

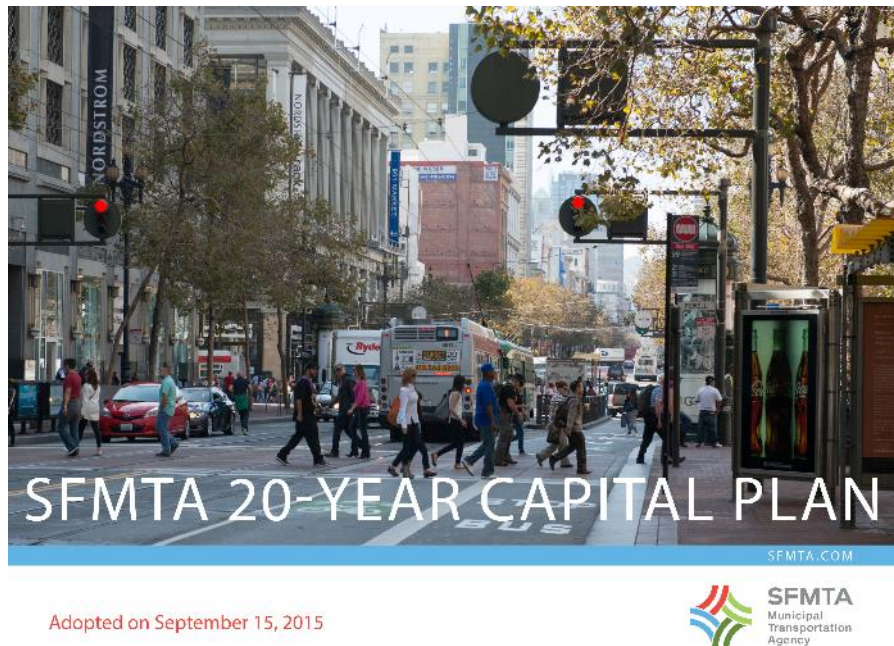


SFMTA
Municipal
Transportation
Agency

SFMTA 20 Year Capital Plan Update

March 28, 2016
Capital Planning Committee

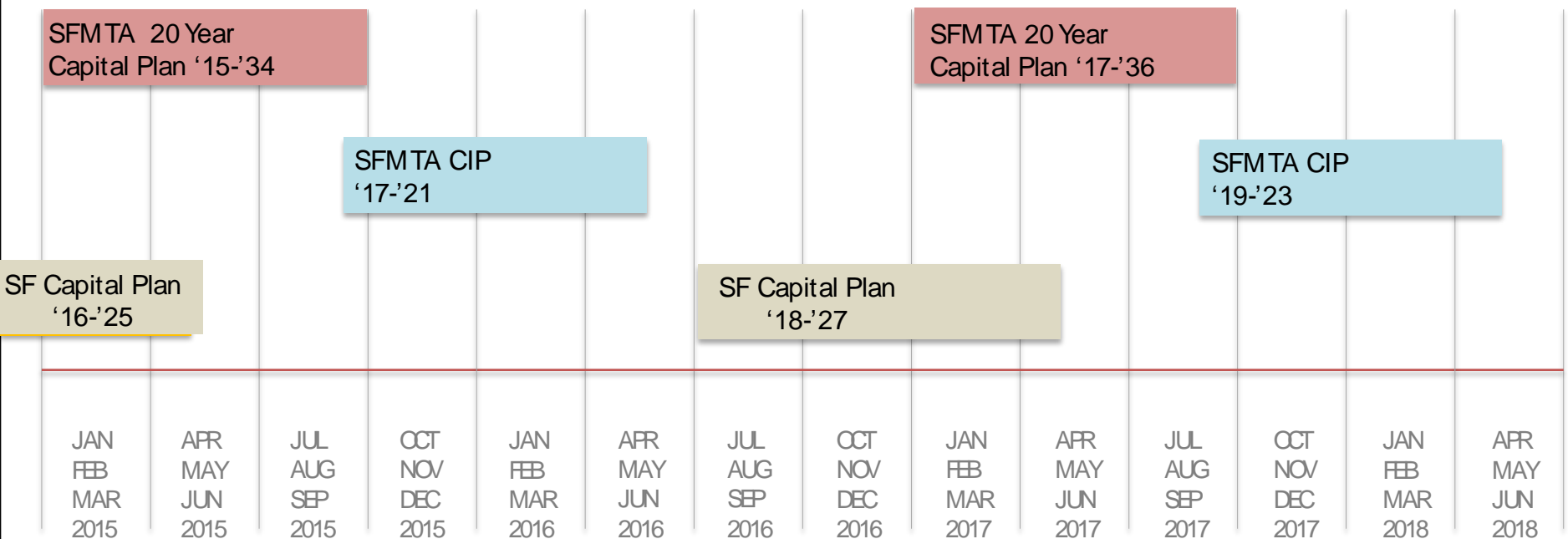
20 Year Capital Plan



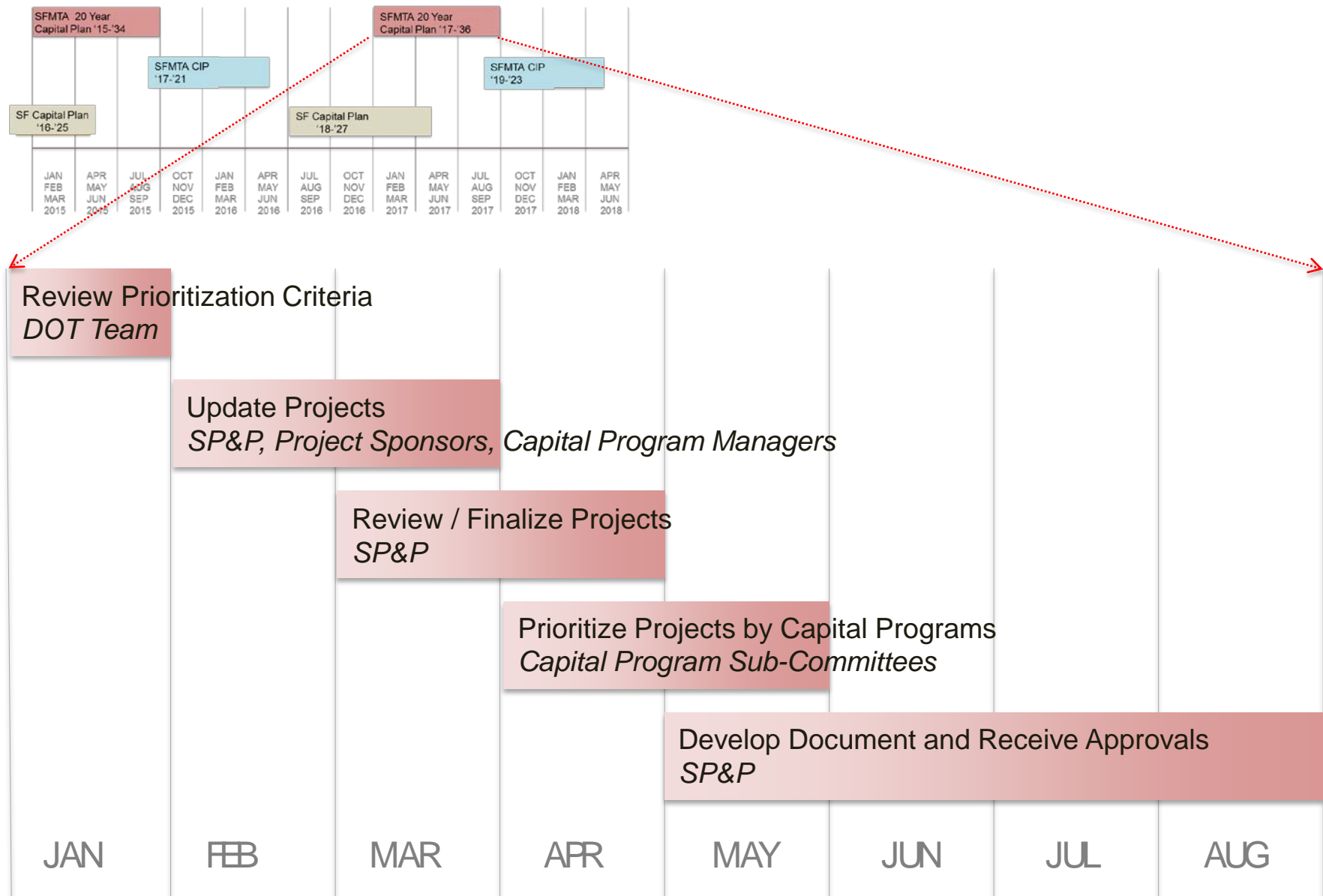
- Adopted September 15, 2015
- FY 15-34
- Identifies \$21.4 billion in capital needs
- 14 Capital Programs
- Informs the 5 year Capital Improvement Program

Planning Process Overview

	SFMTA 20 Year Capital Plan	Capital Improvement Program (CIP)
Timeframe	20+ Years	5 Years
Organization / Specificity	15 Capital Programs / Projects within Programs	15 Capital Programs / Projects by Phase
Fiscal Constraints	None	Revenue Forecast
Project Funding Level	Not committed	At least 90% identified
Update Cycle	Every 2 years, fall	Every 2 years, spring



Capital Plan Process Overview



Example of Capital Prioritization Criteria

GOAL 1: CREATE A SAFER TRANSPORTATION EXPERIENCE FOR EVERYONE

1. Safety
2. Security



