



SFMTA

San Francisco

TRANSPORTATION 2050



Transportation Capital Update

SFMTA 20-Year Capital Plan

SFMTA 5-Year Capital Improvement Program

Capital Planning Committee
March 18, 2024

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, creates jobs and contributes to economic growth.

It's vital to San Francisco's recovery.

Transportation 2050 is our comprehensive program to deliver on the transportation priorities of San Francisco.

We just updated our 20-year capital plan and State of Good Repair reports, which feed directly into the 10-Year Capital Plan and SFMTA's 5-Year Capital Improvement Program.



Reference: [Transportation 2050](#)

An aerial photograph of the San Francisco skyline, featuring numerous high-rise buildings and a dense urban layout. The image is overlaid with a semi-transparent blue filter. The text is positioned in the lower-left quadrant of the image.

Capital Revenues Capital Condition

Presentation of SFMTA capital revenues and 5-Year Capital Improvement Program for fiscal years 2024-25 through 2028-29 and updated condition data from the 2023 SFMTA State of Good Repair Report.

Capital revenues in the current 5-years is projected to be 6% less than prior estimates.

Program	FY23-27 Programming (\$M)	FY25-FY29 Programming (\$M)	Difference (\$M)	Percent Change (%)
Fleet	\$1,147.4	\$1,043.8	(\$103.6)	(9%)
Transit Fixed Guideway	\$593.3	\$586.7	(\$6.6)	(1%)
Transit Optimization	\$331.5	\$297.8	(\$33.7)	(10%)
Facilities	\$202.1	\$249.7	\$47.6	24%
Streets	\$240.6	\$221.3	(\$19.3)	(8%)
Signals	\$73.2	\$31.3	(\$41.9)	(57%)
Communications & IT	\$14.1	\$7.7	(\$6.4)	(45%)
Security	\$9.7	\$5.0	(\$4.7)	(48%)
Parking	\$0.0	\$6.0	\$6.0	NA
Taxi & Accessible Services	\$2.3	\$2.3	\$0.0	(0%)
Total Draft Planned Expenditure	\$2,614.2	\$2,451.1	(\$163.1)	(6%)

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

Most capital sources decreased; some of the largest decreases were in **discretionary sources**, such as developer fees and operating funds, further limiting SFMTA discretion.

Fund Source	23-27 Revenue (\$M)	FY25-FY29 Revenue (\$M)	Total (\$M)	Percent Change (%)
Federal Formula Funds	\$1,199.2	\$1,215.5	\$16.2	1%
Competitive Grants	\$372.5	\$447.3	\$74.8	20%
Regional /State Formula Funds	\$76.8	\$92.6	\$15.8	21%
Prop B	\$343.4	\$340.1	(\$3.3)	(1%)
Developer Fees	\$244.2	\$119.0	(\$125.2)	(51%)
Prop L Sales Tax	\$199.7	\$201.4	\$1.7	1%
Revenue Bond	\$54.9	\$20.6	(\$34.4)	(63%)
Misc.	\$112.2	\$48.2	(\$63.9)	(57%)
Operating Funds	\$46.4	\$0.0	(\$46.4)	(100%)
General Obligation Bond	\$0.0	\$0.0	\$0.0	N/A
Total Draft Revenue	\$2,649.4	\$2,484.7	(\$164.7)	(6%)

Draft revenues exceed draft planned expenditures by \$25.0M expended in FY23-24. Final revenue will be adjusted down.

With reduced capital revenues and limited flexibility for the next 5-year CIP the SFMTA is focusing on the maintenance and condition of existing infrastructure taking a **'fix it first' approach**.

Program	24-25 (\$M)	25-26 (\$M)	26-27 (\$M)	27-28 (\$M)	28-29 (\$M)	Total (\$M)	Percent
Fleet	\$207.3	\$269.9	\$159.2	\$244.1	\$163.2	\$1,043.8	42%
Transit Fixed Guideway	\$103.1	\$99.4	\$157.3	\$120.0	\$106.9	\$586.7	24%
Transit Optimization	\$21.2	\$62.3	\$119.7	\$30.4	\$64.2	\$297.8	12%
Facilities	\$28.1	\$84.2	\$102.4	\$16.9	\$17.9	\$249.7	10%
Streets	\$42.8	\$51.8	\$36.4	\$41.1	\$49.3	\$221.3	9%
Signals	\$10.8	\$4.9	\$7.7	\$4.4	\$3.4	\$31.3	1%
Communications & IT	\$1.9	\$1.7	\$1.4	\$1.2	\$1.5	\$7.7	<1%
Security	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$5.0	<1%
Parking	-	-	-	\$3.0	\$3.0	\$6.0	<1%
Taxi & Accessible Services	\$0.3	\$0.6	\$0.3	\$0.6	\$0.3	\$2.3	<1%
Total Draft Planned Expenditure	\$416.5	\$575.8	\$585.4	\$462.7	\$410.7	\$2,451.1	100%

Draft revenues exceed draft planned expenditures by \$25M expended in FY23-24. Final revenue will be adjusted down.

