

Delivering Progress

2nd Issuance

2014 Transportation and Road Improvement GO Bond

SFMTA 20-Year Capital Plan Update

SFMTA 2017 Facilities Framework

Capital Planning Committee
October 16, 2017



SFMTA
Municipal
Transportation
Agency

2nd Issuance Transportation and Road Improvement General Obligation Bond Program



As part of Transportation 2030 a **\$500M G.O. bond for transportation** included in 2014-2023 Capital Plan.

- The Bond passed in November 2014 with nearly 72% of the vote.
- Amount Issued To Date: **\$69.7M**
- Requested Authorization: up to **\$181M**
- Bonds will be issued in early 2018.

Transportation 2030 Overview + Transportation 2045 Update

Need identified for T2030
updating through T2045

\$10 BILLION TRANSPORTATION FUNDING NEED TO 2030

\$3.7 BILLION IN
EXISTING FUNDING

\$3 BILLION IN TTF FUNDING

\$3.3 BILLION
UNFUNDED

\$500 M
GO Bond

\$1B
SALES TAX

\$500 M
GO Bond

\$1B
VLF

T2045
to
Update

*2014 Prop B
Transportation
Population
Based General
Fund Set-
Aside
Approved

2014 Prop A
Transportation
and Road
Improvement
Bond
Approved

**T2045
Evaluating
funding
sources for
2018 ballot**

**Scheduled for
2024 in the
Capital Plan**

**T2045
Evaluating
funding
sources for
2018 ballot**

2014 Transportation and Road Improvement Program

Program Summary



		Total Bond (millions)	Proposed 2nd Issuance Amount (millions)
Improved Transit	Faster, More Reliable Transit	\$191.0	\$50.0
	Accessibility Improvements	\$30.0	\$3.0
	Muni Facility Upgrades	\$70.0	\$41.5
	Major Transit Corridor Improvements	\$28.0	\$21.6
	Caltrain Upgrades	\$39.0	\$20.0
Safer Streets	Pedestrian Safety Improvements	\$68.0	\$26.3
	Traffic Signal Improvements	\$22.0	\$6.0
	Complete Streets Improvements	\$52.0	\$4.6
Estimated Cost of Issuance & Fees			\$6.1 - \$8.0
TOTAL		\$500.0	\$179.1 - \$181.0



- The **1st Bond Issuance** is projected to be **80% expended by the end of 2017** and fully expended by early calendar year 2019.
- The Board of Supervisors approved a **Supplemental Appropriation to move \$26.2 million** from Muni Forward and Pedestrian Safety Projects for faster spending.





1st Bond Issuance Accomplishments

November 2014
Bond Approved

July 2015
First Issuance

March 2016
Mission Street
Early Implementation
Completed

July 2016
Sansome Contra
Flow Completed

March 2017
L Taraval Early
Implementation
Completed

11th St/Bayshore
Completed

April 2017
30 Stockton on
Chestnut:
Construction
Begins

May 2017
5 Fulton (6th Ave
to Market):
Construction
Begins



*L Taraval Early Implementation
at 22nd and Taraval*



*Muni service commenced on the
new contraflow lane on August 13,
2016 to give Muni riders a more
direct, faster and reliable trip on
Sansome Street*

2014

2015

2016

2017

Update – 1st Issuance



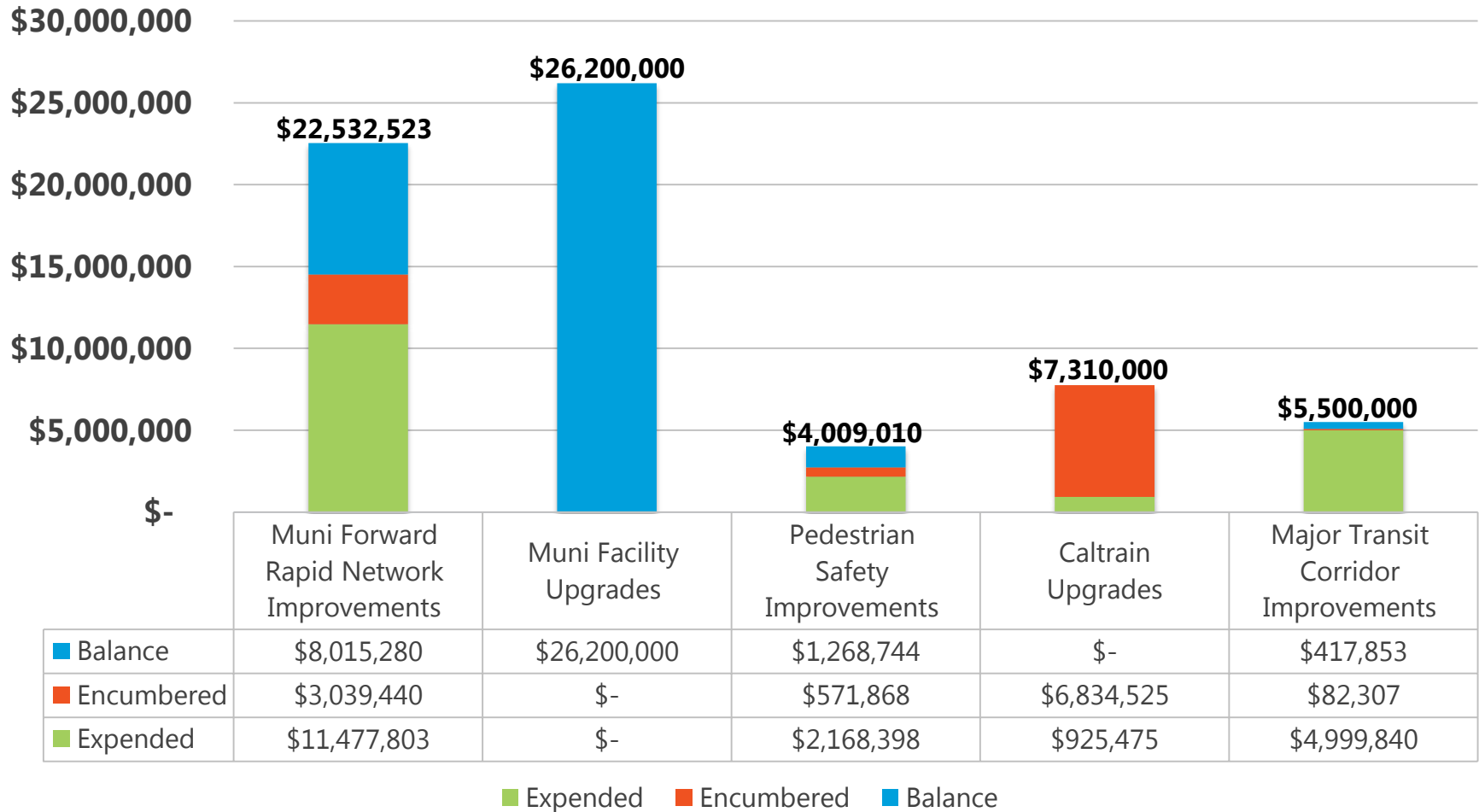
1st Issuance Approved Supplemental Appropriation