GOAL 2: MAKE TRANSIT, WALKING, BICYCLING, TAXI, AND CARSHARING THE PREFERRED MEANS OF TRAVEL

3. System Reliability
4. System Access
5. System Quality
6. Travel Time Savings



GOAL 3: IMPROVE THE ENVIRONMENT AND QUALITY OF LIFE IN SAN FRANCISCO

7. Efficiency & Financial Sustainability
8. Resource Conservation & Other Environmental Impacts



GOAL 4: CREATE A WORKPLACE THAT DELIVERS OUTSTANDING SERVICE

9. Transparent Communications
10. Regulatory Compliance & Risk Management
11. Workplace Quality



Changes from 2013 Capital Plan

2013-2032 SFMTA Capital Needs (millions)		
Capital Program	Capital Need	Percent of Total
Accessible Services	\$73	0.46%
Bicycle	\$582	3.70%
Communications and IT	\$88	0.56%
Facility	\$1,759	11.17%
Fixed Guideway	\$1,994	12.66%
Fleet	\$4,104	26.06%
Parking	\$468	2.97%
Pedestrian	\$372	2.36%
Safety	\$52	0.33%
Security	\$57	0.36%
Taxi	\$3	0.02%
Traffic Calming	\$344	2.18%
Traffic Signals and Signs	\$464	2.95%
Transit Optimization and Expansion	\$5,389	34.22%
Total	\$15,749	