The SFMTA is nationally recognized as having an
**industry-leading transportation
asset management program.**

An annual **State of Good Repair report** has been completed since 2014, detailing age-based condition score, cost of all assets, and cost of asset replacement backlog.

To further detail this work, the SFMTA completes visual and detailed **condition assessments** of infrastructure:

2013 **Parking Garage** Condition Assessment

2016 **Facilities** Condition Assessment

2023 **Traffic Signal** Condition Assessment

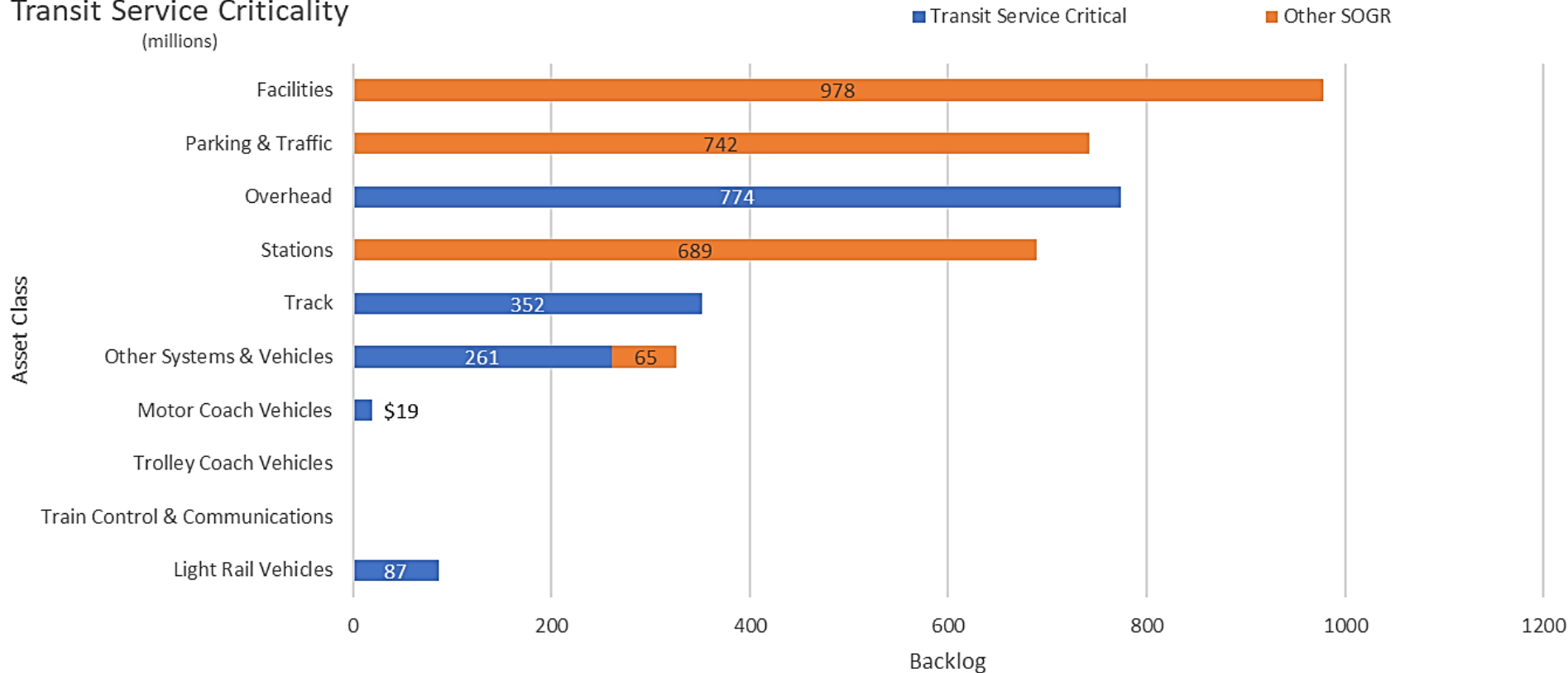
Est. 2026 **Station** Condition Assessment (RFP out)

