



SFMTA

City and County of San Francisco 10-Year Capital Plan

Transportation

Capital Planning Committee
December 5, 2022

Transportation 2050





Investing in San Francisco's
transportation infrastructure improves
mobility, business and job opportunities,
public health, and infrastructure resilience.

Aging infrastructure hinders access to
employment, healthcare, and education.

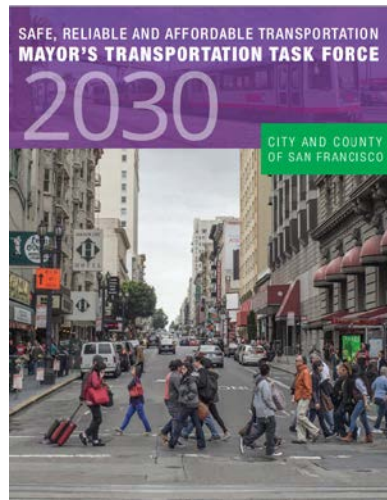
Infrastructure investment helps
major economic sectors flourish and
contributes to economic growth.

It's vital to San Francisco's pandemic recovery.



This is why the SFMTA launched **Transportation 2050** in 2021

Transportation 2050 builds on the prior two Transportation Task forces led by the Mayor and Board of Supervisors – recommending \$1 billion in GO Bond Program investment.



2013



2018

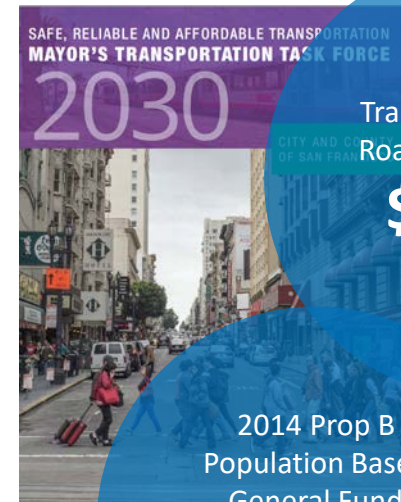
Reference: [Transportation 2030 Report](#)

Reference: [Transportation 2045 Report](#)

Introduction



The original Transportation 2030 Task Force determined **the city needed to invest \$10 billion in the transportation system between 2013 and 2030** and that it had only \$3.7 billion available. The solution was to **pursue four revenue measures over 10 years: two \$500 million general obligation bonds, a local increase to the vehicle license fee and a half-cent sales tax increase.**



2013

2014 Prop A
Transportation and
Road Improvement

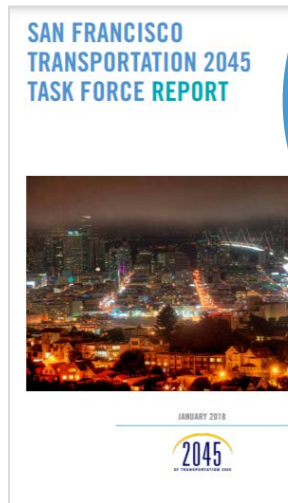
\$500 m
Passed

2014 Prop B
Population Based
General Fund

\$60 m/yr
Passed

2016 Prop J & K
Sales Tax for
Transportation &
Homelessness

\$100 m /yr
Failed



2018

2019 Prop D Ride
Share Hailing Tax

\$30 m/yr
Passed

2022 Prop A
Muni Reliability
and Street Safety

\$400m
Failed

Within the past 10-years the City has successfully passed one General Obligation Bond, a charter amendment and a ride hailing tax. Most recently the existing Sales Tax was reauthorized.

Reference: [Transportation 2030 Report](#)

Reference: [Transportation 2045 Report](#)



Our needs and gaps are generated via T2050 stemming from years of planning with the public and our partners.



The SFMTA took the vision of ConnectSF and the capital needs in the agency's capital plan and looked at operational and capital needs for the next 30-years. The result was **Transportation 2050**.



Our policy priorities are informed directly from
the public through our community survey.



