



SFMTA

Transportation: San Francisco

Capital Budget Update, Equity Integration, Transportation Bond

Capital Planning Committee

April 19, 2021



FY 2021 – 2025 Capital Improvement Update

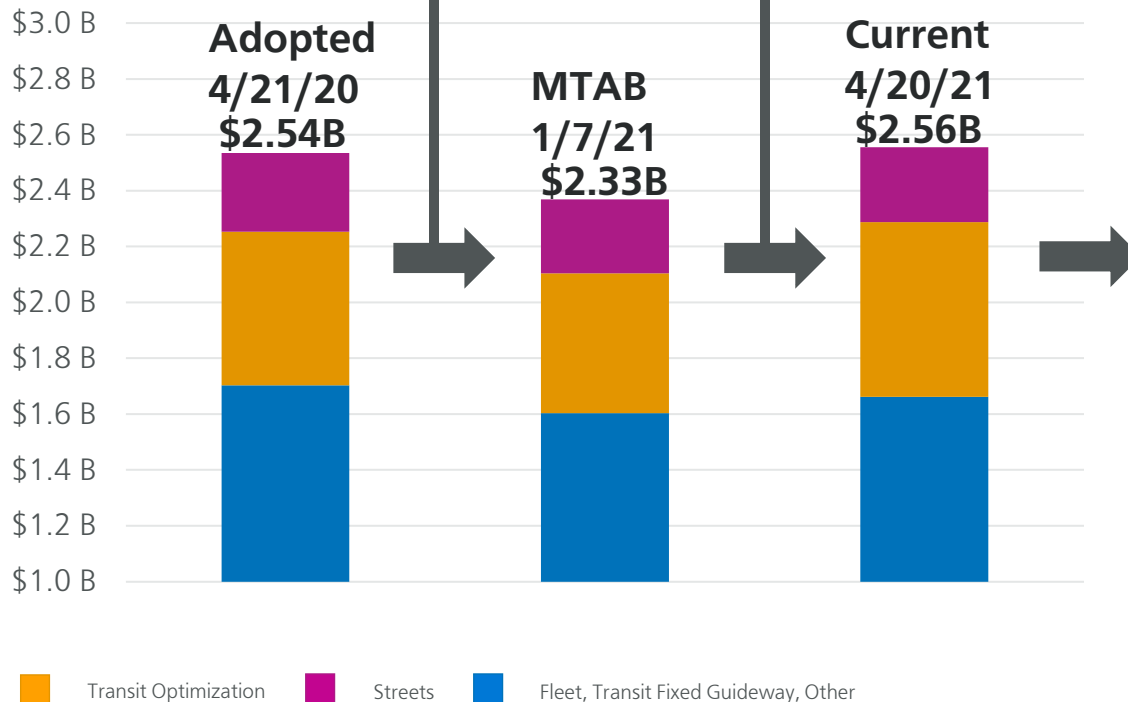
The SFMTA's CIP was adjusted down \$202.2 million as a result of the pandemic but has recovered through new money revenue bonds, one-time local funds, and project savings through austerity.

Pandemic

- **(\$216.9M) Local Funds** - TSF, IPIC and pop. baseline down
- **(\$82.2M) Federal** - TCP down
- **\$97.2 Other** - Substantial carryforward/cost savings, sales tax flat, cap & trade/ATP down

Update

- **\$118.0M New Revenue Bonds** - Approved in February 2021
- **\$26.1M One-Time Local Funds**
- **\$144.1 Cost Savings/Other** - Project cost savings, adjusted developer fees



General Obligation Bond

\$400 million

Reauthorize Prop K Sales Tax

No net new revenue

Transportation Comm. Facilities Dist.

\$180M/Annually

American Jobs Plan

\$621B/Nationwide

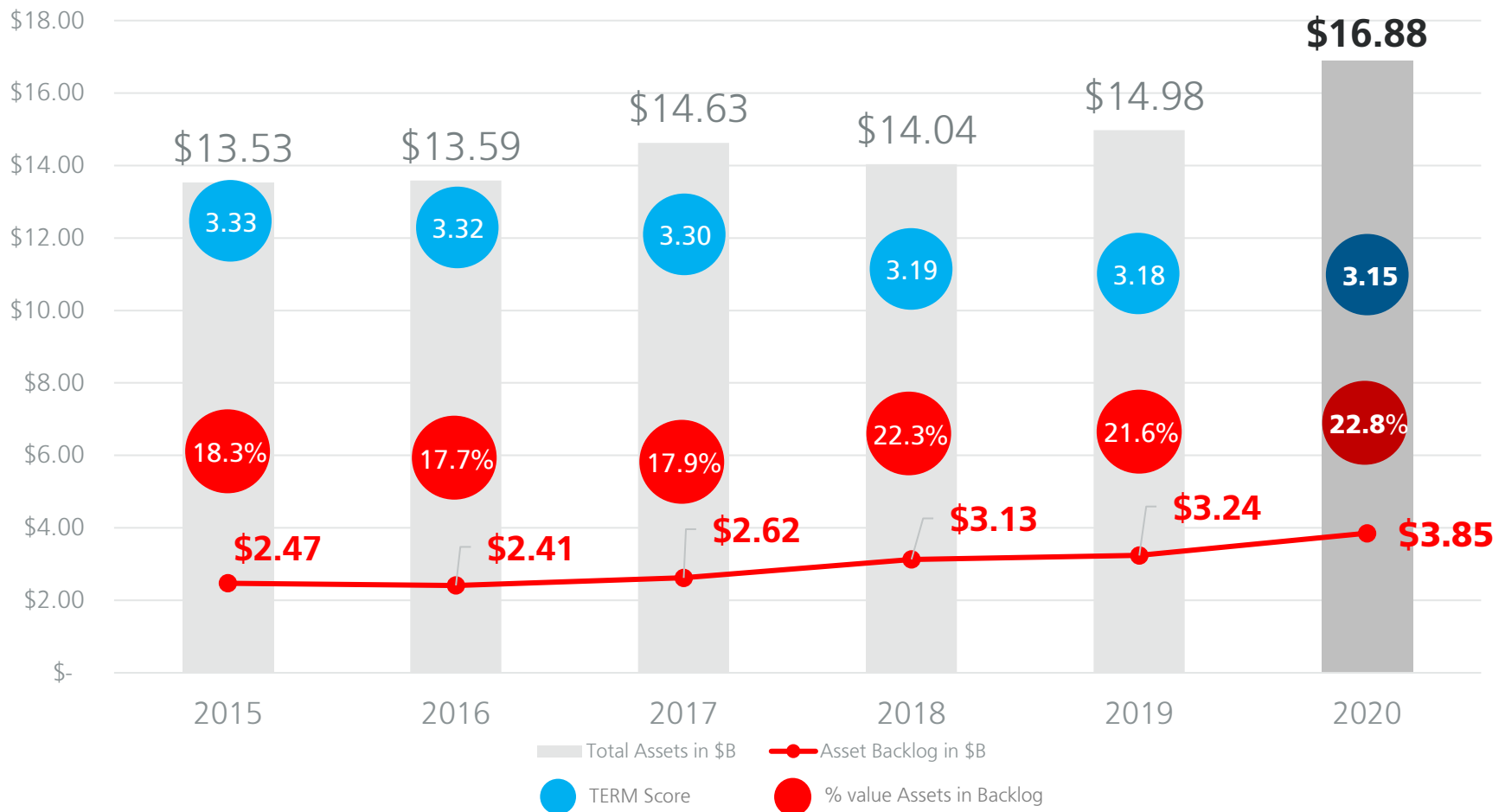
FY 2021 – 2025 Capital Improvement Update