Investment Needed in the Next Five Years to Maintain State of Good Repair: **\$6.2B**



Much of the individual elements of infrastructure in our transportation system are **beyond their useful operating life – currently at 38%.**

Transit Service Criticality
(millions)



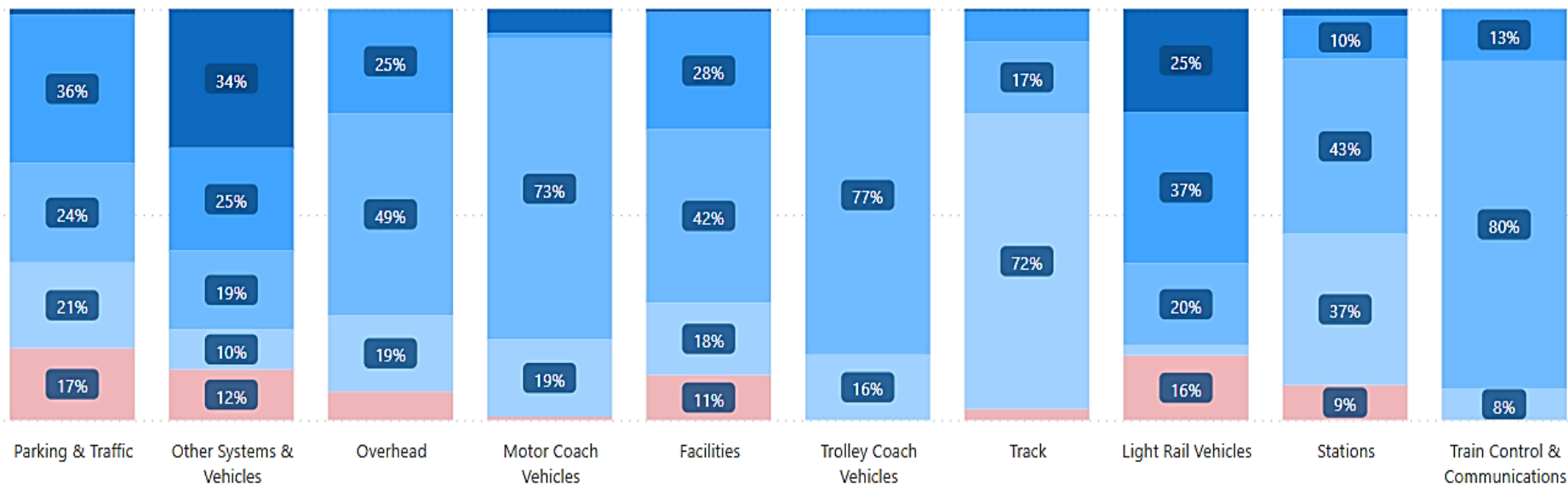
Age-based condition scoring shows **48% of all assets at marginal or poor score**. The asset class with the highest number of assets in the “poor” category is parking and traffic, with future risks in track, overhead and stations which could quickly dip into the poor range.

26%

Assets Classified
In the 1-2 range
**Condition Score
Poor**

22%

Assets Classified
In the 2-3 range
**Condition Score
Marginal**



Condition ● 1-2 Poor ● 2-3 Marginal ● 3-4 Adequate ● 4.0-4.8 Good ● 4.8+ Excellent



Transportation 2050 Funding our Future

Transportation 2050 follows on two transportation task forces analyzing transportation infrastructure and funding requirements to 2050. What we know today is the sooner we invest in this infrastructure, the greater the value to the City and those who ride, walk and bike throughout San Francisco.