INVESTING EQUITABLY



Fast and Convenient Transit

1. Create a Five-Minute Network
2. Expand the rail network



More Repairs and Maintenance

1. Make the transportation system work
2. Modernize the rail and subway system



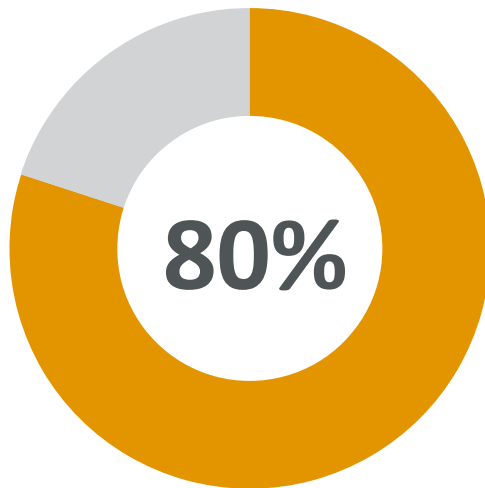
Improving Safety and Access

1. Make streets safer
2. Make the transportation system universally accessible

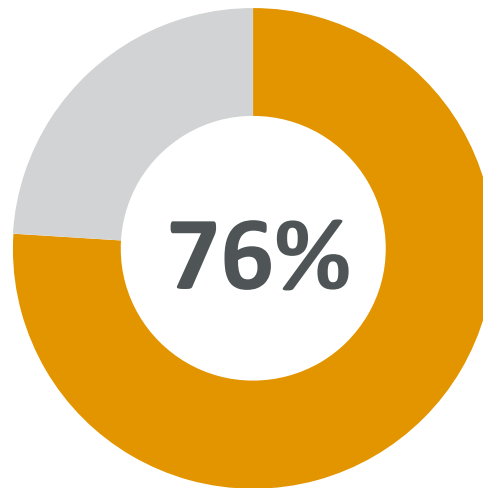


Fast and Convenient Transit

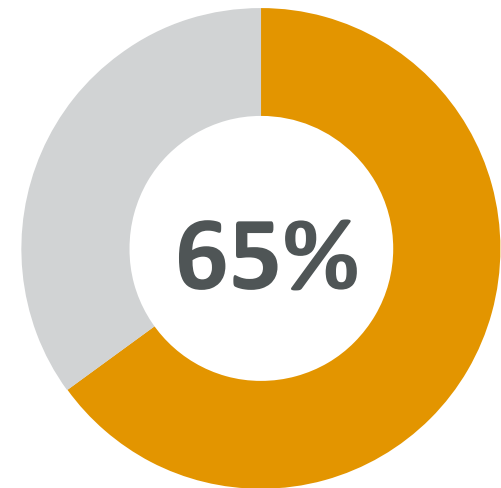
A majority of survey respondents say it is “very important” or “extremely important” to ...



Provide quick,
convenient transit access
to all parts of San
Francisco



Reduce delays to make
Muni more reliable



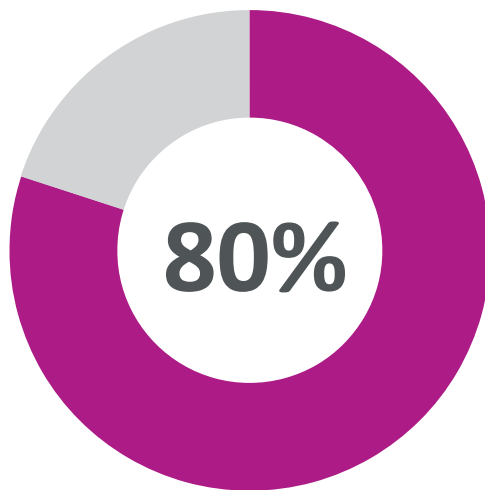
Reduce crowding
on Muni

Source: [San Francisco citywide survey conducted by FM3, April 2021](#)

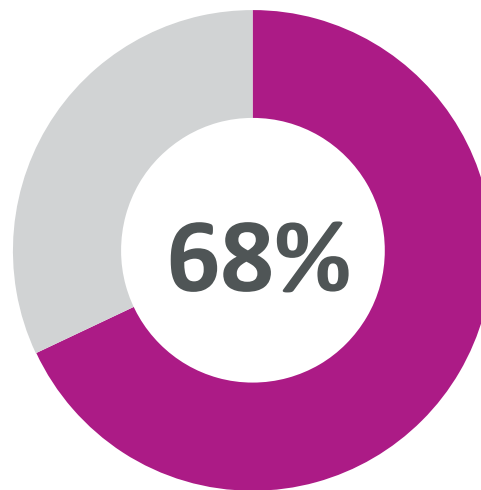


More Repairs and Maintenance

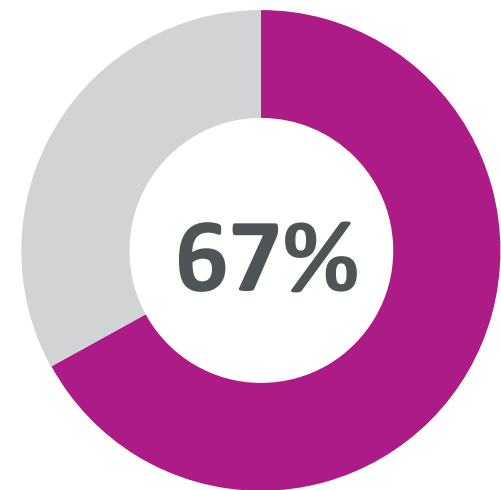
A majority of survey respondents say it is “very important” or “extremely important” to ...