In FY 21, even with \$118 m in new revenue bonds, there is a \$611.5 million state-of-good repair investment gap in the FY 2021-25 CIP.

Program	Capital Budget					5-Year CIP	SGR	
	FY21	FY22	FY23	FY24	FY25	Total (Current)	SGR Need	SGR Gap
Fleet	109.1	170.0	151.0	147.0	238.3	815.4	752.4	(222.5)
Transit Optimization	237.9	113.1	76.5	96.3	102	626.2	-	-
Transit Fixed Guideway	116.9	58.5	70.9	69.7	97.4	413.4	305.7	107.7
Streets	77.9	80.0	51.1	32.8	26.2	268.0	-	91.1
Facility	53.3	92.6	39.5	49.8	26.4	261.6	430.3	(260.3)
Signals	34.6	11.9	15.0	12.9	17.2	91.6	237.6	(172.6)
Communications & IT	7.9	3.4	1.1	7.4	5.0	24.7	119.4	(106.3)
Parking	22.0	11.3	11.0	0.0	0.0	44.3	93.3	(49.0)
Security	0.0	3.0	0.0	2.0	3.0	8.0	-	-
Taxi	0.6	0.1	0.1	1.4	0.2	2.5	-	-
Total	653.4	530.5	375.5	357.2	562.1	2,555.7	1,938.7	(611.5)

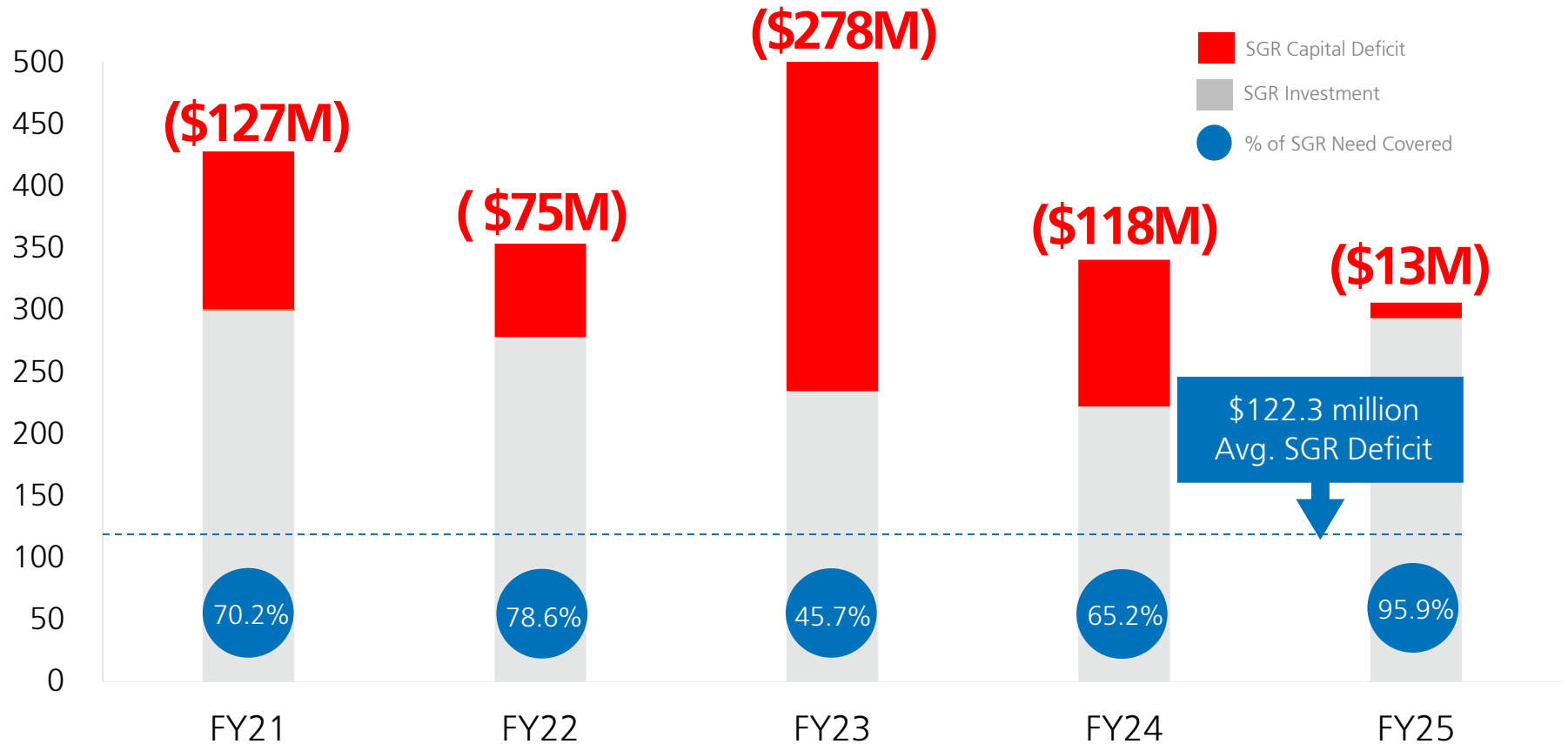
Capital/Infrastructure: Transportation System Condition