Project	Original Approved Supplemental Appropriation Amount (millions)	Revised Amount (millions)	Explanation for Revised Accounting Subfund
Better Market Street Project	\$8.5	\$5.5	Funds to be transferred to Muni Facility Improvements
Muni Forward Improvements	\$5.0	\$5.0	Funds to be transferred to Muni Facility Improvements
Muni Forward & Pedestrian Safety Improvements	\$44.7	\$21.5	Funds to be transferred to Muni Facility Improvements
CBOSS – San Francisco Contribution	\$7.8	\$7.8	
Muni Facility Improvements	\$0.0	\$26.2	Funds transferred from projects above
TOTAL	\$66.0	\$66.0	

Update – 1st Issuance

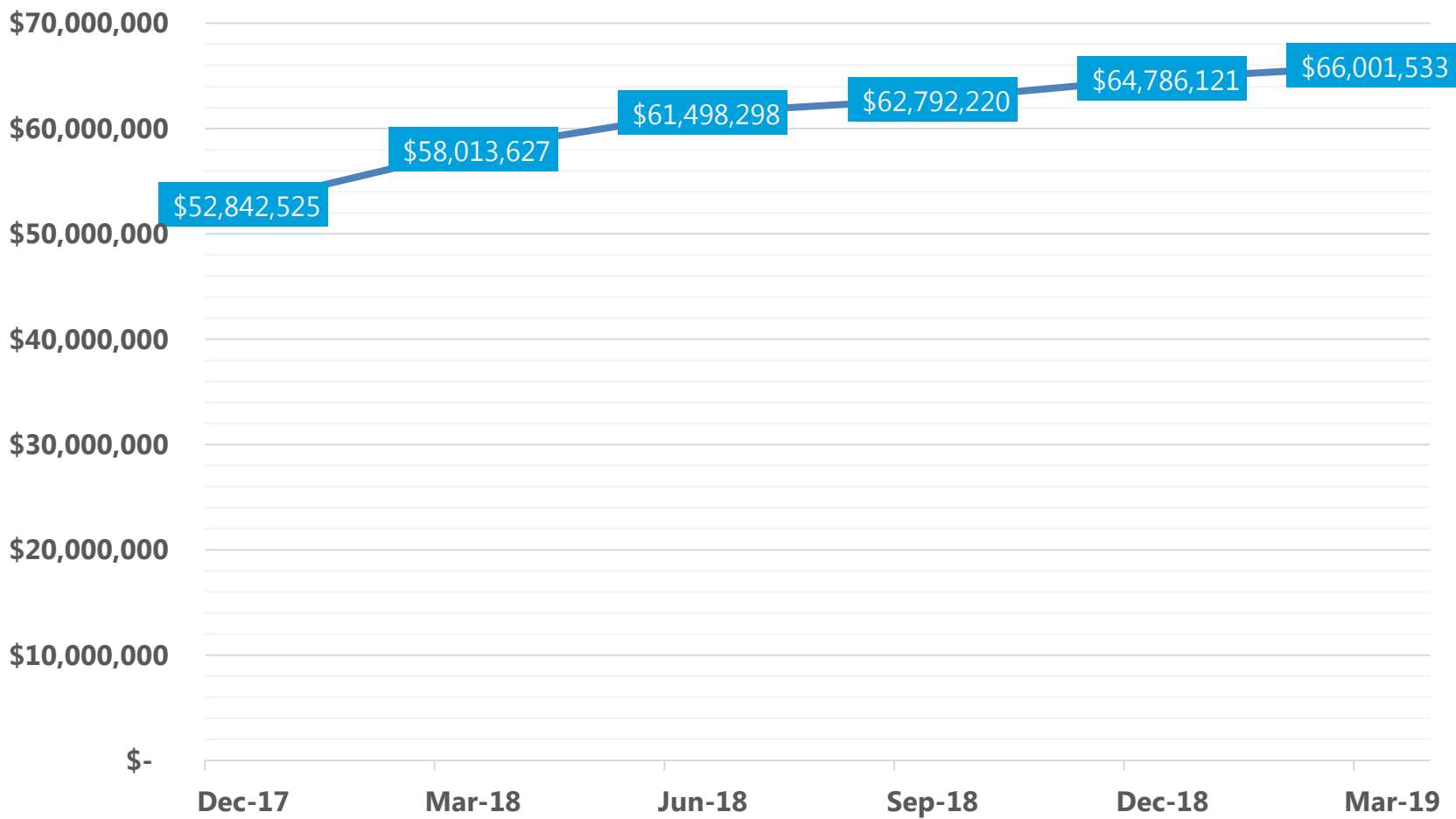


1st Bond Issuance Expenditures



Projected 1st Issuance Expenditures

1st Issuance Spending Projection





Improved Transit

Faster, More Reliable Transit \$50.0 m
Caltrain Upgrades \$20.0 m

\$50.0 million Muni Forward

- 2nd Issuance is for 18 of 22 projects
- Improve transit time and reliability on routes serving more than 100,000 customers daily

\$20.0 million Caltrain Electrification

- Funds the electrification at the northern terminal of the Caltrain Corridor starting at San Francisco's 4th and King Caltrain Station
- Improves safety and service to the public

MUNI FORWARD



The current diesel trains will be replaced by electric multiple units (EMUs).



Improved Transit

Muni Facility Upgrades

\$41.5 m

\$32.4 million **Burke Warehouse**

- Relocation of Muni Overhead Lines Unit allowing Animal Care and Control Relocation to Bryant location
- Resiliency upgrades to MTA Central Storage/Parts Warehouse Facility

\$9.1 million **Muni Metro East (MME)**

- Improvements to the Muni Metro East Light Rail Vehicle Maintenance Facility
- Project supports yard improvements to allow for storage of growing Light Rail Fleet and new Siemens cars



Muni Metro East Rail Maintenance Facility.



Improved Transit

Major Transit Corridor Improvements \$21.6 m

\$6.6 million Better Market Street

- Improve speed and reliability along San Francisco's most heavily used transit corridor and improve safety and comfort for people walking and bicycling



Depiction of a completed section of Market Street under the Better Market Street project.

\$15.0 million L-Taraval Improvement

- Replace approximately 23,000 feet of track along the L Taraval between Forestside Avenue near West Portal to La Playa
- Add traffic calming medians transit bulbs and pedestrian bulbs, and add curb ramps



Passengers exit an L-Taraval Muni train at Taraval Street and 30th Avenue in Parkside..