Repair and maintain Muni equipment and facilities to ensure vehicles’ safety, frequency, and reliability



Address the backlog of maintenance work



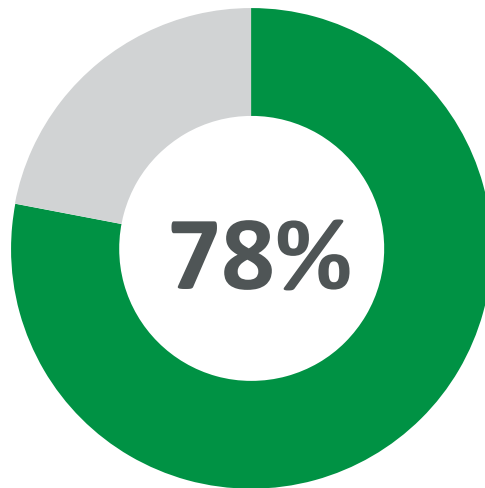
Rebuild San Francisco’s aging rail network

Source: [San Francisco citywide survey conducted by FM3, April 2021](#)

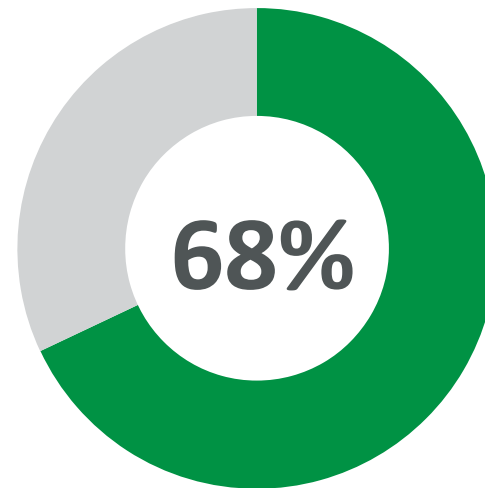


Improving Safety and Access

A majority of survey respondents say it is “very important” or “extremely important” to ...



Ensure Muni service is inclusive and accessible to all



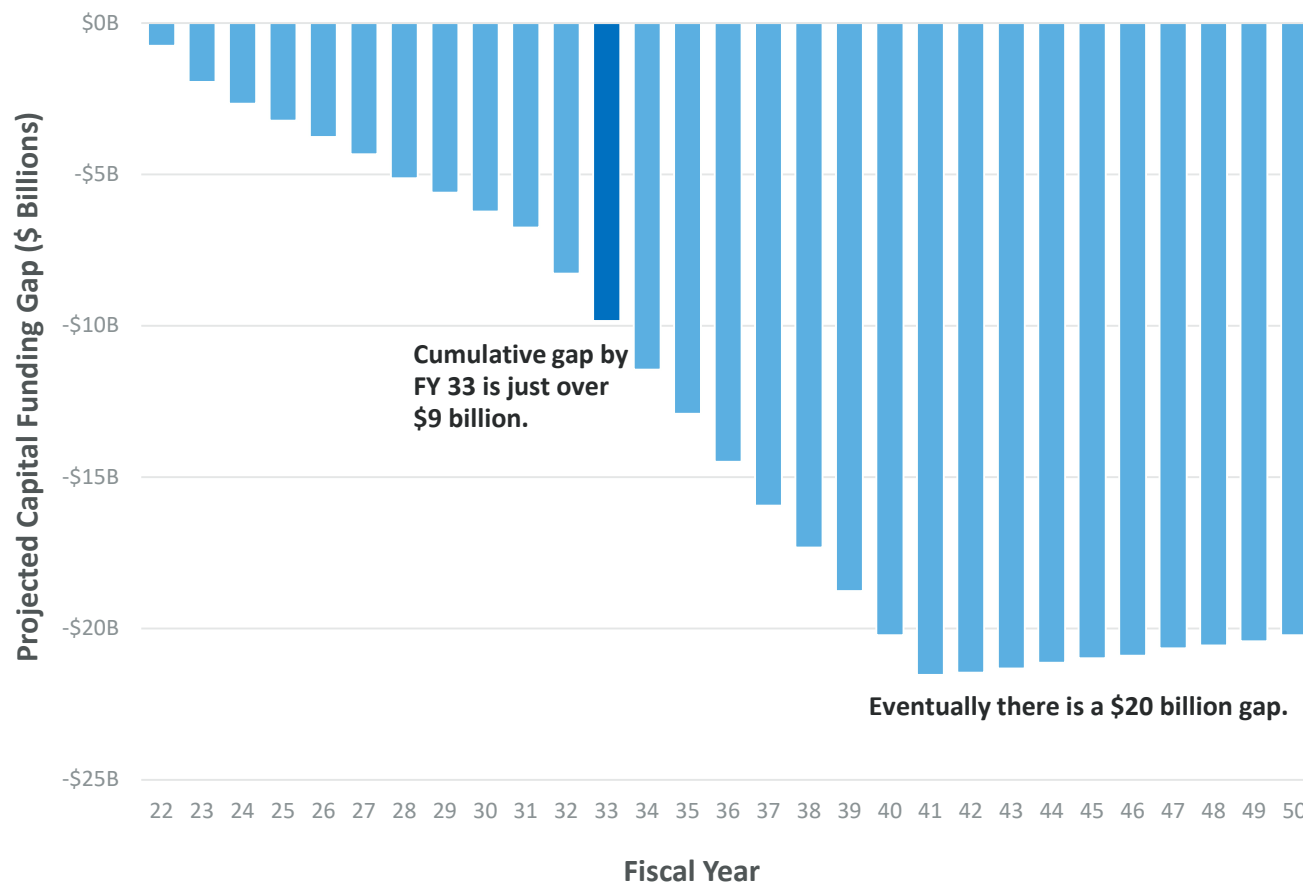
Make street safety improvements for walking