2015-2034 SFMTA Capital Needs (millions)		
Capital Program	Capital Need	Percent of Total
Accessibility	\$416	1.94%
Bicycle	\$936	4.37%
Communications and IT	\$167	0.78%
Facility	\$2,769	12.92%
Fixed Guideway	\$2,648	12.36%
Fleet	\$4,334	20.22%
Parking	\$994	4.64%
Pedestrian	\$762	3.56%
School	\$162	0.76%
Security	\$67	0.31%
Taxi	\$90	0.42%
Traffic Calming	\$210	0.98%
Traffic Signals and Signs	\$771	3.60%
Transit Optimization and Expansion	\$7,103	33.15%
Total	\$21,429	

Investment Type	2013 % Total Cost	2015 % Total Cost
Restore	52%	48%
Enhance	20%	23%
Expand	28%	29%



Changes from 2013 Capital Plan

STATE OF GOOD REPAIR

- » Facility Program added \$1.0 billion in needs
- » Transit Fixed Guideway Program added \$652 million in needs
- » Parking Program added \$495 million in needs

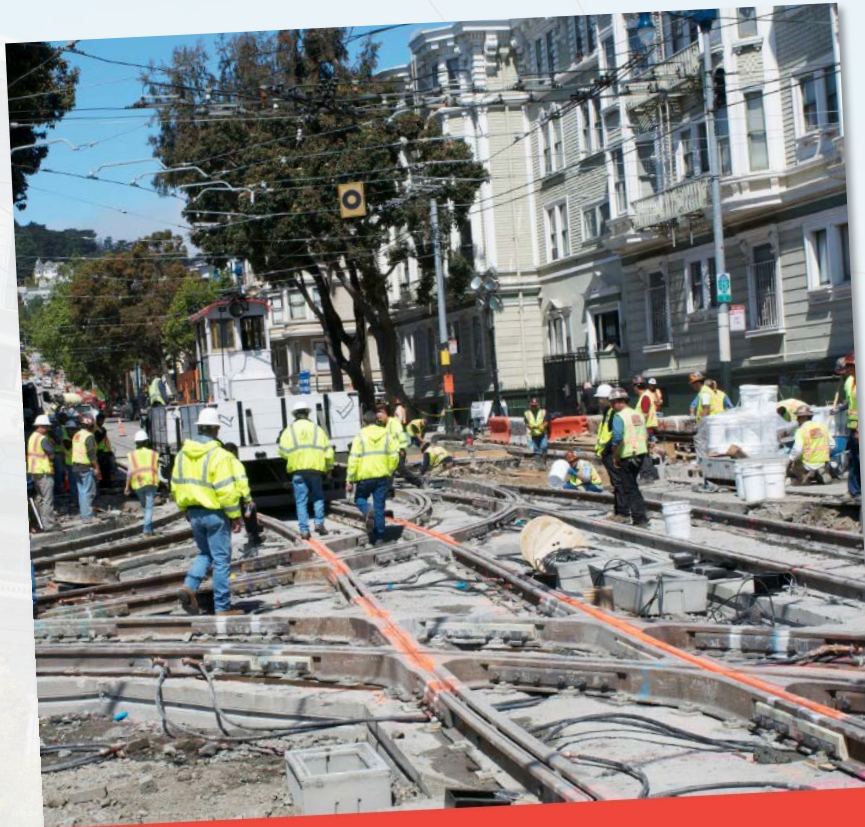
Changes from 2013 Capital Plan

TRANSIT OPTIMIZATION AND EXPANSION

- » \$3.5 billion in needs added
 - » 19th Avenue / Oceanview Subway
 - » T Third Phase 3 to Fisherman's Wharf
 - » Rail Capacity Strategy



Addressing Deferred Needs



State of Good Repair Report

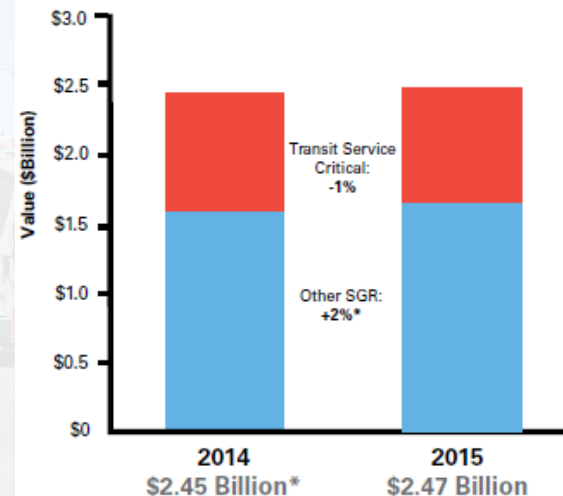
San Francisco Municipal Transportation Agency
Annual State of Good Repair Report
Fiscal Year 2015