Improved Transit

Accessibility Improvements **\$3.0 m**

\$3.0 million BART Canopies

- Part of larger BART's Escalator Renovation and Canopy Program
- The canopy will include a digital display to show train arrival times, new security grille, new LED lighting, security cameras, and other improvements.
- The canopy at this entrance will protect the escalator from the elements to help limit breakdowns



Planned BART canopy at Powell Station on Market Street.



Safer Streets

Pedestrian Safety Improvements	\$26.3 m
Traffic Signal Improvements	\$6.0 m
Complete Street Improvements	\$4.6 m

- New or improved **signals** at more than 28 high-injury network intersections
- **Curb bulbs** at 19 high-injury network intersections
- Construction of **Geary Boulevard Pedestrian Improvements east of Arguello**
- Additional pedestrian **safety improvements coordinated with Muni Forward**



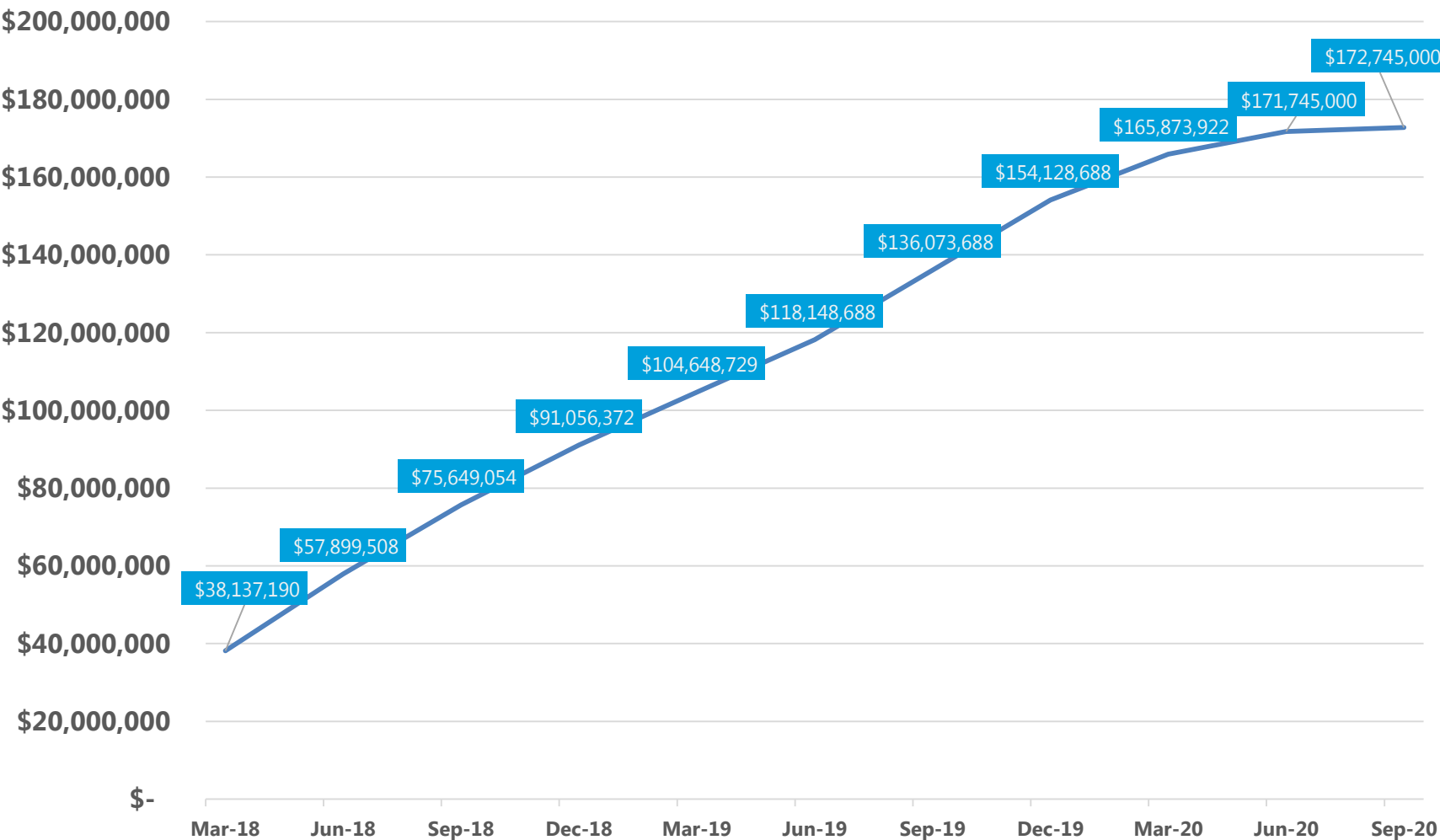
For Geary Boulevard Pedestrian Improvements, the Steiner pedestrian overcrossing is proposed for removal to make way for an easier crossing at street level.



Traffic signal on Jessie and 6th Streets (high injury network).

Projected 2nd Issuance Expenditures

2nd Issuance Spending Projection



Transportation and Road Improvement Bond Program Schedules



Improved Transit

Planning

Design, Bid & Award

Construction

Program/Project Name	Total Budget	Second Issuance	FY 17/18				FY 18/19				FY 19/20			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Faster, More Reliable Transit (Muni Forward)														
7 Haight-Noriega: Haight Street Rapid Project	\$ 15,295,000	\$ 6,766,975	<div><div></div></div>											
5 Fulton: East of 6th Ave (Inner) Rapid Project	\$ 4,170,000	\$ 1,254,218	<div><div></div></div>											
N Judah: Arguello to 9th Ave Rapid Project	\$ 5,000,000	\$ 2,633,194	<div><div></div></div>											
30 Stockton: East of Van Ness Ave Transit Priority Project	\$ 6,400,000	\$ 675,000	<div><div></div></div>											
30 Stockton: Chestnut St (W of VN) Transit Priority Project	\$ 5,500,000	\$ 3,576,648	<div><div></div></div>											
14 Mission: Division to Randall (Inner) Rapid Project	\$ 7,132,000	\$ 3,254,301	<div><div></div></div>											
28 19th Avenue: 19th Ave Rapid Project	\$ 18,999,608	\$ 3,900,000	<div><div></div></div>											
22 Fillmore Extension to Mission Bay	\$ 75,200,000	\$ 20,008,259	<div><div></div></div>											
L-Taraval Transit Improvements	\$ 105,200,000	\$ 3,100,000	<div><div></div></div>											
8 Bayshore - Geneva Transit Priority Project	\$ 13,250,000	\$ 1,000,000	<div><div></div></div>											
1 California: Laurel Village	\$ 1,386,000	\$ 1,200,000	<div><div></div></div>											
19 Polk: Polk Street Transit Priority Project	\$ 614,000	\$ 74,000	<div><div></div></div>											
Lombard Street Streetscape	\$ 10,745,000	\$ 2,293,416	<div><div></div></div>											
Caltrain Electrification – San Francisco contribution														
	\$ 1,980,000,000	\$ 20,020,000	<div><div></div></div>											
Accessibility Improvements														
BART Canopies	\$ 232,000,000	\$ 3,000,000	<div><div></div></div>											
Muni Facilities														
Burke Facility Renovation	\$ 43,416,042	\$ 32,400,000	<div><div></div></div>											
Muni Metro East Facility - Five Track	\$ 21,860,100	\$ 9,122,343	<div><div></div></div>											
Major Transit Corridor Improvements														
Better Market Street	\$ 504,000,000	\$ 6,593,275	<div><div></div></div>											
L-Taraval Rail and Overhead Rehabilitation	\$ 105,200,000	\$ 3,100,000	<div><div></div></div>											