Source: [San Francisco citywide survey conducted by FM3, April 2021](#)

Capital Needs



Our capital gap continues to grow and is expected to hit \$20 billion by 2040.



\$674M

Average Annual Capital Funding Gap

To keep the system running smoothly and expand it based on your priorities



State of Good Repair



The City's transportation infrastructure continues to age in place, with the **replacement backlog growing**. **One quarter of all assets are now beyond their useful life.**

3.01

1 - 5 Scale
2.5 or greater in
State of Good
Repair

Age Based Condition
Score of all infrastructure

\$16B

Total Capital Inventory

25.4%

Percent of SFMTA Assets
operating beyond expected useful
life

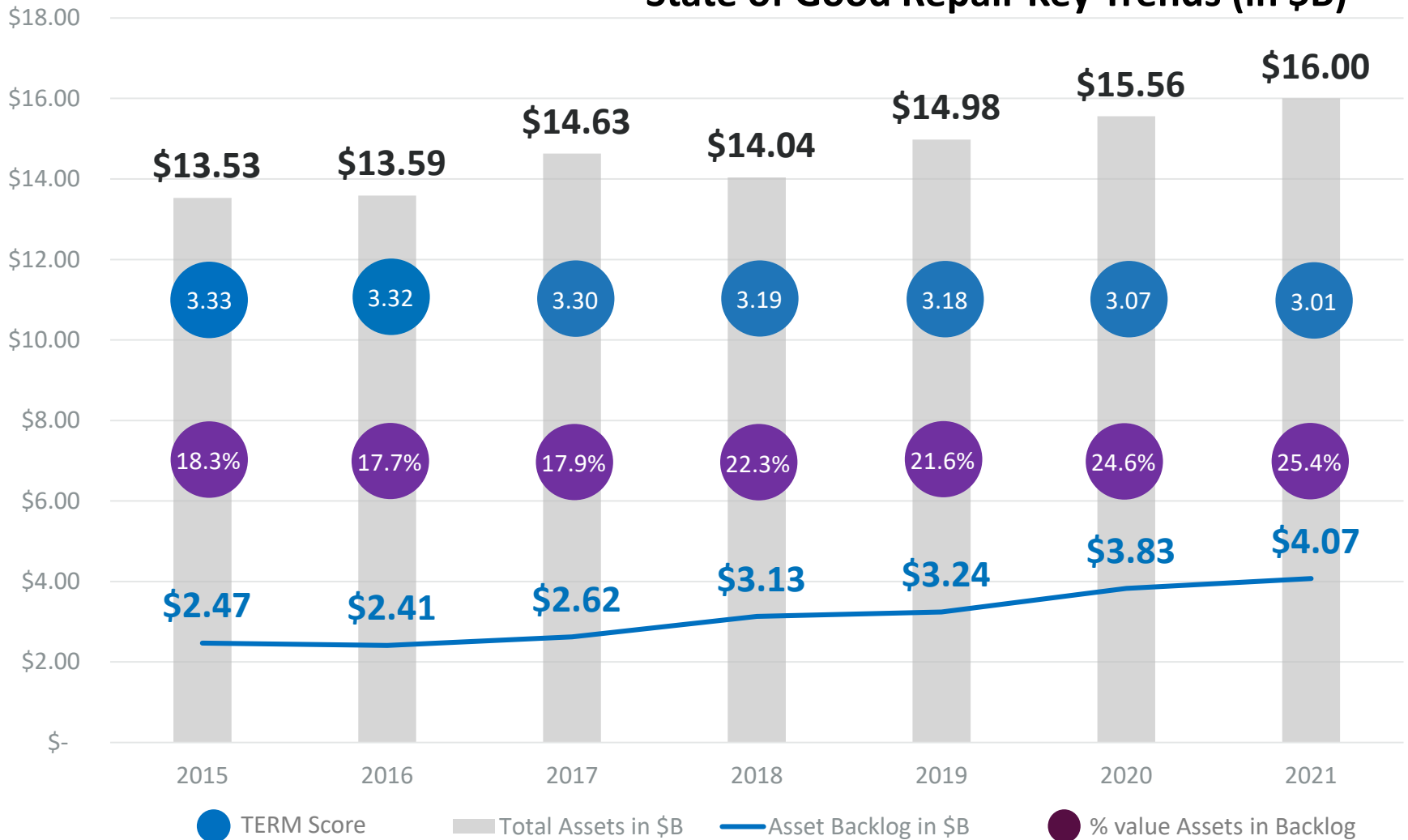
What is State of Good Repair? The SFMTA defines State of Good Repair as the condition in which the Agency's assets can operate at a full level of performance. State of Good Repair investment includes any spending that ensures an asset necessary for delivery of transportation service to the public or supportive of staff needs remain effective, efficient, reliable, and safe.