Published October 2015

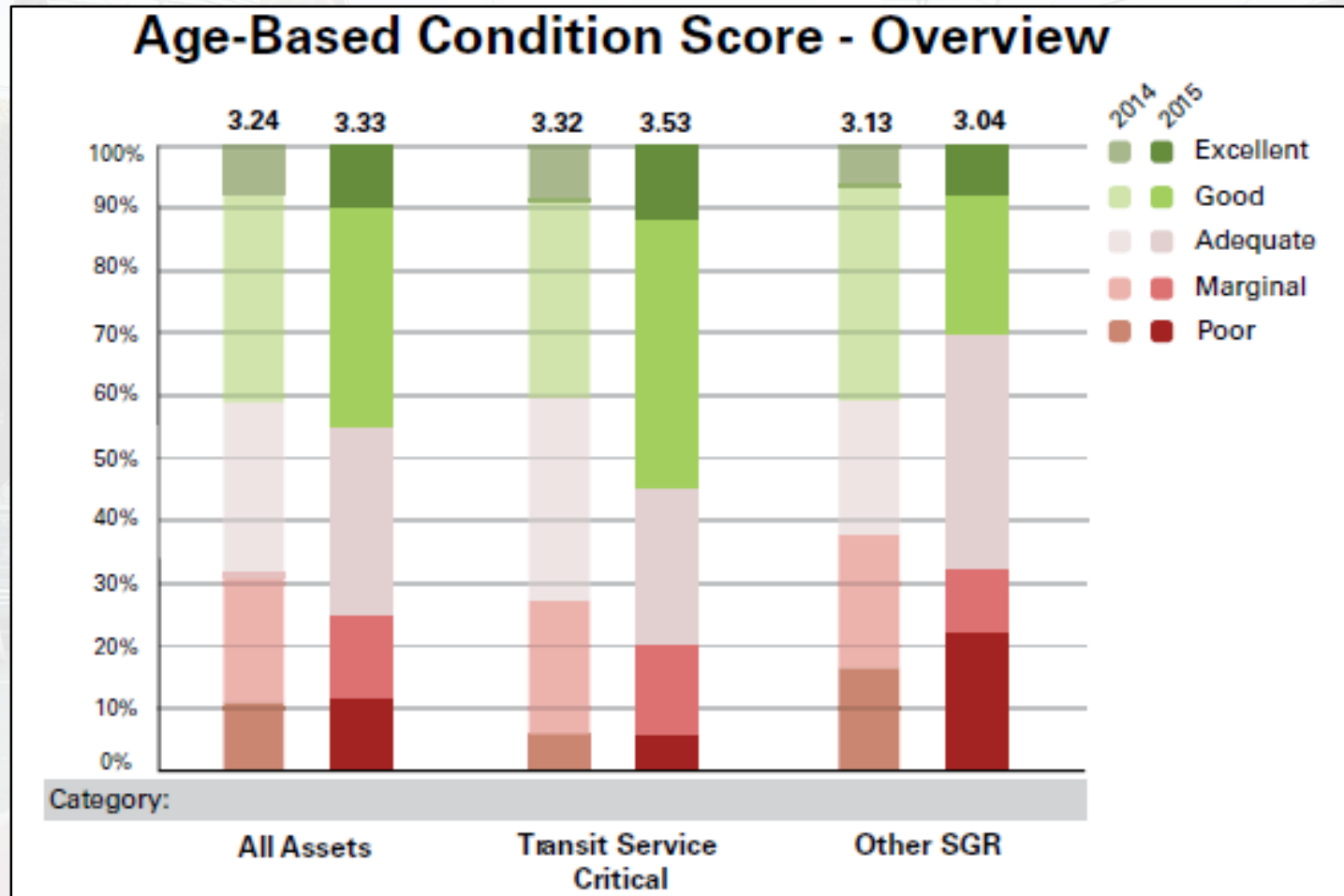


- Annual State of Good Repair Report
- Agency commitment to \$250 million annually for State of Good Repair investments
- Analysis uses SFMTA Inventory and TERM Lite evaluation tool
- Deferred needs are represented as SGR backlog

SGR Backlog Comparison
2014 and 2015



Addressing Deferred Needs





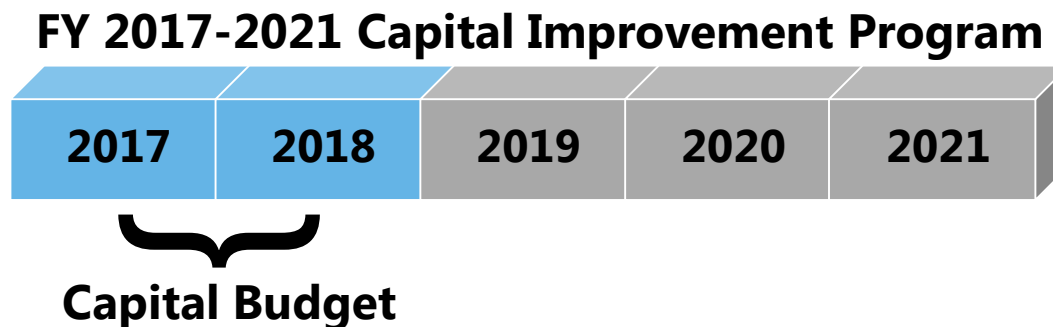
SFMTA
Municipal
Transportation
Agency

Proposed FY 2017-2021 Capital Improvement Program (CIP)

