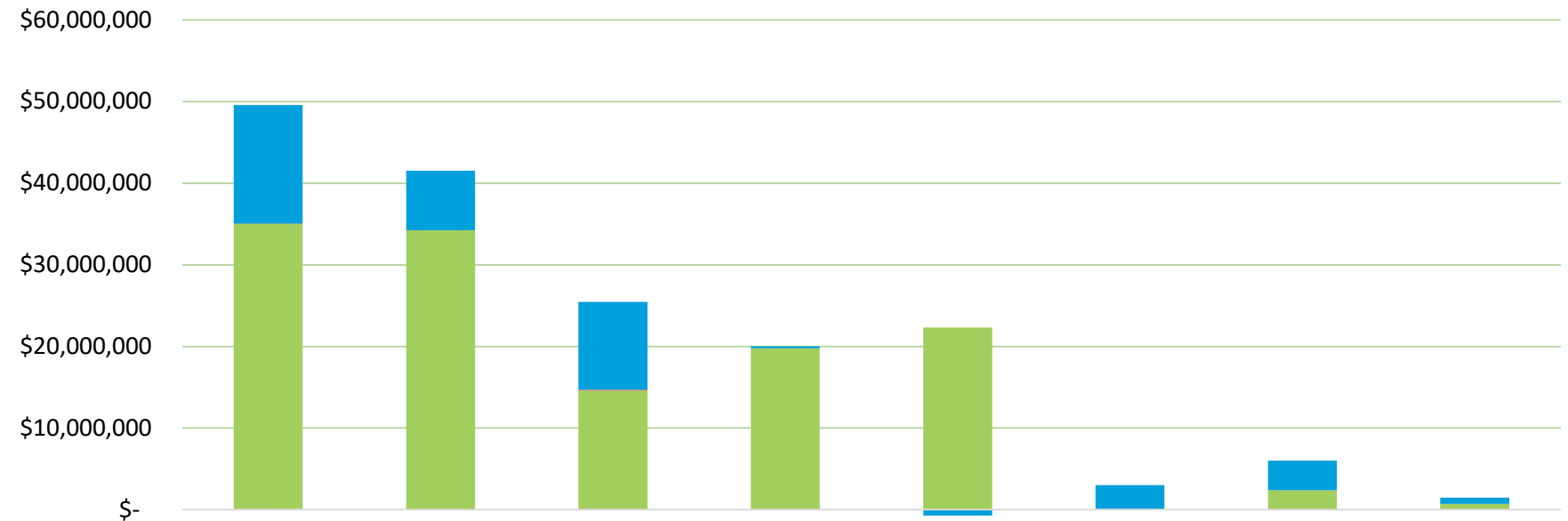
Update – 1st Issuance; minor funds remain, savings and project closeouts remain.

1st Bond Issuance Expenditures



Update – 2nd Issuance; working on programmatic balancing and project delivery

2nd Bond Issuance Expenditures



\$(10,000,000)

	Muni Forward Rapid Network Improvements	Muni Facility Upgrades	Pedestrian Safety Improvements	Caltrain Upgrades	Major Transit Corridor Improvements	Accessibility Improvements	Traffic Signal Improvements	Complete Streets Improvements
Balance	\$14,530,066	\$7,264,812	\$10,758,233	\$235,228	\$(735,864)	\$2,916,636	\$3,604,156	\$765,512
Encumbered	\$32,889	\$-	\$109,797	\$-	\$-	\$-	\$-	\$-
Expended	\$35,025,817	\$34,257,531	\$14,580,495	\$19,784,772	\$22,324,801	\$83,364	\$2,395,844	\$719,255

■ Expended ■ Encumbered ■ Balance

3rd Issuance (Series 2020 B)