Reference: [2021 SFMTA State of Good Repair Report](#)

State of Good Repair



State of Good Repair Key Trends (in \$B)



Reference: [2021 SFMTA State of Good Repair Report](#)

State of Good Repair



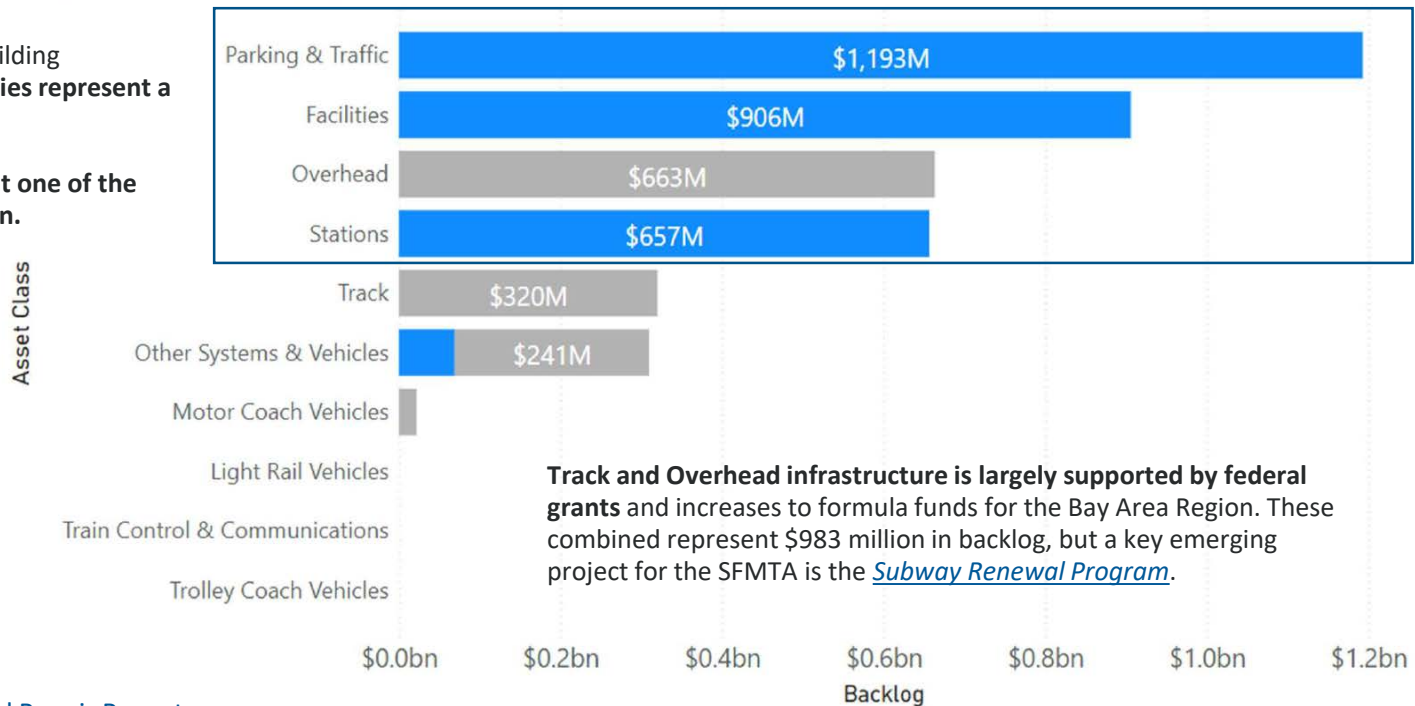
\$4.07 B
Backlog

The value of assets beyond their useful life is **\$4.07 billion**. This **backlog** represents deferred investments in infrastructure replacement or rehabilitation. The backlog represents assets where an end-of-lifecycle decisions needs to be made; either these assets will be retired, replaced in-kind, or upgraded with new technology or systems.