Transportation and Road Improvement Bond Program Schedules



Safer Streets

Planning

Design, Bid & Award

Construction

Program/Project Name	Total Budget	Second Issuance	FY 17/18				FY 18/19				FY 19/20			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<i>Pedestrian Safety Improvements</i>														
Mission Street & Trumbull Street Intersection Upgrades	\$ 270,000	\$ 69,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
Potrero Avenue Roadway Improvements	\$ 1,094,000	\$ 713,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
8th and Market Streets Transit Boarding Island	\$ 521,800	\$ 186,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
Arguello Boulevard Traffic Signals Upgrade	\$ 1,500,000	\$ 243,889	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
Geary Bus Rapid Transit Phase I: Near-Term Improvements	\$ 34,103,000	\$ 7,400,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
4th St - I-80 Vision Zero Improvements	\$ 1,400,000	\$ 1,400,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
Permanent Painted Safety Zone Conversion	\$ 400,000	\$ 575,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
New Signals on High Injury Corridors (10 intersections)	\$ 4,840,500	\$ 1,349,194	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
Add PCS to High Injury Corridors (18 locations) Phase I	\$ 5,450,000	\$ 1,725,442	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
11th Street Safety Improvements	\$ 600,000	\$ 435,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
6th Street Streetscape	\$ 22,000,000	\$ 2,590,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
<i>Traffic Signal Improvements</i>														
Western Addition Area - Traffic Signal Upgrades	\$ 9,485,000	\$ 1,100,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
Contract 35 - Traffic Signal Modifications	\$ 7,300,000	\$ 4,232,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
<i>Complete Street Improvements</i>														
Townsend Street Bicycle Strategy	\$ 2,945,000	\$ 2,700,000	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
7th Street Streetscape	\$ 9,800,000	\$ 1,907,184	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											

SFMTA 20-Year Capital Plan Update



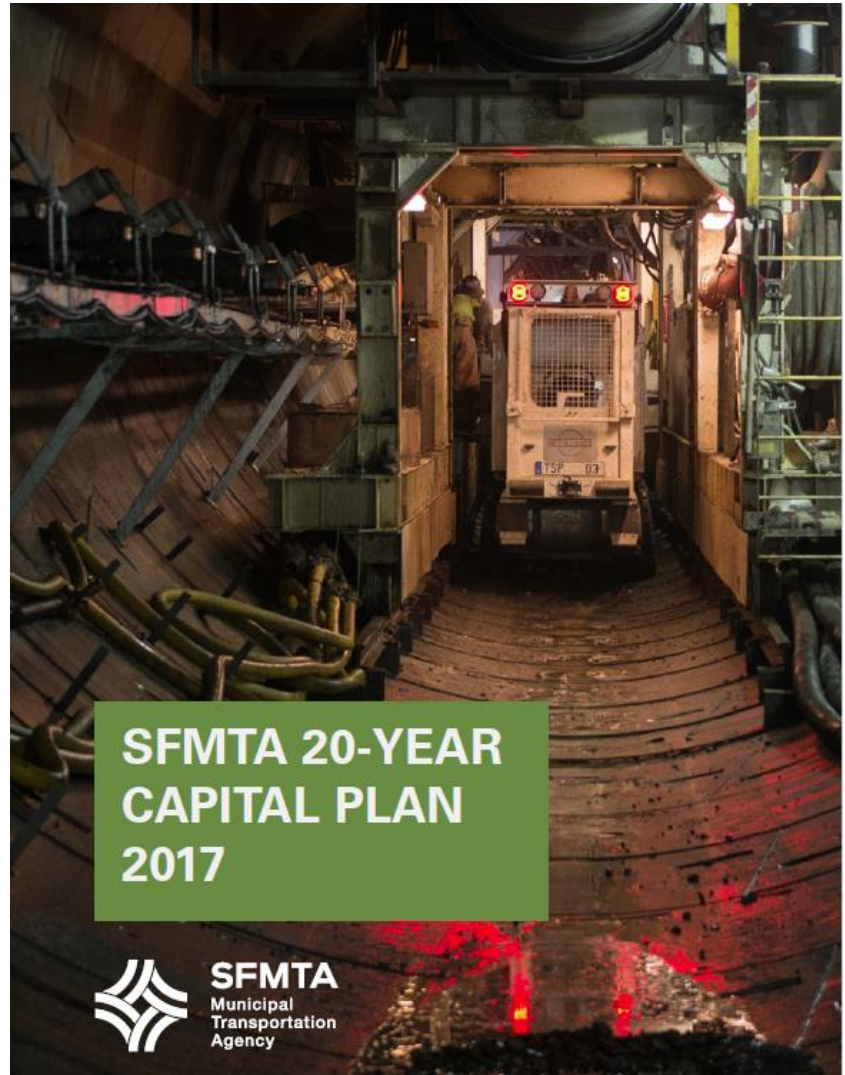
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The San Francisco Municipal Transportation Agency's (SFMTA) 20-year Capital Plan is a need-based assessment of the SFMTA's anticipated capital needs for the upcoming 20 years.