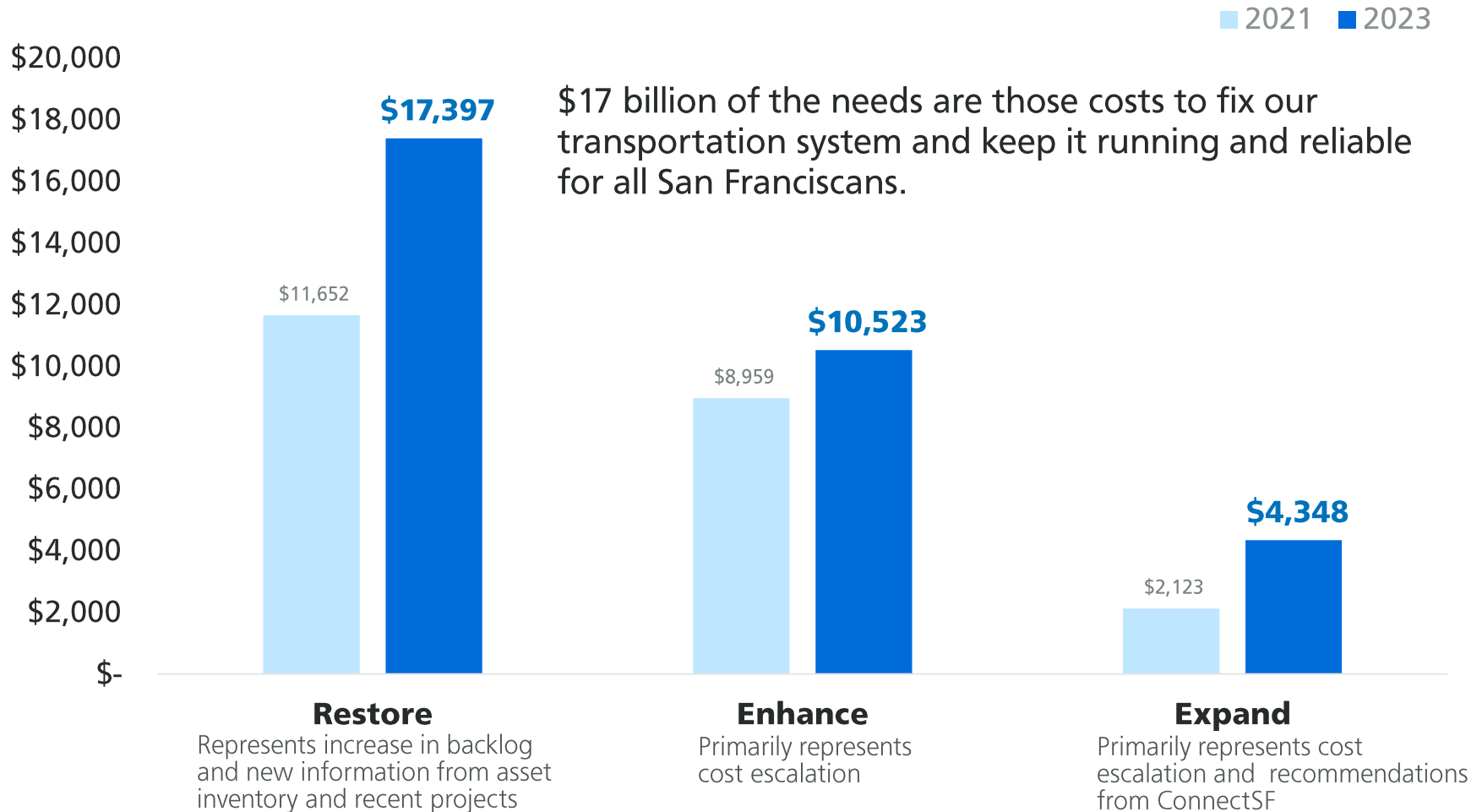
The SFMTA in 2023 completed an update to its **20-Year Capital Plan**, this reflects all the capital and infrastructure needs for San Francisco's Transportation System.