Preliminary State-of-Good Repair analysis is done for calendar year 2020. Today, to simply stop the backlog from growing would require an additional \$492 m/annually (\$2021). Asset costs refined in this cycle.



Capital/Infrastructure: Structural Deficit Analysis (April 2021 updates)

In the 5-year CIP period, we are addressing 68.5% of the state-of-good repair (SGR) need, leaving a gap of \$611.5 million.



Strategy: Proposed Federal Infrastructure Package

The proposed American Jobs Plan as well as the reauthorization of the 10-Year Transportation Bill (INVEST Proposal) provide a significant opportunity.

\$85 billion to modernize existing public transportation and for transit expansion

- \$55B for state-of-good repair
- \$25B for transit expansion
- \$5B for ADA implementation

\$25B for zero-emission transit vehicles

\$20 billion to improve road safety for all users; a new Safe Streets for All program to fund state and local “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

- \$8B to expand the Highway Safety Improvement Program
- \$10B for Safe Streets for All Program
- \$1B to support safe driving behaviors
- \$1B for infrastructure modernization grants

\$20 billion for a new program that provides transportation accessibility for disadvantaged areas

\$50 billion in dedicated investments to improve infrastructure resiliency, including rail, roads and other transportation assets

\$25 billion for a dedicated fund specifically for large projects that benefit regional or the national economy

- Fleet Electrification & Associated Infrastructure
- Cable Car Infrastructure (including the Barn)
- Vision Zero/Major Corridor Projects (Folsom, etc.)
- Vision Zero/Quick Build
- State-of-Good Repair:
 - Facilities
 - Fixed Guideway
 - Traffic Signals

Incorporating Equity in Capital Planning

Defining Equity

- A set of social justice **practices**
- A solid **understanding** of historical and present-day oppression
- A solid **analysis** of historical and present-day oppression
- Process applies racial equity when **those most impacted by the structural racial inequities are meaningfully involved** in the creation and implementation of the institutional policies and practices that impact their lives.

The outcome is to achieve a world where race is no longer a factor in the distribution of opportunity with a goal of fairness for all.