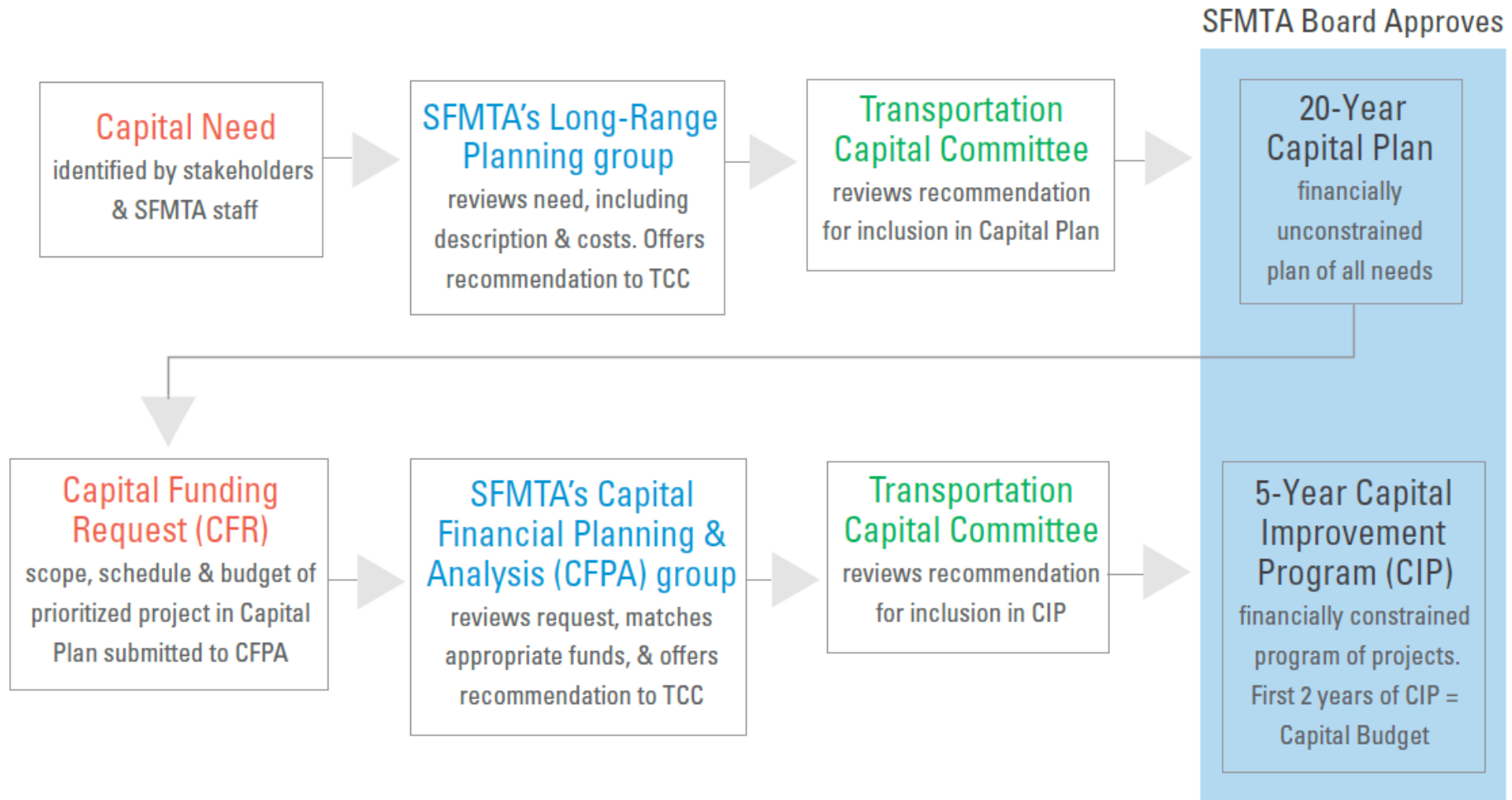
March 28, 2016
Capital Planning Committee

What is the Capital Improvement Program(CIP)?

1. A **fiscally constrained** 5-year program of **capital projects**
2. An **implementation plan** for regional, citywide, and agency-wide **strategies** and **policy goals**
3. The **Capital Budget** is the first two years of the Capital Improvement Program (CIP)