Major backlogs exist in our fixed building infrastructure – **Stations and Facilities** represent a **\$1.6 billion** backlog.

Parking and Traffic assets represent one of the largest asset backlogs at **\$1.2 billion**.

Transit Service Criticality ● Other SOGR ● Transit Service Critical



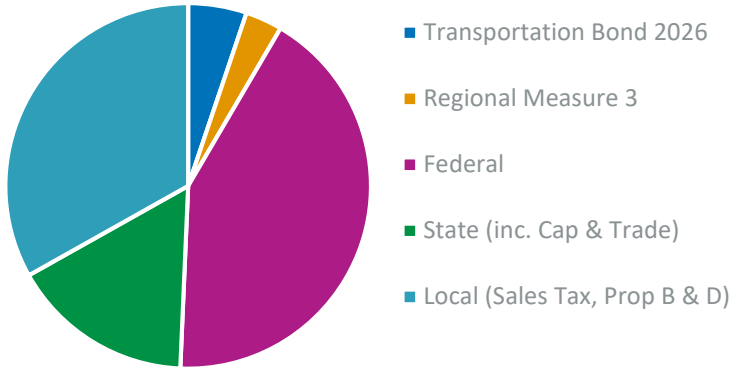
Reference: [2021 SFMTA State of Good Repair Report](#)

10 yr. Capital Plan

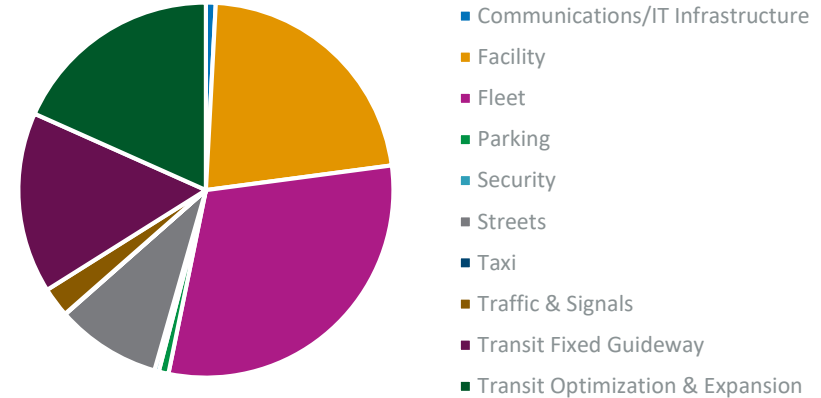


10-Year Capital Plan Submission

Revenues



Expenditures



SFMTA

SPENDING PLAN in \$1,000*

	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029-2033	Plan Total	Backlog
									DEFERRED
Communications/IT Infrastructure	4,045	1,796	1,313	15,978	3,805	4,029	21,984	48,904	60,064
Facility	58,671	53,216	142,017	162,889	308,149	61,577	549,595	1,277,444	1,272,010
Fleet	108,857	132,631	168,022	233,387	236,388	250,322	735,084	1,755,834	1,375,375
Parking	-	8,804	12,426	-	-	-	27,480	48,710	316,499
Security	1,608	1,597	2,298	3,500	1,771	1,876	10,992	22,034	261,456
Streets	57,543	50,653	39,713	46,578	26,629	53,198	307,773	524,544	1,988,177
Taxi	351	499	284	311	66	70	1,374	2,604	36,562
Traffic & Signals	11,981	4,661	12,519	2,591	11,236	11,898	104,423	147,328	610,036
Transit Fixed Guideway	44,381	40,230	81,014	150,402	93,560	99,075	439,676	903,958	249,406
Transit Optimization & Expansion	136,125	94,092	83,743	129,118	87,399	117,550	549,595	1,061,497	3,234,055
TOTAL	423,562	388,179	543,351	744,754	769,003	599,595	2,747,976	5,792,858	9,403,640

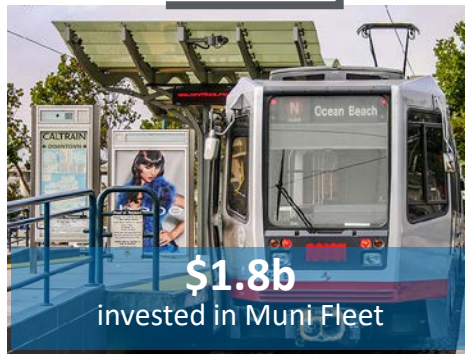
*Assumes a \$300 million General Obligation Bond in November 2026



Renewals/Enhancements

Replacement of the Muni Breda Fleet with new Siemens LRV 4, improving Muni Metro reliability.