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

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

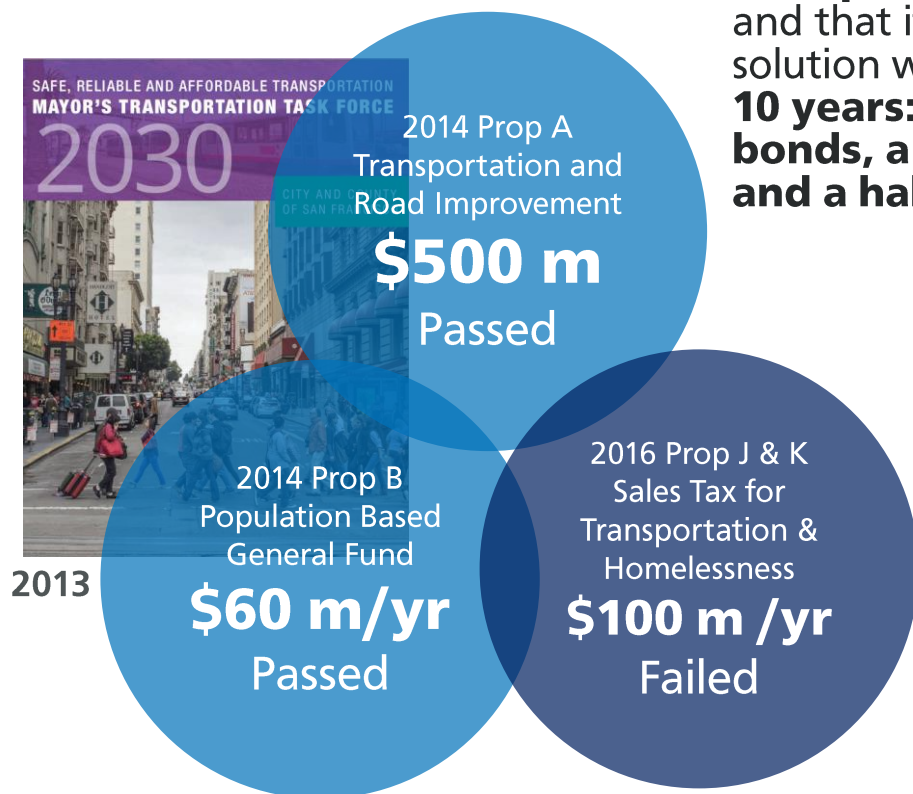
It's vital to San Francisco's recovery.

The SFMTA 20-Year Capital Plan identified \$32.3 billion in capital needs over the next 20 years.



Reference: [SFMTA 20-Year Capital Plan](#)

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 (37%) 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.**



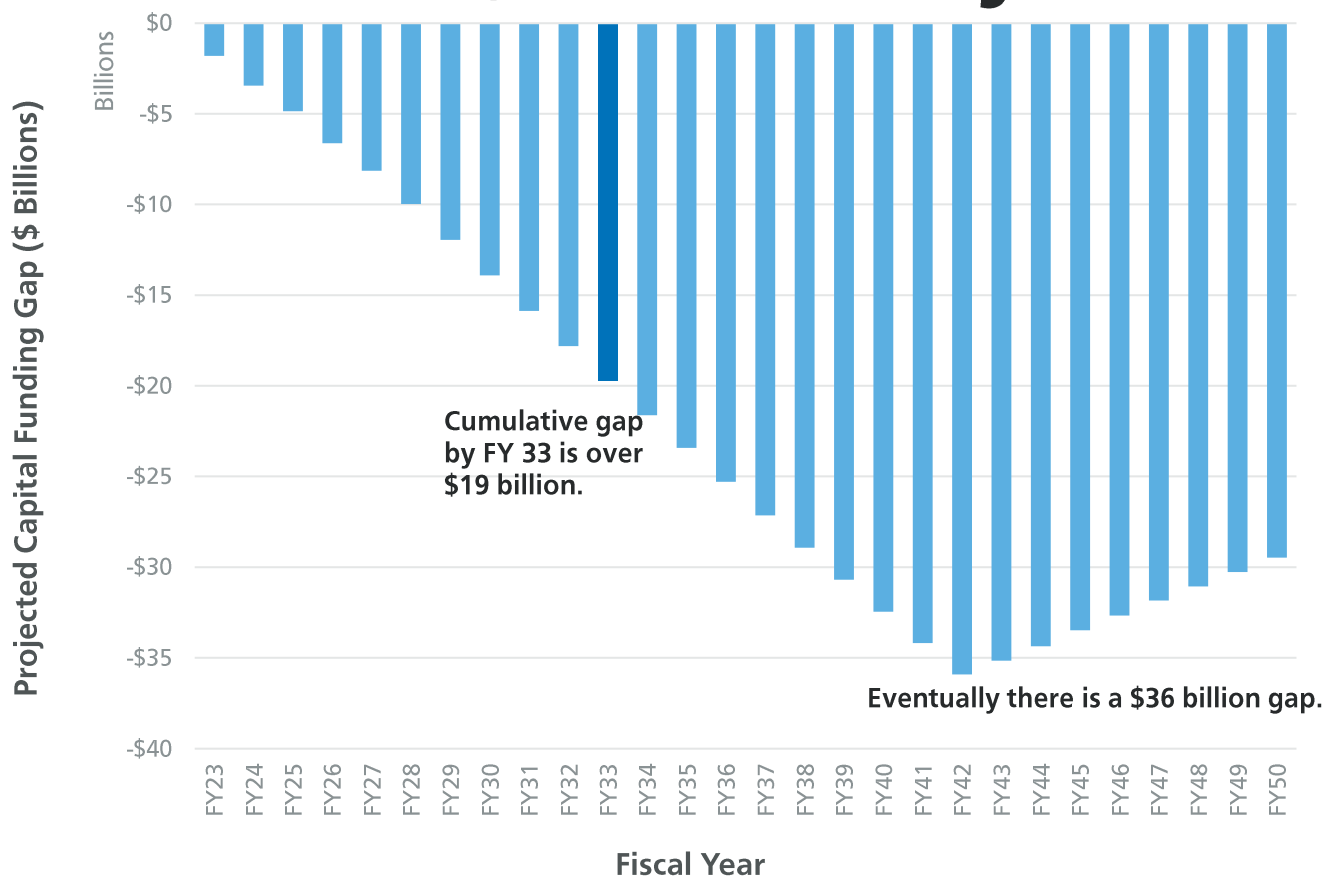
Within the past 10 years, the City has successfully passed one General Obligation Bond, a charter amendment and a ride-hailing tax. Most recently the existing Sales Tax was reauthorized.