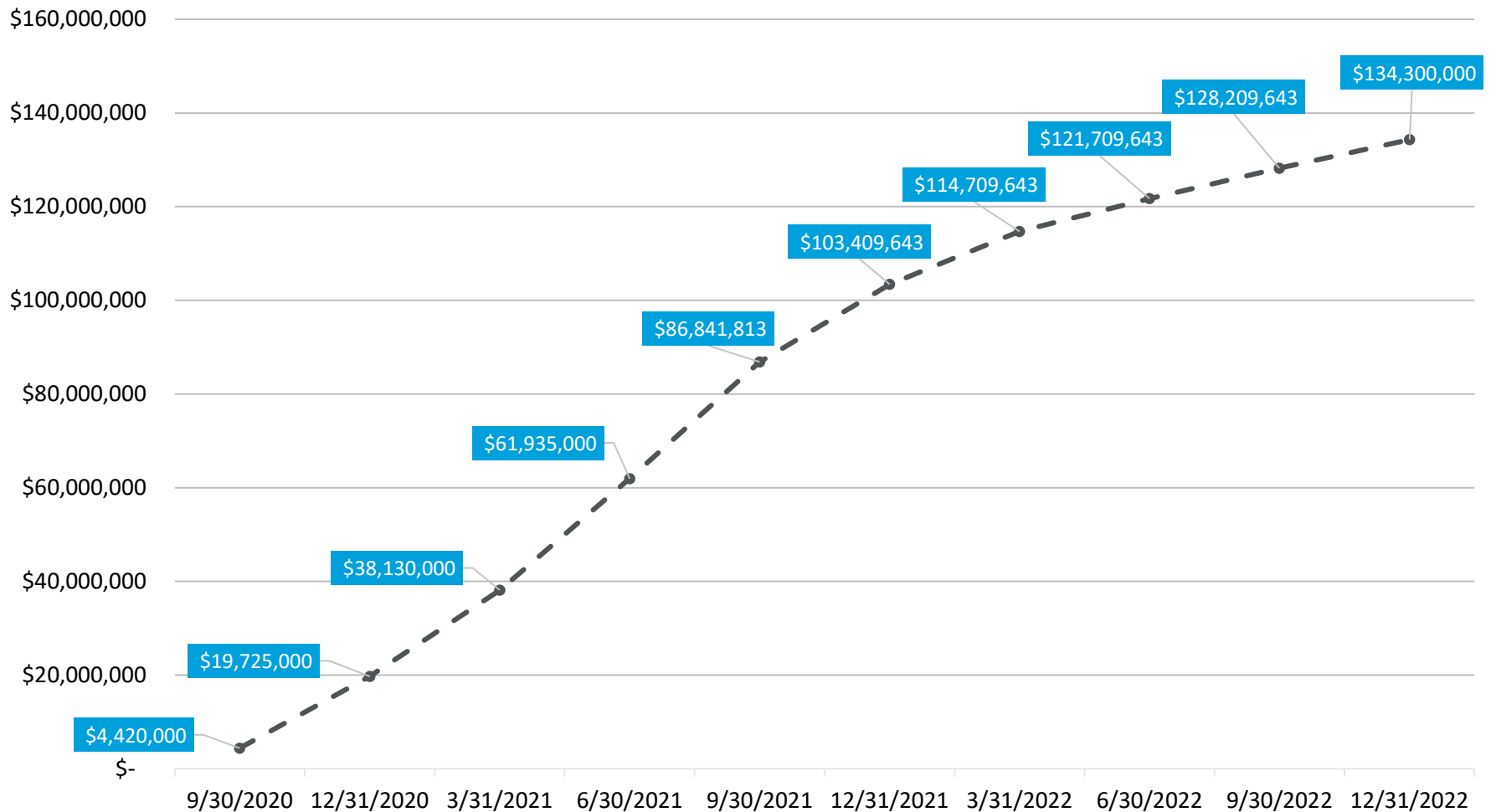
Update: \$138,898,717 issued September 17, 2020, of which
\$134,300,000 is for projects.

Project		Amount
19th Avenue	\$	18,100,000
22-Fillmore Muni Forward	\$	25,000,000
BART Canopies/Better Market Street*	\$	21,120,000
Caltrain Electrification	\$	11,220,000
L-Taraval Muni Forward	\$	36,000,000
Program Contingency	\$	974,571
Taylor Safer Street	\$	20,192,170
Western Addition Signals	\$	1,693,259
Grand Total	\$	134,300,000

*Reviewing timing and cashflow for both projects

Update – 3rd Issuance; allocated to large projects ready for construction.

3rd Bond Issuance Projections



Transportation Funding Efforts to Date

Since 2013, two Transportation Task Forces have been held, in 2013, sponsored by the Mayor, in 2015 sponsored by the Mayor and President of the Board of Supervisors. Both efforts were designed to identify the transportation system's unfunded needs and recommend ways to close the gap.