Incorporating Equity in Capital Planning

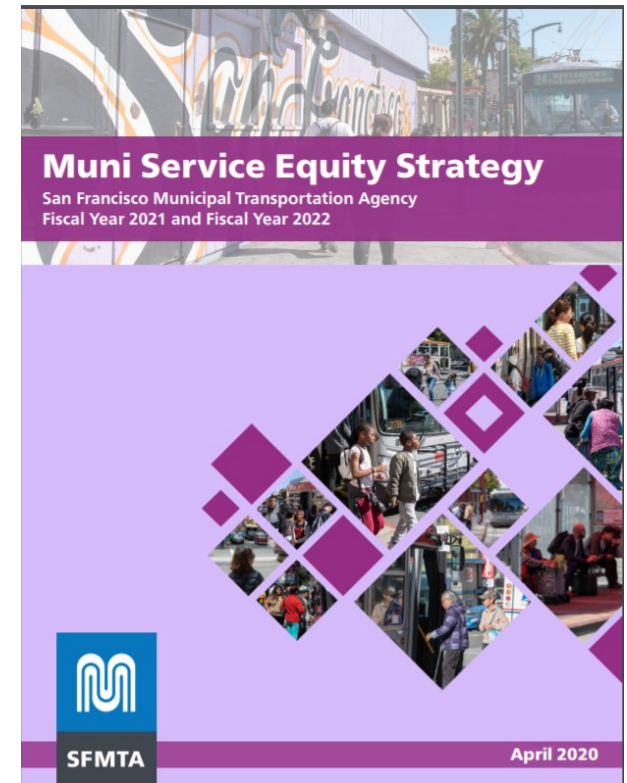
Equity Metrics

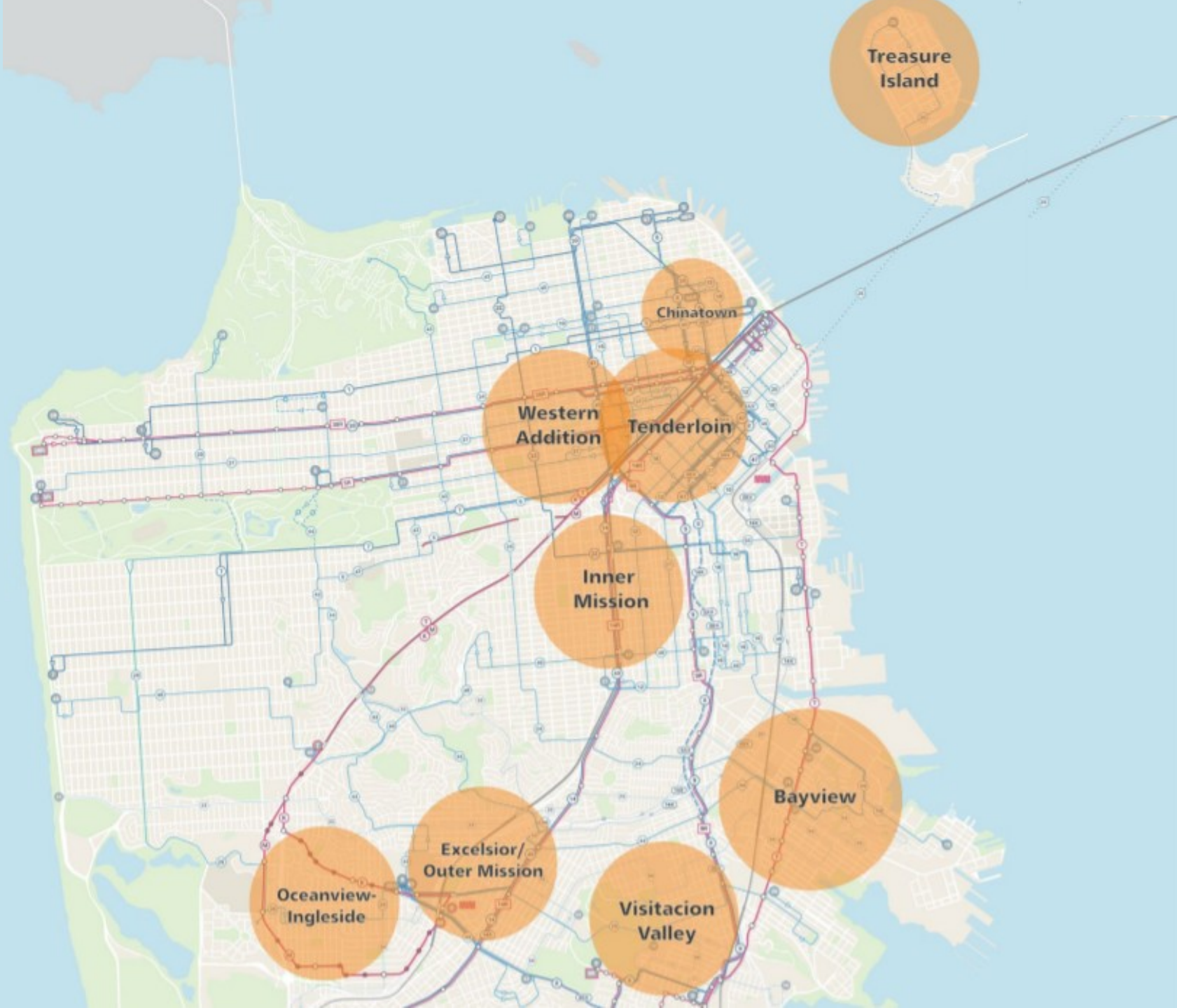
Muni Equity Strategy

In May 2014, the San Francisco Municipal Transportation Agency Board of Directors adopted the Muni Service Equity Policy (Equity Policy), a first of its kind policy defining a proactive process for the agency to identify and correct transit performance disparities. The policy was crafted in partnership with advocates working with seniors, people with disabilities, affordable housing, equity/social justice, and public health, collectively known as the Equity Working Group.

[Muni Service Equity Policy](#)

[Muni Service Equity Strategy FY 21 and FY 22](#)





Treasure
Island

Chinatown

Western
Addition

Tenderloin

Inner
Mission

Bayview

Excelsior/
Outer Mission

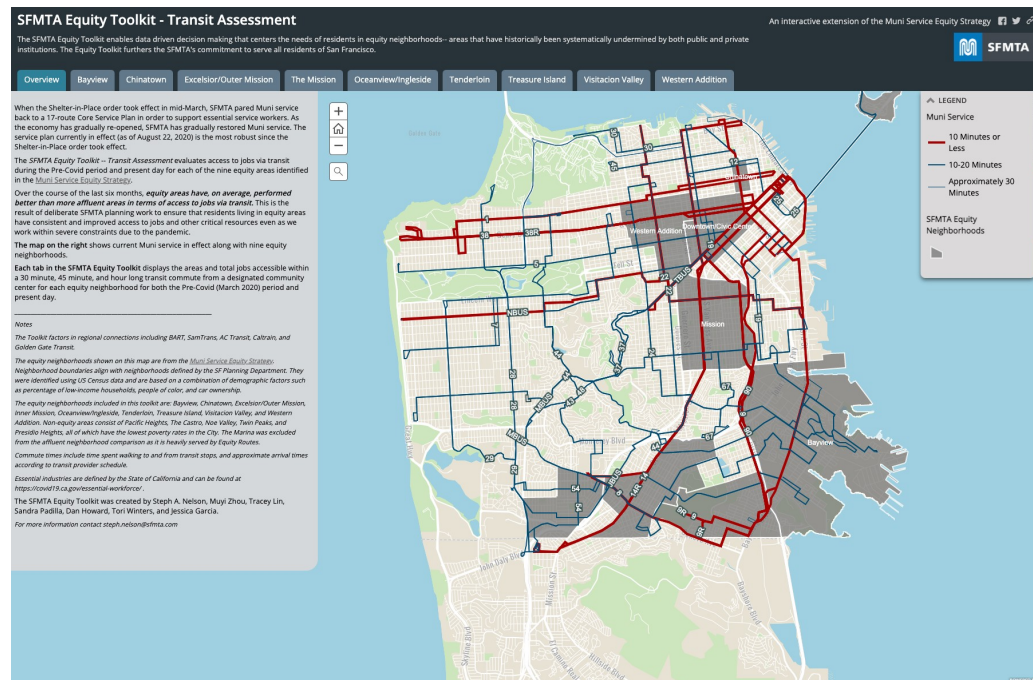
Oceanview-
Inglside

Visitacion
Valley

Incorporating Equity in Capital Planning

Equity Metrics

Other Tools Available – Prototype SFMTA Equity Toolkit





The SFMTA Equity Toolkit – Transit Assessment evaluates access to jobs via transit during the Pre-Covid period and present day.