CIP Development Process



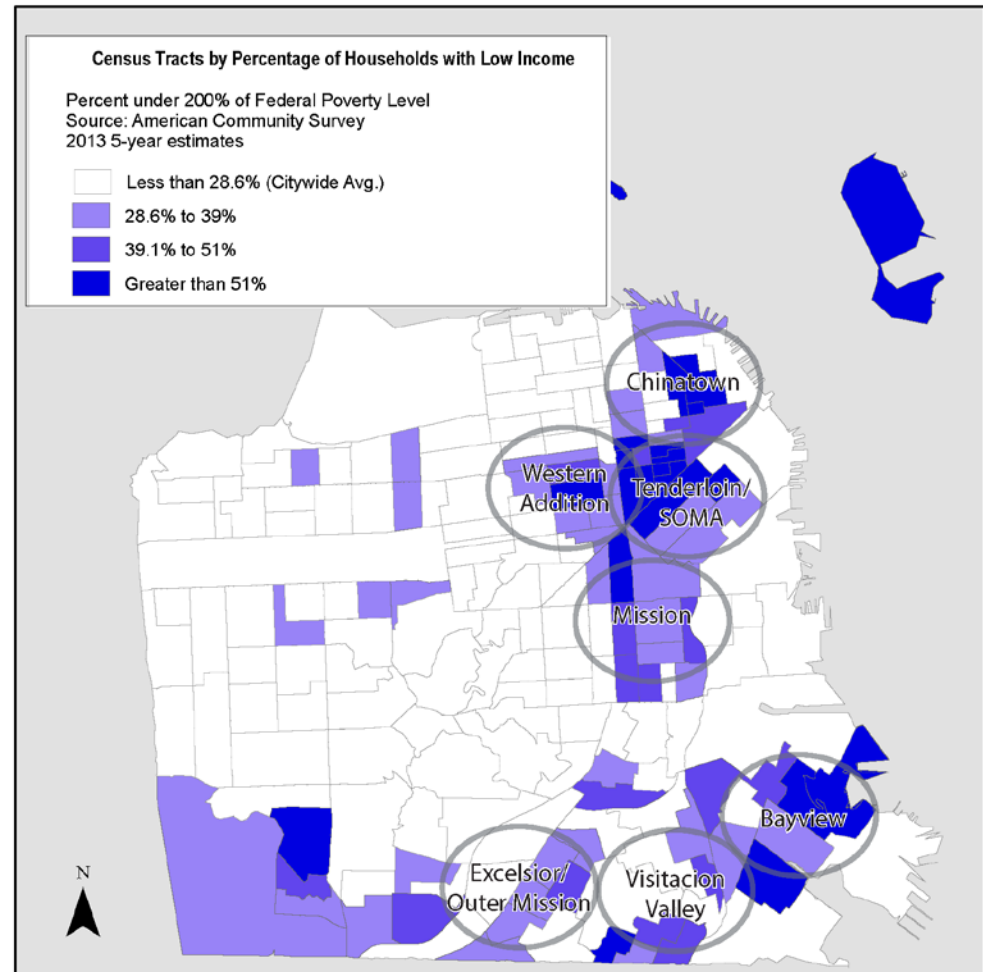
Guiding Principles of the CIP



- Consistency with existing agency goals
 - Vision Zero
 - Transit First
 - State of Good Repair
- Safety
- Investing in projects with strong community support
- Focus on communities of concern