- It is a **financially unconstrained** plan and includes capital needs for which funding has not yet been committed.
- The purpose of the Capital Plan is to identify all of the **potential capital investment needs to achieve the City's transportation goals.**

Overview of the Capital Plan

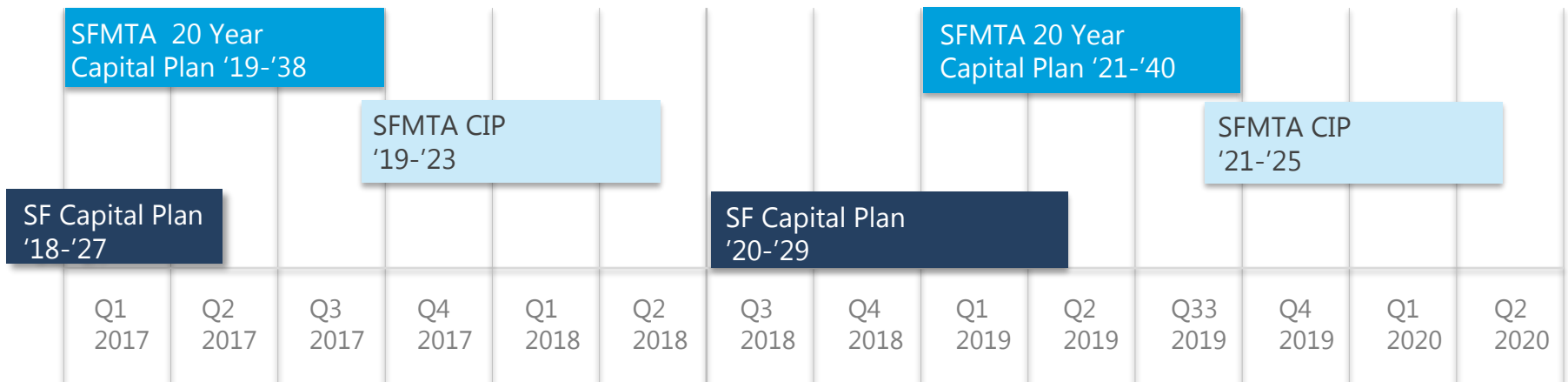
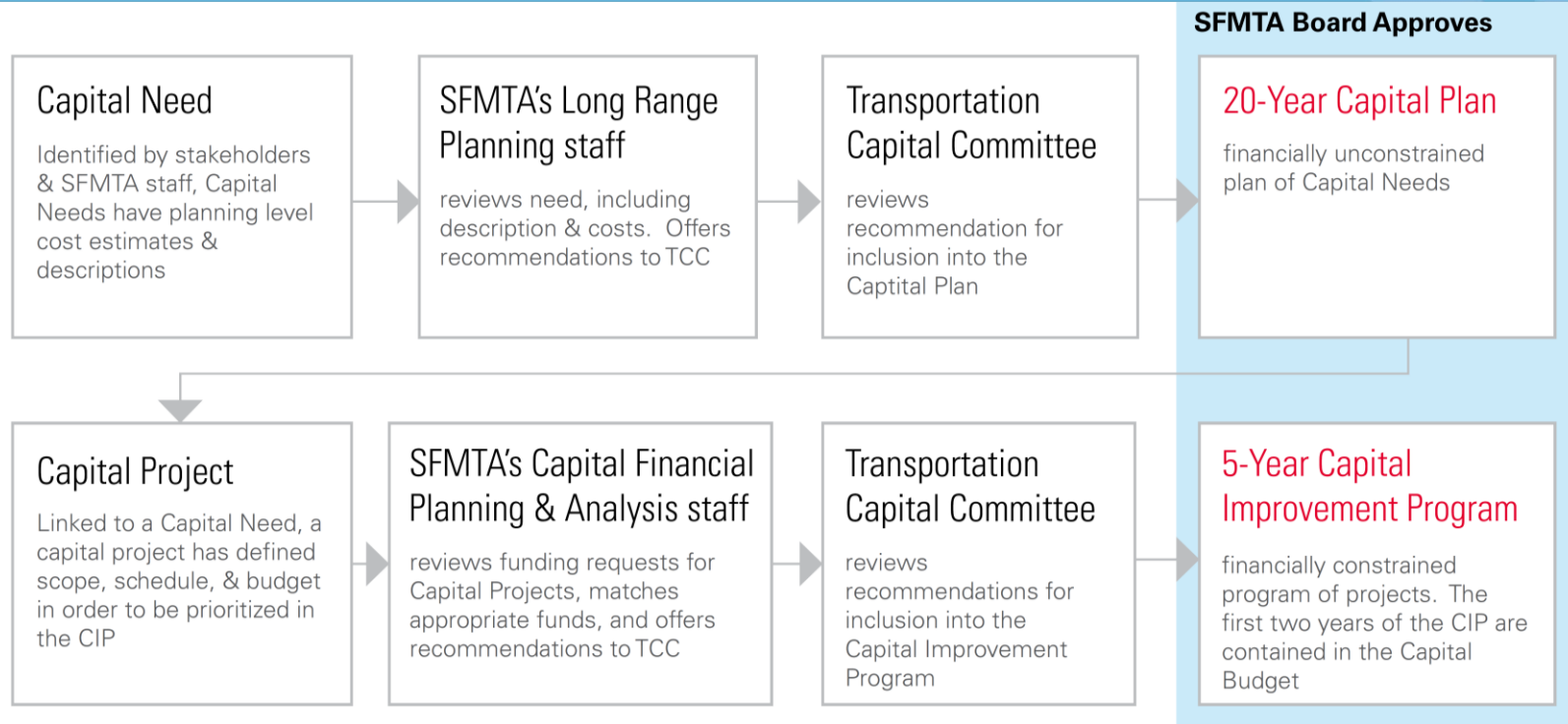
- The SFMTA Board of Directors adopted the 2017 SFMTA Capital Plan on August 15, 2017
- The updated capital plan reflects a change in the total needs of the Transportation System
- *This results in a change from what was reported in February 2017 as part of the 10-Year Capital Plan Update*



From 2015 to 2017 the SFMTA's 20-Year Capital Needs grew from \$21.2 billion to \$21.5 billion

- State of Good Repair needs were refined based on more accurate asset data reducing the overall SGR need (Parking, Traffic/Signals, Transit Fixed Guideway)
- Refinements to the Muni Subway Project increased the need for Transit Optimization and Expansion
- Inclusion of the 2017 Facilities Framework increased the Facilities need

SFMTA Capital Planning Process



10-Year Capital Plan Summary Update

YEARLY SPENDING PLAN (\$ Millions)							UNMET NEEDS
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23- 27	
Original	\$660.1	\$585.4	\$415.3	\$306.2	\$264.1	\$1,861.2	\$5,215.84
Updated	\$660.1	\$585.4	\$415.3	\$306.2	\$264.1	\$1,861.2	\$6,652.32
Change	\$0	\$0	\$0	\$0	\$0	\$0	\$1,436.48
SGR	\$405.8	\$271.3	\$167.5	\$166	\$153.5	\$1099.9	
Non-SGR	\$254.3	\$314.1	\$247.8	\$140.2	\$110.6	\$761.3	

- Spending plan is consistent with the 5-Year CIP and adjustments reported in February, they will be updated this fiscal year.