The map shows current Muni service in effect along with nine equity neighborhoods. Each tab in the SFMTA Equity Toolkit displays the areas and total jobs accessible within a 30 minute, 45 minute, and hour long transit commute from a designated community center for each equity neighborhood for both the Pre-Covid (March 2020) period and present day.

[SFMTA Equity Toolkit](#)

Incorporating Equity in Capital Planning

Next Steps

Next Steps	Item	Complete
Learning/ Understanding	<ul style="list-style-type: none"> TCC Equity Racial Workshop 	
	<ul style="list-style-type: none"> Create new seat on TCC related to equity from the Race, Equity Inclusion Office 	
	<ul style="list-style-type: none"> Required training on use of Government Alliance on Race and Equity (GARE) 	
	<ul style="list-style-type: none"> Review existing outreach processes to ensure staff consider historical impact, benefits and burdens 	
Practices	<ul style="list-style-type: none"> Adopt equity zones for the 5-Year Capital Improvement Program; develop GIS layer for analysis 	
	<ul style="list-style-type: none"> Adopt policy to perform equity analysis of project proposals using GARE toolkit 	
	<ul style="list-style-type: none"> Planning and DOT/Executive Team evaluate Capital Plan prioritization criteria measures for equity zones, and the transportation service impact as measures outcomes; integrate into the capital plan on-going 	
	<ul style="list-style-type: none"> Develop specific equity-based outreach for future CIP; and if appropriate outreach for prioritization criteria 	
Data/Analysis	<ul style="list-style-type: none"> Evaluate projects by investment type within the adopted equity zones; develop GIS layer and analysis 	
	<ul style="list-style-type: none"> Evaluate investments going forward similar to what is performed for State of Good Repair 	

2014 Transportation and Road Improvement General Obligation Bond

The Mayor's Transportation Task Force from 2013, **Transportation 2030**, recommended that the SFMTA be included in the City's General Obligation Program.

The 2014 Transportation and Road Improvement General Obligation Bond passed in November 2014 with 71.9% of the vote.

Amount Issued to date:

\$373 m

Final Issuance:

\$122.8 m

Issuance Date:

**Spring
2021**

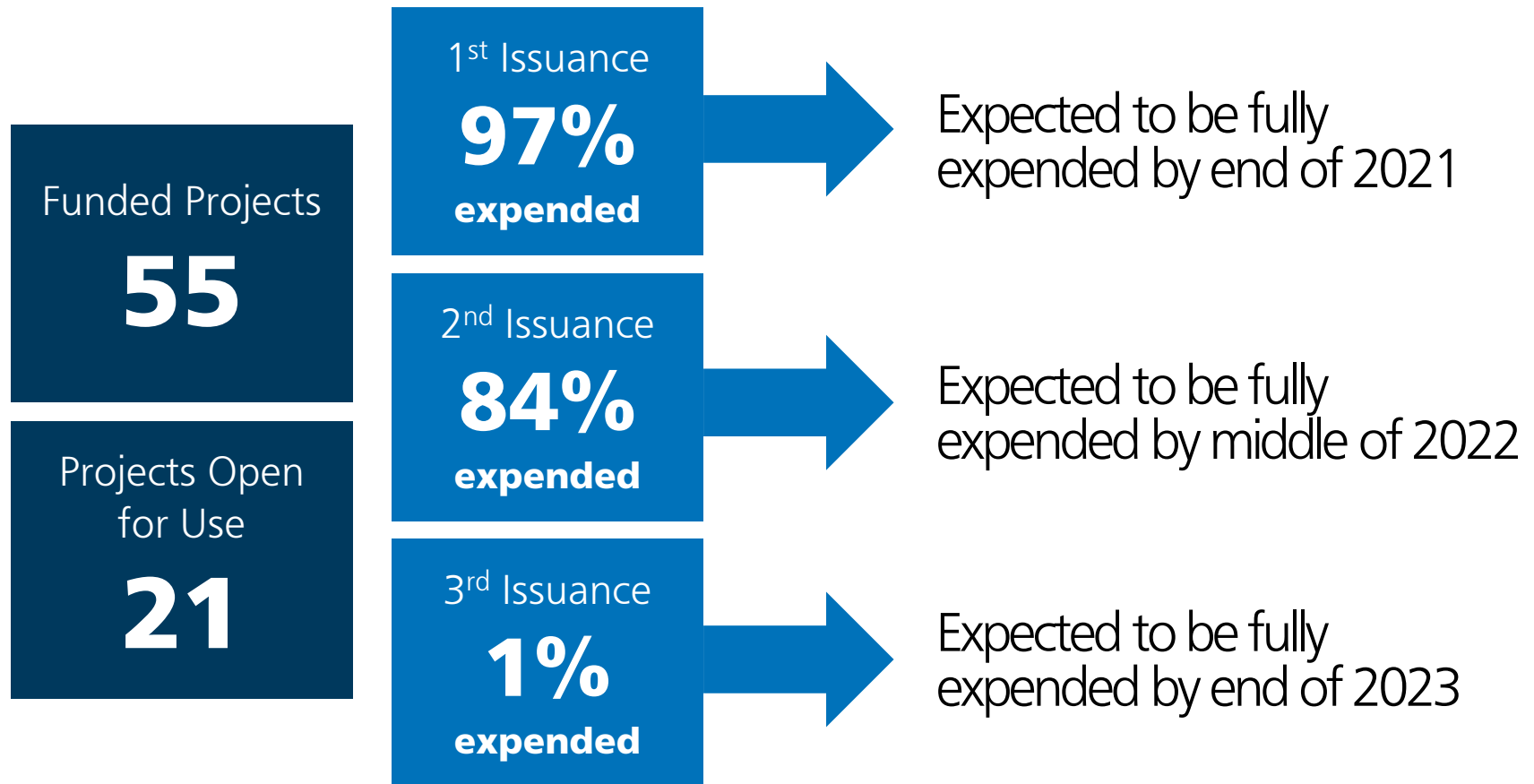
*Cost of issuance is \$5.7 million over the program