Transportation 2030

Unfunded Need
\$6.332 Billion

Investment Plan
\$2.955 Billion

General Obligation Bond	\$0.829 b
Vehicle License Fee Increase	\$1.096 b
Sales Tax 0.5% Increase	\$1.030 b

2014 Prop A \$500 GO Bond *Passed*
2014 Prop B Population Baseline *Passed*

Transportation 2045

Unfunded Need
\$21.942 Billion

Investment Plan
Various Options

Sales Tax 0.75% Increase	\$2.800 b
Ride Hailing Tax (TNC)	\$0.225 b

2016 Prop J/K Sales Tax *Failed*
2019 Prop D Ride Hailing Tax *Passed*

Successful and approved measures to date, including the planned \$350 million GO Bond, have accounted for **approximately 60% of the funds identified the T2030 investment plan.**

Transportation Task Force 2030

https://sfcontroller.org/sites/default/files/FileCenter/Documents/4912-Taskforce_AnnualReport2030V9_1113_3.pdf

Transportation Task Force 2045

https://www.sfcta.org/sites/default/files/2019-03/T2045%20TF%20Report%20for%20TA%20Board_v2_0.pdf

Transportation 2050

Transportation 2050: Sustainable Transportation Funding (Preliminary Programs)



**\$350 m
General
Obligation Bond**



**\$70 m/Annual
Community
Facilities District**



**Prop K
Transportation
Sales Tax
Reauthorization**

\$250 million SFMTA Facilities

- Projects such as Potrero Yard Modernization Project; facility renewals consistent with Facilities Condition Assessments

\$60 million Better Transit

- Project such as Better Market Street Phase II: F-Loop; other major Muni Forward Projects; investments consistent with the Muni Reliability Working Group Recommendations

\$40 million Safer Streets

- Projects related to advancing the city's Vision Zero Goal; major street reconstruction projects

\$70 - 120 million initial estimate; reviewing legislative process now, drafting potential fee structures

Focus on **core maintenance/system vulnerabilities/SGR needs**:

- Capital Maintenance **Track**
- Capital Maintenance **OHL**
- Capital Maintenance **Signals**
- Capital Maintenance **Facilities**

Sustainable/Equitable Transit – core service (fill structural operational gap), Muni Equity Strategy Funding.

Revolving/regular revenue bond program allowing for large upfront capital investments

Current ½ sales tax raises approximately \$90 – 100 million annually.

No tax increase currently proposed.

Multiple Prop K programs are running out of money; a new expenditure plan allows emerging priorities through financing

Congestion Pricing (2024)

Focus MWG Service +
Service Equity Strategy

Consider: VLF (date TBD)

\$50 m/Annual

Transportation 2050: Preliminary Timeline

Nov '20

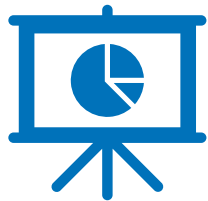
Dec '20

Jan '21

Winter '21

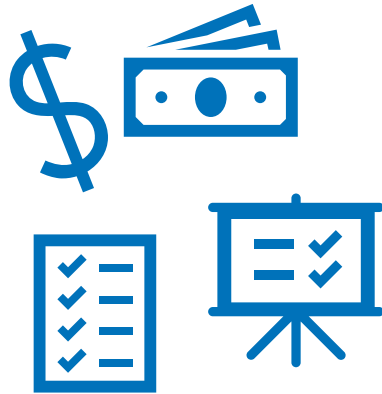
Summer '21

Need



Clearly quantify transportation system needs and clearly document value-based outcomes for the public

Funding



Tie funding measures to projects based on maximum measurable value-based outcomes and cost-benefit analysis.

- Connect SF
- Muni Reliability Working Group
- SFMTA 20-Year Capital Plan
- SFMTA Structural Deficit

Outreach/Data



Conduct polling, focus groups and other methods to gauge public support for transportation investments based on key set of projects, programs, initiatives and potential funding measures.

Capital Plan & Bond Program Agreement @ CPC

Present SFMTA Capital Plan submission and funding program T2050 to Capital Planning Committee

- GO Bond Program Developed

Legislation Development

Begin development of any required legislation anticipating June 2022 election date



Thank you.