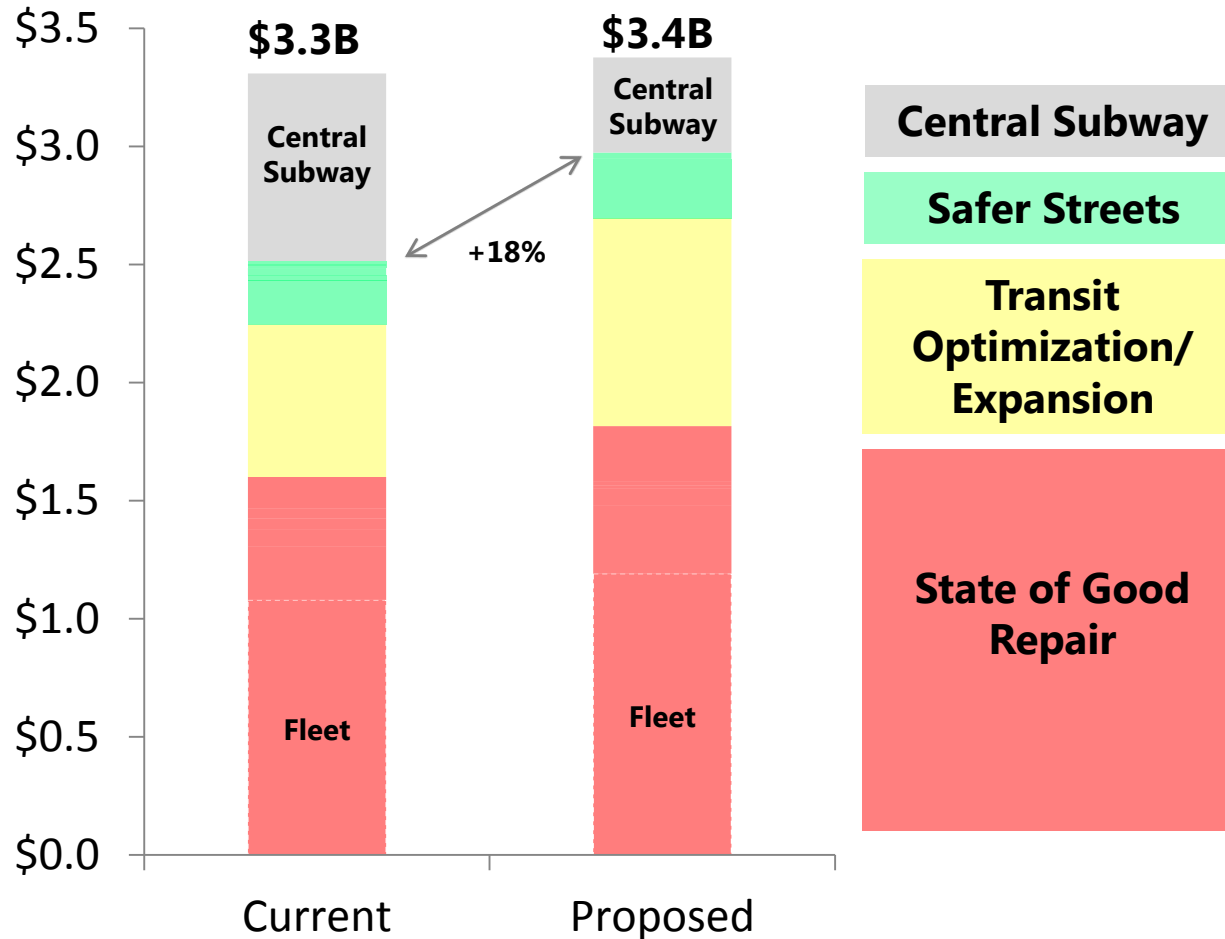
Implementing the Muni Equity Strategy

- Muni Service Equity Policy adopted in May 2014 by SFMTA Board
- In collaboration with community advocates, SFMTA staff identified seven equity strategy neighborhoods based on a number of demographic factors
- The FY 2017 & 2018 budget includes Citywide and neighborhood-specific recommendations that will lead to measurable improvements on routes in the focus neighborhoods



Capital Improvement Program Revenue Overview

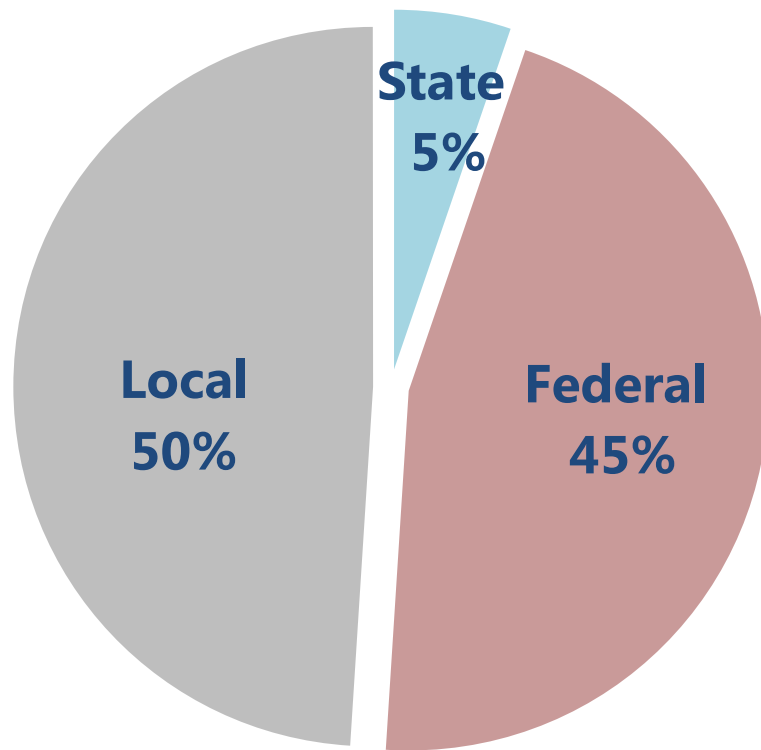
Preliminary FY17-21 CIP (\$B)





CAPITAL PROJECT FUNDING SOURCES

\$3.4B – From over 30 Different Sources



Federal

- State of Good Repair Formula Funds
- New Starts/Small Starts Grants
- Active Transportation Program (ATP)

Local

- Proposition K Sales Tax
- SFMTA Revenue Bonds
- General Obligation Bond
- Developer Impact Fees

State

- Infrastructure Bonds (I-Bonds)
- Competitive programs

Capital Improvement Program Overview

Preliminary FY17-21 CIP by Capital Program (\$M)

CAPITAL PROGRAM	FY 17	FY 18	FY 19	FY 20	FY 21	2-Year Total	5-Year Total
Central Subway	\$ 154.0	\$ 150.0	\$ 98.5	\$ -	\$ -	\$ 304.0	\$ 402.5
Communications/IT	\$ 8.8	\$ 0.4	\$ 0.7	\$ 0.7	\$ 0.7	\$ 9.1	\$ 11.2
Facility	\$ 105.9	\$ 29.6	\$ 38.9	\$ 10.5	\$ 50.5	\$ 135.5	\$ 235.4
Fleet	\$ 504.6	\$ 352.2	\$ 158.9	\$ 101.3	\$ 73.2	\$ 856.8	\$ 1,190.2
Parking	\$ 1.2	\$ 5.0	\$ 10.0	\$ -	\$ -	\$ 6.2	\$ 16.2
Security	\$ 5.6	\$ 10.1	\$ 3.0	\$ 3.0	\$ 3.0	\$ 15.7	\$ 24.7
Streets	\$ 36.4	\$ 46.8	\$ 75.3	\$ 43.0	\$ 49.7	\$ 83.2	\$ 251.2
Taxi	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.8	\$ 2.0
Traffic/Signals	\$ 23.1	\$ 13.6	\$ 13.8	\$ 8.0	\$ 12.8	\$ 36.7	\$ 71.4
Transit Fixed Guideway	\$ 43.7	\$ 62.9	\$ 86.7	\$ 40.3	\$ 57.7	\$ 106.6	\$ 291.2
Transit Optimization/Expansion	\$ 196.5	\$ 184.4	\$ 241.7	\$ 167.4	\$ 90.4	\$ 380.9	\$ 880.5
Other	\$ 3.7	\$ 4.7	\$ 0.7	\$ 0.8	\$ 0.2	\$ 8.4	\$ 10.0
Total	\$ 1,083.9	\$ 860.0	\$ 728.5	\$ 375.3	\$ 338.7	\$ 1,943.8	\$ 3,386.4