2014 Transportation and Road Improvement General Obligation Bond

Program Summary		Total Bond (in millions)	Already Issued	Proposed 4 th Issuance Amount
Improved Transit	Faster, More Reliable Transit	\$191	\$152.3	\$38.6
	Accessibility Improvements	\$30	\$3	\$27
	Muni Facility Upgrades	\$70	\$66.7	\$0
	Major Transit Corridor Improvements	\$28	\$27	\$0
	Caltrain Upgrades	\$39	\$39	\$0
Safer Streets	Pedestrian Safety Improvements	\$68	\$66.4	\$2.6
	Traffic Signal Improvements	\$22	\$6	\$15.9
	Complete Streets Improvements	\$52	\$12.6	\$37.2
Estimated Cost of Issuance and Fees and Contingency			\$4.2	\$1.5
Total		\$500	\$377.2	\$122.8

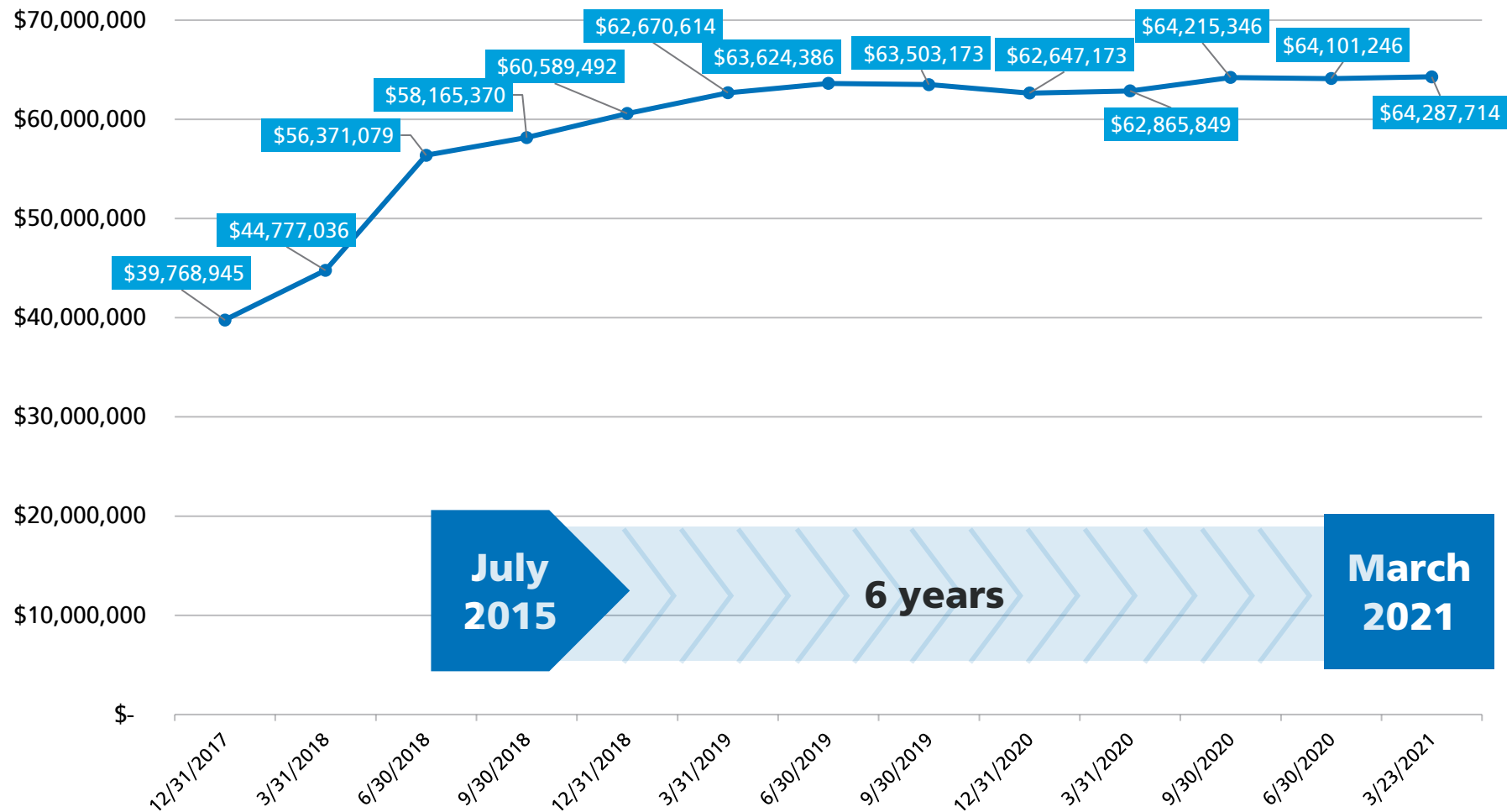
2014 GO Bond - Performance

Performance and project delivery have been improving throughout the Bond, by evaluating lessons learned.