Reference: [Transportation 2030 Report](#)

Reference: [Transportation 2045 Report](#)



Our updated forecast using the latest state of good repair, capital needs and capital revenue information shows the **gap will hit \$32 billion by 2040.**



\$1.1B

Average Annual Capital Funding Gap

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



Beginning in 2021, the SFMTA completes a regular **community survey** to understand public priorities. The 2023 survey shows the following continue to be priorities:



Investing
Equitably



Fast and
Convenient
Transit



More Repairs
and
Maintenance



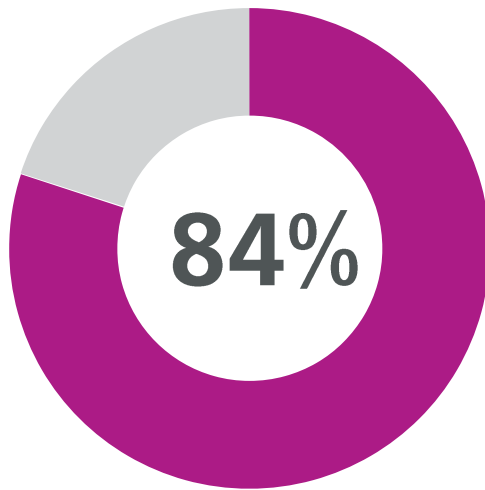
Improving
Safety
and Access

Source: [SFMTA 2023 Community Survey](#)

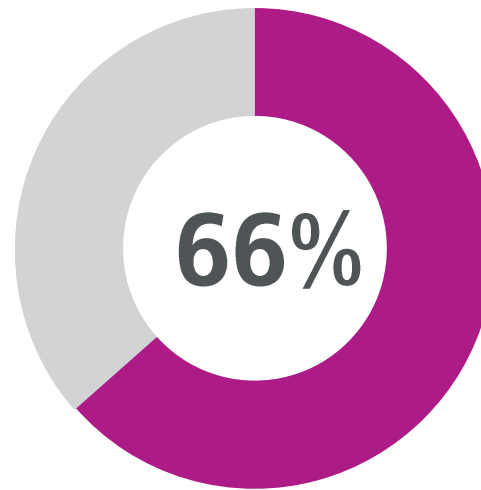
More Repairs and Maintenance



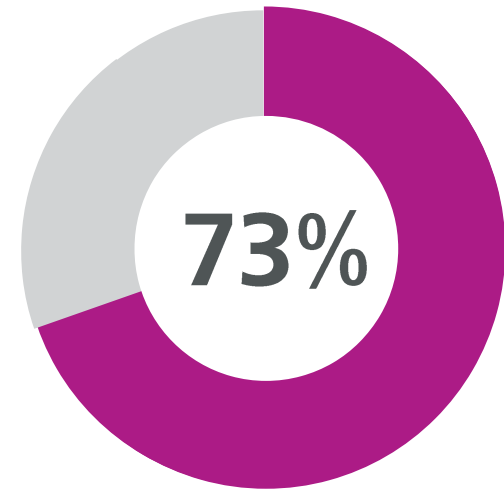
A majority of survey respondents say it is “very important” or “extremely important” to ...