10-Year Capital Needs / Spending

February 2017 10-Year Capital Plan – Spending Plan

SFMTA Capital Program	10 Year Capital Need	% of Total Need	10 Year Capital Spending	% of Total Spending	% of Need Met
Transit Optimization & Expansion	\$ 3,216 M	34.5%	\$ 1,010 M	24.6%	31.4%
Fleet	\$ 2,664 M	28.6%	\$ 1,783 M	43.6%	66.9%
Facility	\$ 1,132 M	12.1%	\$ 190 M	4.6%	16.8%
Streets	\$1,035 M	11.1%	\$ 535 M	13.1%	51.7%
Transit Fixed Guideway	\$ 619 M	6.6%	\$ 395 M	9.7%	63.8%
Traffic & Signals	\$ 278 M	2.9%	\$ 119 M	2.9%	42.8%
Parking	\$216 M	2.3%	\$ 30 M	0.7%	13.9%
Communications/IT Infrastructure	\$75 M	0.9%	\$ 7 M	0.2%	9.3%
Taxi	\$45 M	0.6%	\$ 4 M	0.1%	8.9%
Security	\$28 M	0.4%	\$ 19 M	0.5%	67.9%

August 2017 Updated 10-Year Capital Plan – Spending Plan Changes

SFMTA Capital Program	February 2017	August 2017	Change	Spending Plan	Updated Unmet Need
Transit Optimization & Expansion	\$ 3,216 M	\$ 4,023 M	25%	\$ 1,010 M	\$ 3,012 M
Fleet	\$ 2,664 M	\$ 2,069 M	(22%)	\$ 1,783 M	\$ 286 M
Facility	\$ 1,132 M	\$ 1,745 M	54%	\$ 191 M	\$ 1,554 M
Streets	\$ 1,034 M	\$ 1,228 M	19%	\$ 535 M	\$ 693 M
Transit Fixed Guideway	\$ 619 M	\$ 655 M	6%	\$ 395 M	\$ 260 M
Traffic & Signals	\$ 278 M	\$288 M	4%	\$ 119 M	\$ 169 M
Parking	\$ 216 M	\$ 336 M	55%	\$ 30 M	\$ 306 M
Communications/IT Infrastructure	\$ 75 M	\$ 96 M	28%	\$ 7 M	\$ 89 M
Taxi	\$ 45 M	\$ 33 M	(28%)	\$ 4 M	\$ 29 M
Security	\$28 M	\$ 272 M	864%	\$ 19 M	\$ 253 M

10-Year Capital Needs / Spending

August 2017 Updated 10-Year Capital Plan – Spending Plan

SFMTA Capital Program	10 Year Capital Need	% of Total Need	10 Year Capital Spending	% of Total Spending	% of Need Met
Transit Optimization & Expansion	\$ 4,023 M	37.4%	\$ 1,010 M	24.6%	25.1%
Fleet	\$ 2,069 M	19.3%	\$ 1,783 M	43.6%	86.2%
Facility	\$ 1,745 M	16.2%	\$ 190 M	4.6%	10.9%
Streets	\$ 1,228 M	11.4%	\$ 535 M	13.1%	43.5%
Transit Fixed Guideway	\$ 655 M	6.1%	\$ 395 M	9.7%	60.3%
Traffic & Signals	\$288 M	2.7%	\$ 119 M	2.9%	41.2%
Parking	\$ 336 M	3.1%	\$ 30 M	0.7%	8.9%
Communications/IT Infrastructure	\$ 96 M	0.9%	\$ 7 M	0.2%	6.9%
Taxi	\$ 33 M	0.3%	\$ 4 M	0.1%	12.3%
Security	\$ 272 M	2.5%	\$ 19 M	0.5%	7.0%

2017 SFMTA Facilities Framework & Facilities Capital Program



SFMTA
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The San Francisco Municipal Transportation Agency's facility campus includes a diverse group of buildings, grounds and stations

These facilities support the SFMTA's ability to provide reliable transit service, maintain street infrastructure, and store, protect and maintain its diverse transit fleet.

What is the 2017 Facilities Framework?

- The Framework is a **dynamic plan** for the upgrade, management, acquisition and development of its buildings and grounds (the *SFMTA Campus*).
- It is a **flexible improvement program** to deal with facility conditions, safety, workforce satisfaction and a changing and growing transit fleet and evolving transportation services.
- It includes **costs and realistic, constrained financial scenarios**.



SFMTA Facilities Campus in San Francisco

- **20+ facilities**
- **9 major yards**
- **Over 2.5 million sf**
- **Over 6,200 employees**

Red: Bus Facilities/Rail Facilities
Green: Streets Facilities
Blue: Support Facilities



Vision Report Background

- The SFMTA Real Estate and Facilities Vision for the 21st Century was presented to the SFMTA Board of Directors in January 2013.
- The report evaluated the Agency's facilities challenges to find ways to reconfigure, consolidate, or expand existing facilities to meet operational needs while identifying cost savings and revenue-generating opportunities.
- An addendum was presented to the Board in July 2014 which included regional growth assumptions.

The 2013 Facilities Vision Report largely dealt with the needs of the Muni Transit Fleet, **but did not fully consider the operational needs of other SFMTA Divisions or units.**

<https://www.sfmta.com/about-sfmta/reports/sfmtas-real-estate-and-facilities-vision-21st-century>

<https://www.sfmta.com/about-sfmta/reports/real-estate-vision-report-addendum-vision-refinement-coach-facilities>

Facilities Condition Assessment/State of Good Repair

15 Facilities went through a thorough assessment reviewing building and system condition. The result was \$60.4 million in repairs, and a program of \$140.2 million to keep these facilities in a State of Good Repair.

Facility	Building(s)	Site	2016	2017 - 2036 Cost
Flynn	266,000 sf	6.2 acres	\$ 6,658,000	\$ 18,767,000
Kirkland	13,200 sf	2.6 acres	\$ 1,542,000	\$ 1,689,000
Woods	158,000 sf	8.2 acres	\$ 16,648,000	\$ 12,405,000
Presidio	158,000 sf	5.4 acres	\$ 593,000	\$ 14,140,000
Potrero	155,000 sf	4.4 acres	\$ 4,700,000	\$ 6,705,000
Cable Car	83,700 sf	1 acre	\$ 6,858,000	\$ 7,372,000
Green	191,000 sf	6.7 acres	\$ 6,234,000	\$ 24,967,000
MME	163,000 sf	16.9 acres	\$ 6,747,000	\$ 14,363,000
Alameda	7,000 sf	N/A	\$ 344,000	\$ 10,333,000
Bancroft	90,000 sf	1 acre	\$ 501,000	\$ 2,172,000
Bryant	48,000 sf	1.1 acres	\$ 3,107,000	\$ 1,368,000
Burke	103,000 sf	2.4 acres	\$ 2,571,000	\$ 1,928,000
Lenox	10,000 sf	NA	\$ 356,000	\$ 853,000
Pennsylvania	88,000 sf	2 acres	\$ 171,000	\$ 15,501,000
Scott	118,000 sf	1.1 acres	\$ 989,000	\$ 7,613,000
Total	1,651,900 sf	59 acres	\$ 60,388,000	\$ 140,168,000

SFMTA Muni Fleet Replacement and Growth

- The SFMTA is currently in the process of replacing San Francisco's entire transit fleet (bus, trolley and light rail)
- The Agency has secured funds for both replacement and expansion taking advantage of procurement opportunities and supply chains
- This replacement and growth requires modernization of the SFMTA's facilities campus.