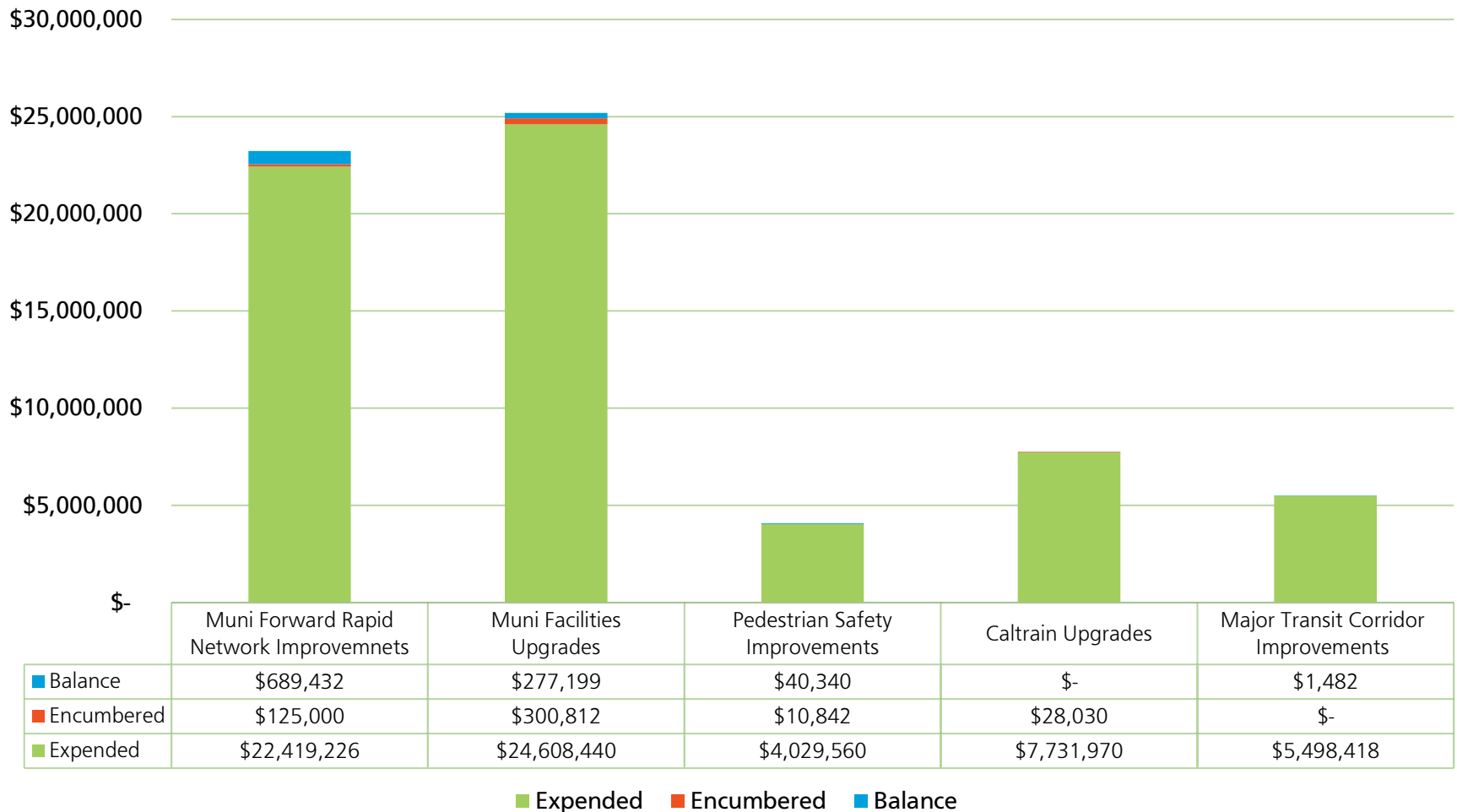
1st Issuance – Performance and Spending

1st Bond Issuance Expenditures



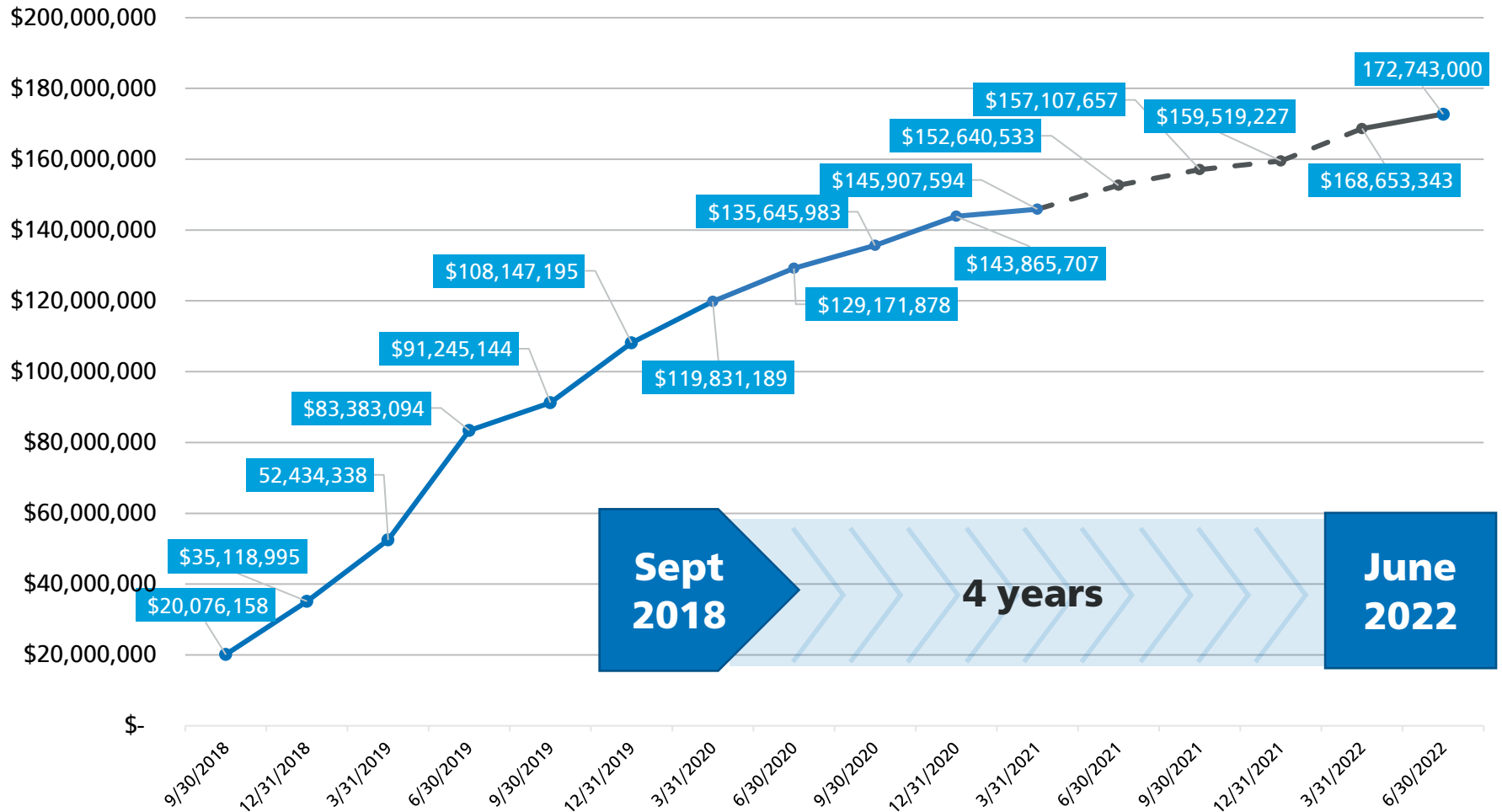
Update – 1st Issuance

1st Bond Issuance Expenditures