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



Address the backlog of maintenance work



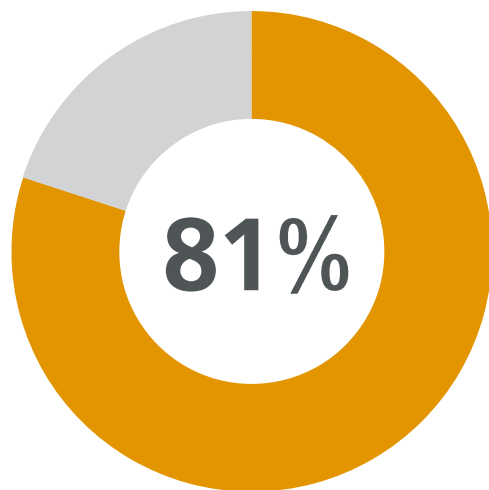
Rebuild San Francisco's aging rail network

Source: [SFMTA 2023 Community Survey](#)

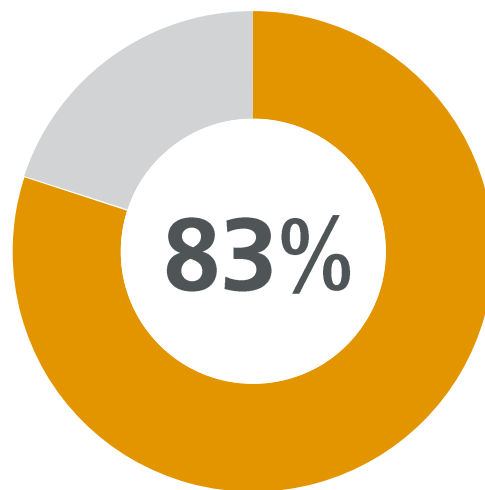
Fast and Convenient Transit



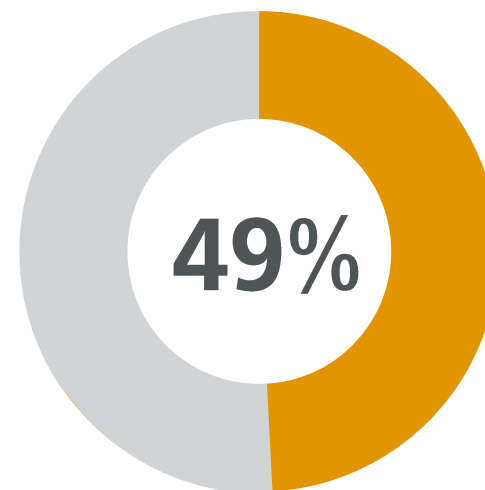
A majority of survey respondents say it is “very important” or “extremely important” to ...



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



Reduce delays to make
Muni more reliable



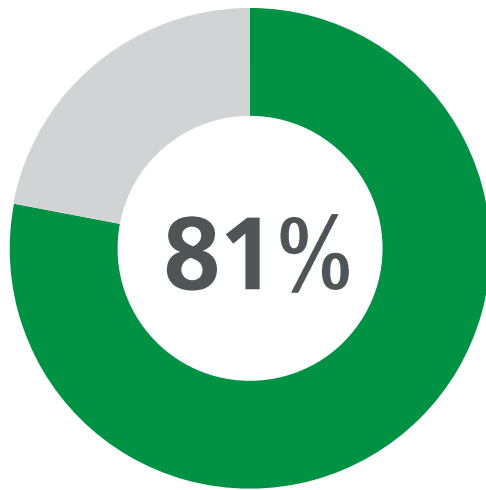
Reduce crowding
on Muni

Source: [SFMTA 2023 Community Survey](#)