Capital Budget

The Proposed CIP Includes Revenue from Potential November 2016 and 2018 Ballot Measures

- New revenue sources currently under consideration are needed to fill critical gaps in the agency's capital program.
- Seeking to advance new revenue measures in 2016 and 2018, consistent with Mayor's 2013 Transportation Task Force recommendations

\$10 BILLION TRANSPORTATION FUNDING NEED THRU 2030

**\$3.7 BILLION IN EXISTING
FUNDING**

**\$3 BILLION IN TTF
RECOMMENDATIONS**

\$3.3 BILLION UNFUNDED

- ✓ 1st GO Bond: \$500M
- VLF: \$1B
- Sales Tax: \$1B
- 2nd GO Bond: \$500m

The CIP Currently Assumes \$45M to \$65M per Year from New Revenue Sources Passed in 2016 and 2018

- New revenue is assumed to begin in FY18
- Range is assumed given the uncertainties of the measures and expenditure plans
- Initial allocation is driven by current funding gaps for high priority programs
 - Focus on transit investments, such as fleet, that are difficult to fund with other sources
 - Advance critical state of good repair, enhancement and safety needs
 - Future years will have a greater emphasis on streets, which receive significant funding from G.O. Bond and Prop B over the CIP period

Transit (FY 18-21)

\$45M per year (FY18 & FY19)

\$55M per year (FY20 & FY21)

- Fleet Expansion (Motor Coach and Light Rail Vehicles)
- Facilities (Upgrades and Enhancements)
- Transit Optimization (Muni Forward, Major Corridor and Rail Capacity Strategy Projects)

Streets (FY 20-21)

\$10M per year for FY 20 & FY 21 to support Vision Zero:

- WalkFirst
- Bicycle Strategy
- Streetscape Projects
- Signals

Key Capital Projects

Central Subway

- Project to be completed in 2019

Transit Fixed Guideway

- Muni Metro Twin Peaks Tunnel Track Replacement Project
- Rail Signal Safety Upgrades at Priority Locations
- Key projects addressing train control throughout the Muni Metro
- Subway Reliability Improvements
- Overhead Line Repair at Priority Locations
- Replacement of Surface Trackwork and Rail
- Substation Upgrades at several locations

Transit Optimization & Expansion

- Continued rollout of Muni Forward transit priority projects (e.g. 14 Mission, 22 Fillmore, 28 19th Avenue, 30 Stockton)
- Geary Bus Rapid Transit – Near Term Improvements
- Rail and Bus Transit Signal Priority
- Near-term Rail Capacity Strategy projects
- Construction of Van Ness BRT
- Design for the Better Market Street Project
- Muni Metro Subway Station Enhancements
- Muni Equity Strategy capital investments



Key Capital Projects

Facility

- Implementation of employee life and safety projects including fall protection systems, hoist safety upgrades and fire detection system upgrades
- Installation of a new Castro Station Elevator
- Support for a Facility Management Team to direct strategic planning for vehicle storage and maintenance solutions
- Upgrades to the Burke Facility
- Completion of the Islais Creek Facility Project to store new vehicles



Fleet

- Continued support for fleet replacement:
 - Motor Coaches to be replaced by beginning of 2018
 - Trolley Coaches to be replaced by end of 2019
 - First of new LRVs to arrive in 2016
- Replacement of 1,200+ fare boxes for entire fleet
- Paratransit fleet will be replaced in 2017-18 and expanded during these same years
- Targeted overhaul of motor coaches and LRVs



Key Capital Projects

Complete Streets

- Initial phases of Major Corridor projects including Taylor Street, Folsom-Howard, 6th Street, 7th and 8th Street
- Vision Zero improvements coordinated with Muni Forward project implementation
- Bicycle Strategy Corridors
- Bike safety and connectivity spot improvements
- WalkFirst Quick & Effective Projects
- Upper Market Street Pedestrian Improvements (Construction)
- Permanent Painted Safety Zone Conversion
- Masonic Complete Streets Project Construction



Traffic & Signals

- Walkfirst Pedestrian Signal Countdowns
- NoMa/SoMa Signal Retiming & Upgrades
- 19th Avenue Signal Upgrades Phase III
- Gough Street Traffic Signals Upgrades
- Webster Street Pedestrian Signals Upgrades
- Transit Signal Priority Expansion

Key Capital Projects

Communications & IT

- Implementation of agency-wide Wifi Infrastructure and VoIP/Lync Telephony
- Continued support for Enterprise Asset Management System (EAMS)
- Procurement of Paratransit Scheduling Software

Taxi

- Continued incentive programs for “green” taxi technology, such as rebates for alternative fuel taxis
- Planning for potential taxi capital projects such as taxi driver restrooms or taxi stand expansion and renovation

Security

- Emergency preparedness and threat mitigation projects

Parking

- Ellis/O’Farrell Garage Seismic Upgrade
- Lighting System Upgrades – Multiple Garages





Thank You!

*We're keeping the Future
in Focus.*