By 2025 77 more buses than can be stored

By 2030 132 more buses than can be stored

By 2040 46 more LRVs than can be stored

Framework Scenario 1: New Facility & Facility Reconstruction

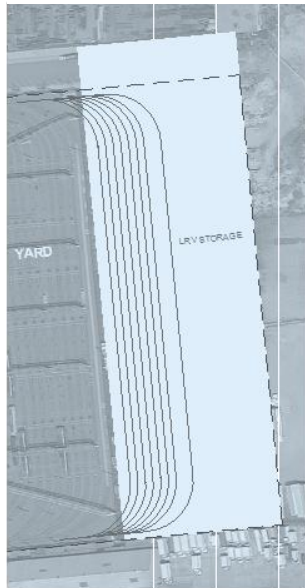
New

Use for trolley swing, then motor coach swing and expansion



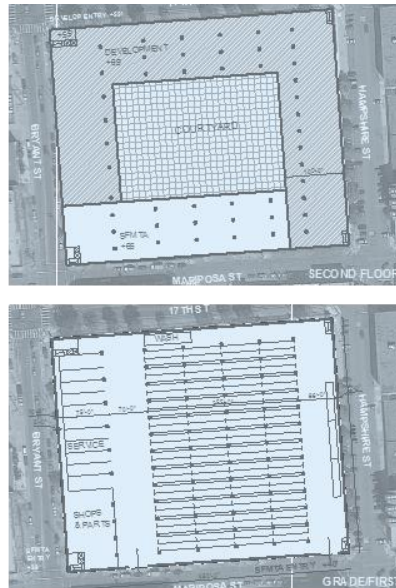
MME

Build expanded rail on site for growth



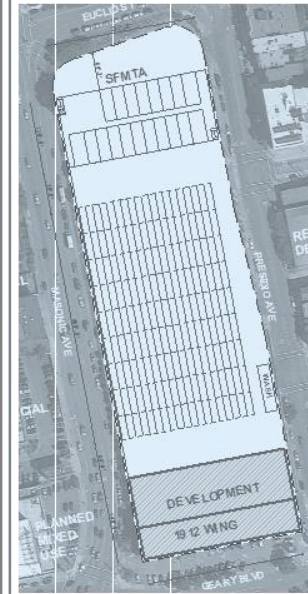
Potrero

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



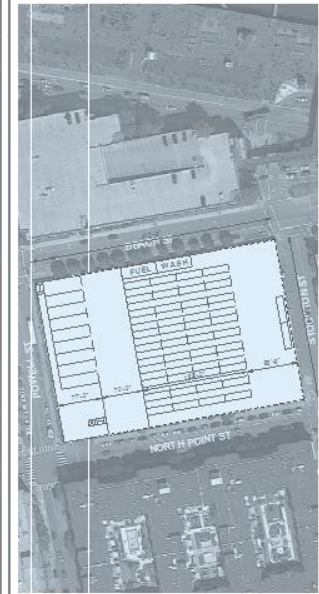
Presidio

Rebuild as trolley and motor coach facility with private development adjacent



Kirkland

Rebuild as motor coach facility

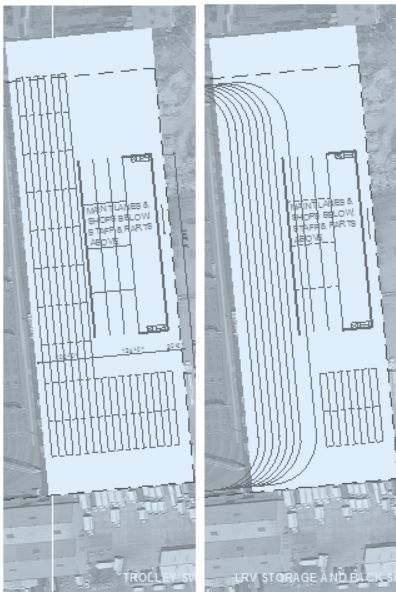


Use New Facility for swing while rebuilding Potrero, Presidio, and Kirkland

Framework Scenario 2: Facility Reconstruction and Optimization

MME

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



Potrero

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



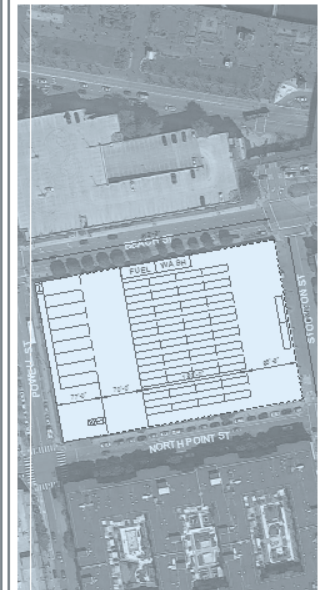
Presidio

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



Kirkland

Rebuild as motor coach facility



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

Critical Path ~ Muni Metro East Expansion



Light Rail & Streetcar Facility 13 MUNI METRO EAST 601 25th Street

Parcels (Block/Lot): 4298/001
Owner: SFMTA
Site: 16.9 Acres
Building: 163,000 sf
Parcel Area: 79,997 sq ft

Opened: 2008
Renovated: -----

Neighborhood: Potrero Hill
Current Planning Team: SE Team
Planning District: Dist.10: South Bayshore

Zoning District: M-2 - HEAVY INDUSTRIAL
Height and Bulk Districts: 40-X

Total Staff(FTE) on Site: 183



Critical Path ~ 1200 15th Street (SSD Enforcement Headquarters)



Critical Path ~ Potrero Maintenance Facility Reconstruction



Trolley Bus Facility

POTRERO 2500 Mariposa Street

Parcels (Block/Lot): 3971/001
Owner: SFMTA
Site: 4.4 Acres
Building: 109,000 sf
Parcel Area: 191,999 sq ft

Opened: 1914
Renovated: 1990

Neighborhood: Mission
Current Planning Team: SE Team
Planning District: District 8: Mission

Zoning District: P - PUBLIC
Height and Bulk Districts: 65-X

Total Staff(FTE) on Site: 559



High Level Schedule Based on Operational Needs

Facilities Capital Program Schedule

A project delivery schedule has been developed based on fleet size, planned fleet delivery schedules.