Replacement of traffic signals in the Tenderloin and Western Addition.



Replacement of all city parking meters; increasing their reliability and expanding SFPark – and operating revenues for the MTA.

Major investment on Howard Street that will address dire safety concerns that resulted in three fatalities on the corridor between 2014 and 2019. In total, 152 traffic collisions have occurred on the Folsom-Howard couplet over this time, placing the corridor on San Francisco's Vision Zero High Injury Network



Emerging Projects **BUILDING PROGRESS**

The Building Progress Modernization Program
is a \$2 billion+ capital program designed to meet
the current and future facility needs of the SFMTA.

Modernization of Muni
operational workspaces
and maintenance
equipment for growth
and resiliency.

Modernization

Electrification

Transformation of
Muni Yards to
support both the
trolley fleets and
expansion to Battery
Electric Busses.

**Joint
Development**

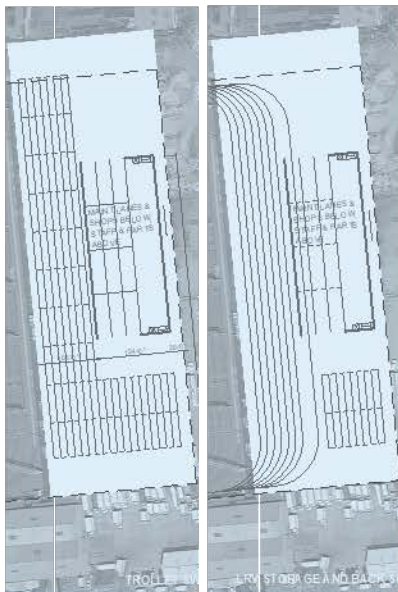
Innovative Project delivery to
finance Muni capital,
maintenance and operations
into the future.



Emerging Projects BUILDING PROGRESS

MME

Expand 4 acres and construct trolley coach facility for operations and vehicle storage



Project at 100% design

Potrero

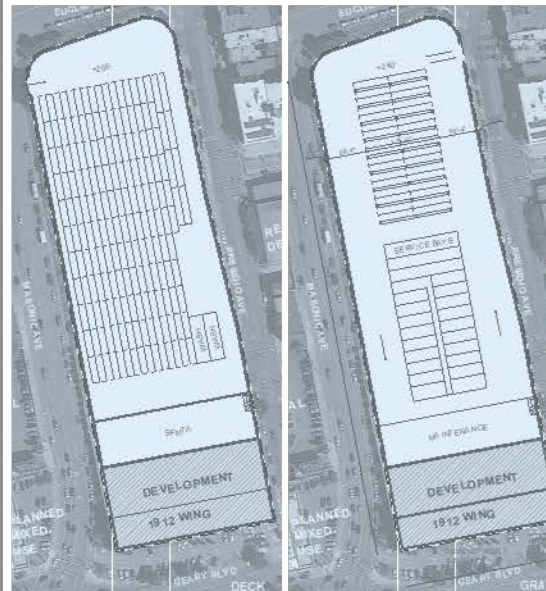
Rebuild as multi-level trolley and motor coach facility with private development above



Predevelopment
Agreement Phase

Presidio

Rebuild as multi-level trolley and motor coach facility with private development adjacent