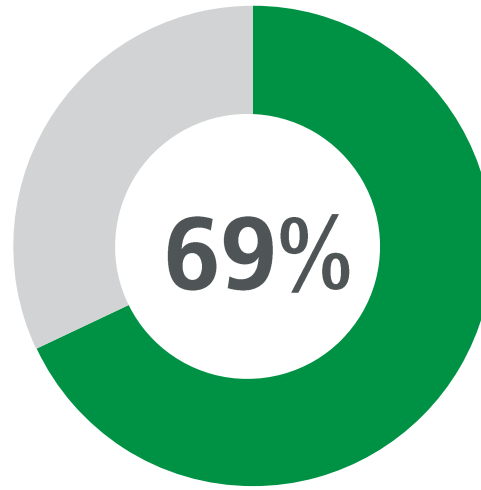
Improving Safety and Access



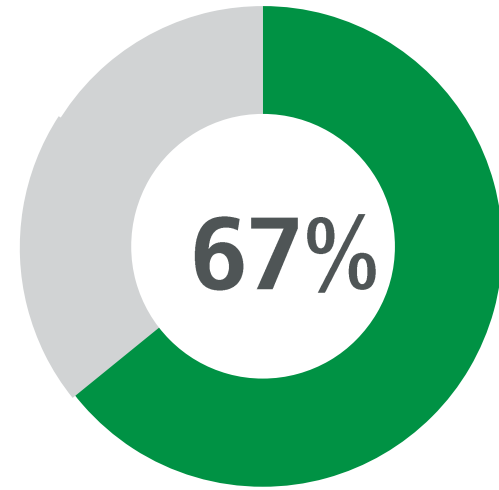
A majority of survey respondents say it is “very important” or “extremely important” to ...



Increase safety from
crime on Muni buses



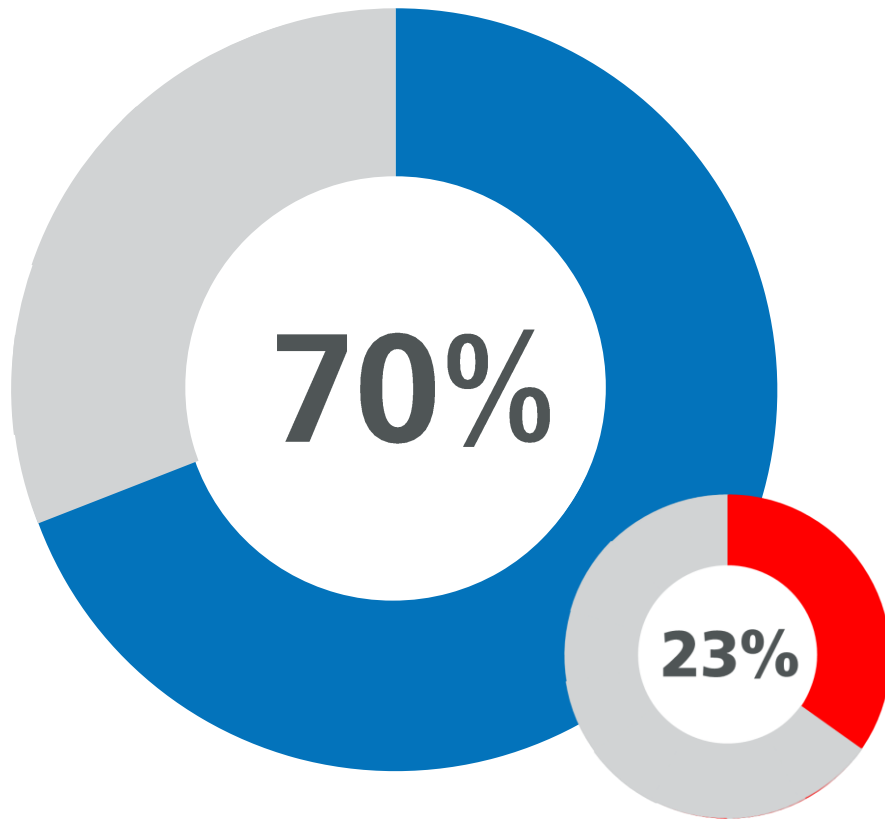
Ensure Muni service is
inclusive and
accessible to all



Make street safety
improvements for
walking

Source: [SFMTA 2023 Community Survey](#)

New Numbers: Repair Focused or “Fix It” Bond Language (2023)



To reduce traffic congestion, fix potholes, repair sidewalks, improve pedestrian safety, improve 911 response times, protect transit infrastructure from sea level rise, repair, construct and improve aging transportation infrastructure, facilities and bus yards, and to pay related costs; shall the City and County of San Francisco issue \$400 million in general obligation bonds for 30 years, with an estimated average tax rate of \$0.010/\$100 of assessed property value, providing \$30 million annually, subject to citizen oversight and independent audits?

Source: [SFMTA 2023 Community Survey](#)

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.

An aerial photograph of a city street, likely in San Francisco, showing a mix of modern glass skyscrapers and older, white, classical-style buildings. A large, semi-transparent white text overlay reads "Thank you." in the center of the image. The street below has a red-painted lane and a construction area with dirt and equipment. In the bottom right, a building has a "Bank of America" logo partially visible.

Thank you.