Scenarios	Sites	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
Fleet in excess of 2017 Facilities					32 Coach 1 LRV					77 Coach 12 LRV					132 Coach 46 LRV			
Scenario 1	1. New Facility Trolley/Bus & Paratransit	Terms/Entitle-	Design/Permit		Build		Move-In		Potrero Fleet at New Facility		Presidio Fleet at New Facility		Kirkland Fleet at New Facility					
	2. 15th St Enforcement	Swap Bryant &	Design		Permit/Bid	Build		Move-In										
	3. MME Rail	Pre-Design & Procure-	Design		Permit/Bid	Build		Move-In										
	4. Potrero - 2 level Trolley, Training & Joint Use	Joint Use Analysis & Entitlements		RFP	Design/Permit			Build		Move-In								
	5. Presidio - 1 level Trolley & Joint Use				Joint Use Analysis & Entitlements		RFP	Design/Permit			Build		Move-In					
	6. Kirkland - 1 level Bus									Pre-Design & Procurement		Design		Permit/Bid	Build		Move-In	
	Marin or other lease							Vacate										
Scenario 2	1. 15th St Enforcement	Swap Bryant &	Design		Permit/Bid	Build		Move-In										
	2. MME Rail & Swing/Shop	Pre-Design & Procure-	Design		Permit/Bid	Build		Move-In		Potrero Fleet at MME		Presidio Fleet at MME		LRV & back shop				
	3. Potrero - 3 level Trolley, Training & Joint Use		Joint Use Analysis & Entitlements			RFP	Design/Permit			Build			Move-In					
	4. Presidio- 2 level Trolley & Joint Use					Joint Use Analysis & Entitlements		RFP	Design/Permit			Build		Move-In				
	5. Kirkland Potrero - 1 level Bus										Pre-Design & Procurement		Design		Permit/Bid	Build		Move-In
	6. Other Paratransit																	
	Marin or other lease														Kirkland Fleet at Lease		Vacate	

2017

- Conduct initial outreach and engagement
- Build teams for environmental and development analysis
- Refine options, update estimates, and develop funding plan
- Select preferred option

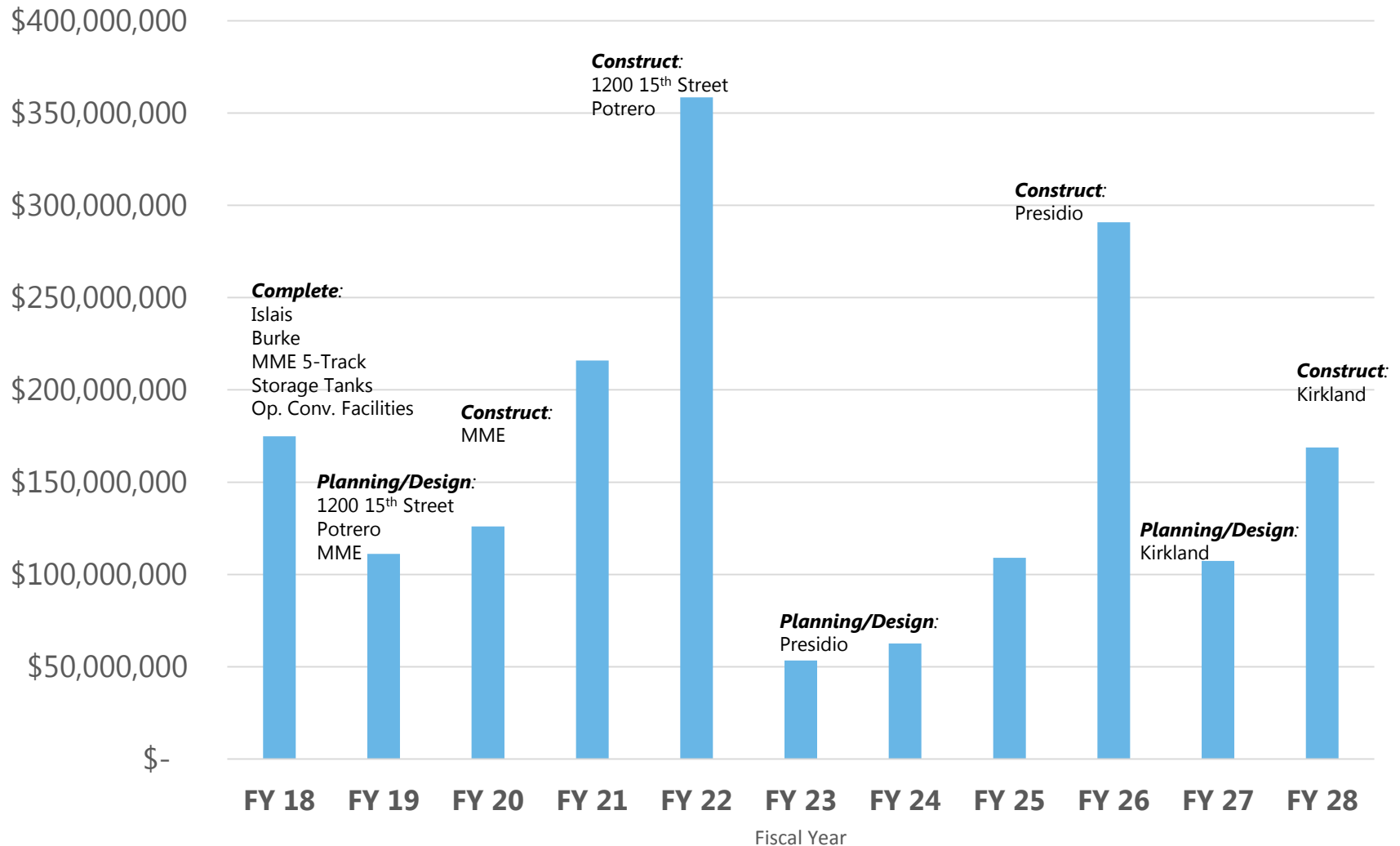
2018 - 2022

- Begin first projects
- Begin robust renovation/SOGR program
- Begin Construction of MME and 1200 15th Street

2023 - 2030

- Complete 1200 15th Street for SSD Enforcement (2023)
- Rebuild/Complete Potrero, Presidio, and Kirkland

SFMTA Facilities Capital Program Projected Cashflow (July 2017)



Funding Needs

- Cost estimates developed in February and updates in September, show a **general cost just over \$1.0 billion**, when escalating to the midpoint of construction
- SFMTA is currently developing a funding plan, with the following projects as a priority:
 - Muni Metro East Expansion (est. \$130 m)
 - Potrero Maintenance Facility Reconstruction (est. \$393 m)
 - 1200 15th Street (est. \$23 m)
- Potential funding sources include: SF Prop K Transportation Sales Tax, State SB1, Regional RM3, future Transportation GO Bond, and sources resulting from the Mayor's Transportation Task Force (T2045)



Delivering Progress

Capital Planning Committee
October 16, 2017



SFMTA
Municipal
Transportation
Agency