Planning/Site Programming

Kirkland

Modernize as a new Zero Emission Bus Facility



Planning

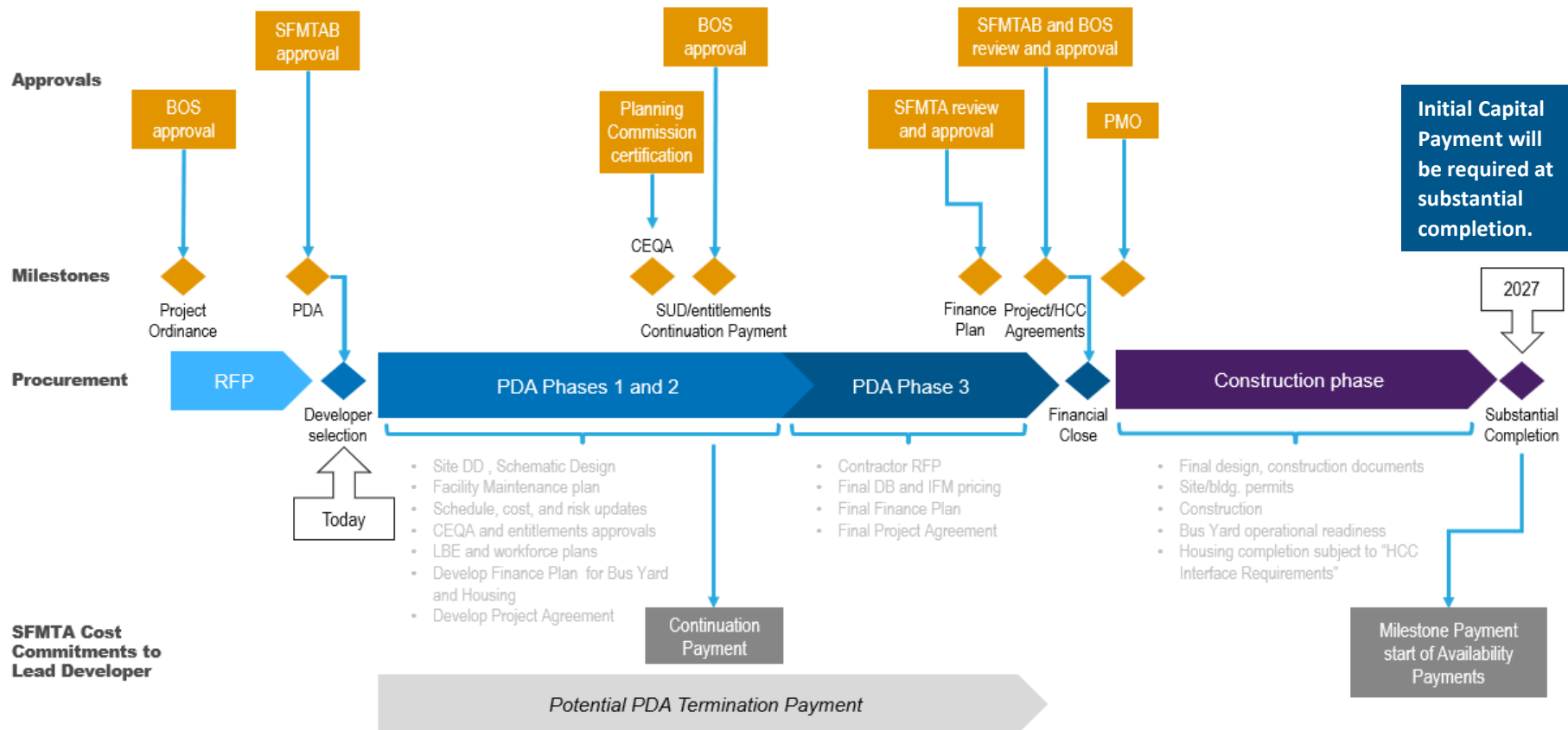




Emerging Projects

BUILDING PROGRESS – Potrero Yard Modernization

The project represents a full P3 delivery model, achieving numerous city goals including electrification of the Muni Fleet (Climate Action), Affordable Housing, and transportation infrastructure replacement (State of Good Repair).





These key emerging needs were core components of the June 2024 Transportation General Obligation Program.

BUILDING PROGRESS

Building Resiliency
Technology Modernization
Joint-Development
Electrification/Climate Adaptation

MUNI METRO MODERNIZATION

Transit Reliability
Infrastructure Renewal
Train Control System Upgrade

STREET SAFETY

Traffic Signal Infrastructure
Pedestrian Safety
Climate Adaptation

Unfortunately, the GO Bond did not achieve 2/3rd support – getting 65% of the vote.
The lack of these resources results in capital deferrals which results in:

Increased capital costs (Construction Escalation or Project Finance)

Increased maintenance and ops costs (Running infrastructure past its useful life)

Risks due to climate change and changing technologies

Risks in achieving transit reliability and street safety policy goals



Capitalized maintenance campaigns for transit infrastructure



Quick Build improvements throughout San Francisco.



The SFMTA continues to take **lessons learned** from major projects such as Van Ness and the Central Subway to instill a culture of **continuous improvement in project delivery**.

Alternative delivery methods such as CMGC, Progressive Design Build and DFBM.



Phased complete street improvements on Geary and at 16th Street.





We have done the
planning at a policy and strategic level through
two Transportation Task Forces.

We know what is required.

We know what investments are needed and when.

The SFMTA will continue to invest its capital resources in the state of good repair of the transportation system, improving reliability of transit and the safety of our streets.

But without additional capital funding the data shows our infrastructure will continue to deteriorate, our policy objectives won't be realized, and the foundation we need for recovery may not be there when we need it most.

Thank You.

San Francisco

TRANSPORTATION 2050