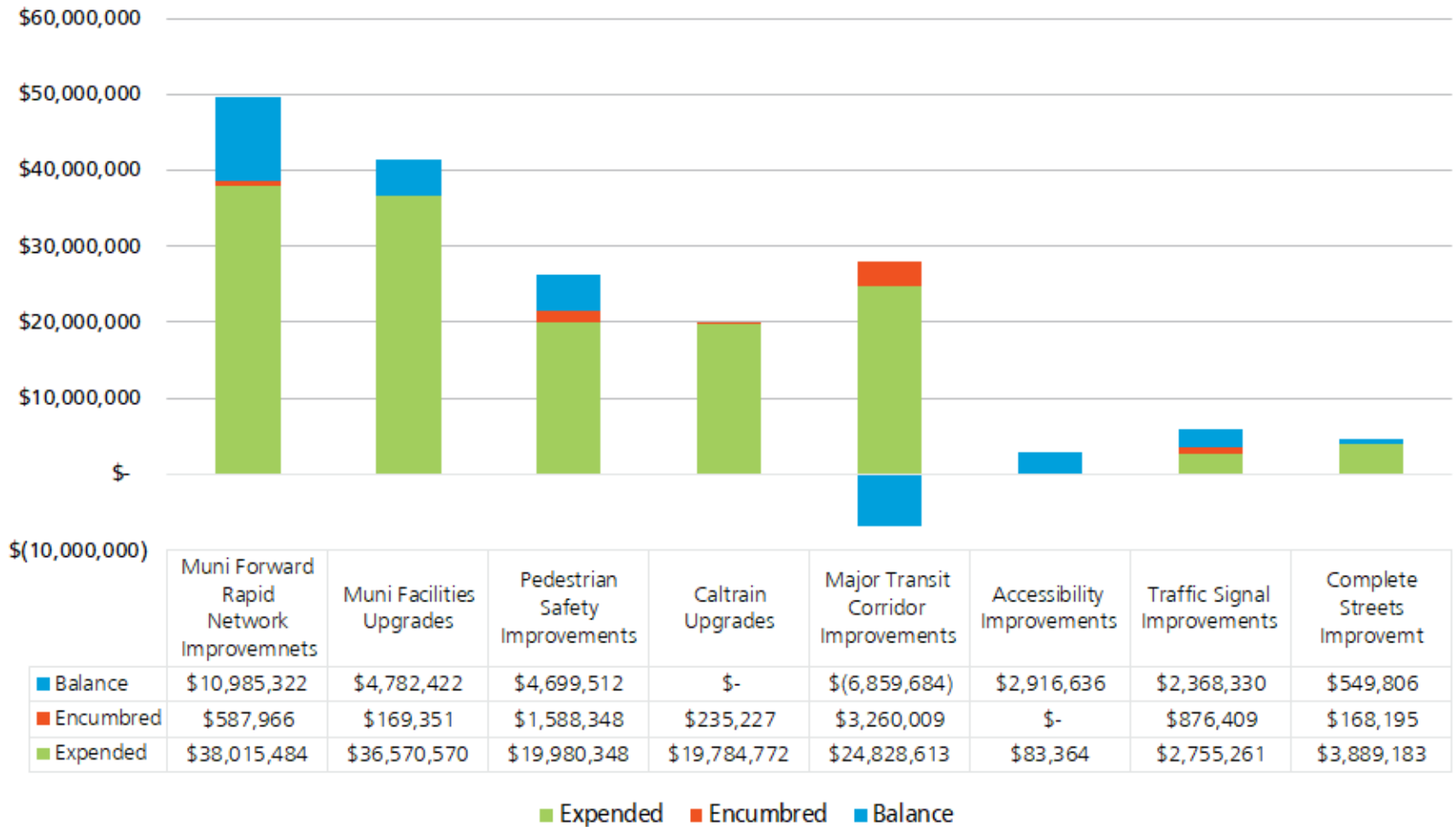
2nd Issuance – Performance and Spending

2nd Bond Issuance Expenditures and Projections

**Sept
2018****4 years****June
2022**

Update – 2nd Issuance

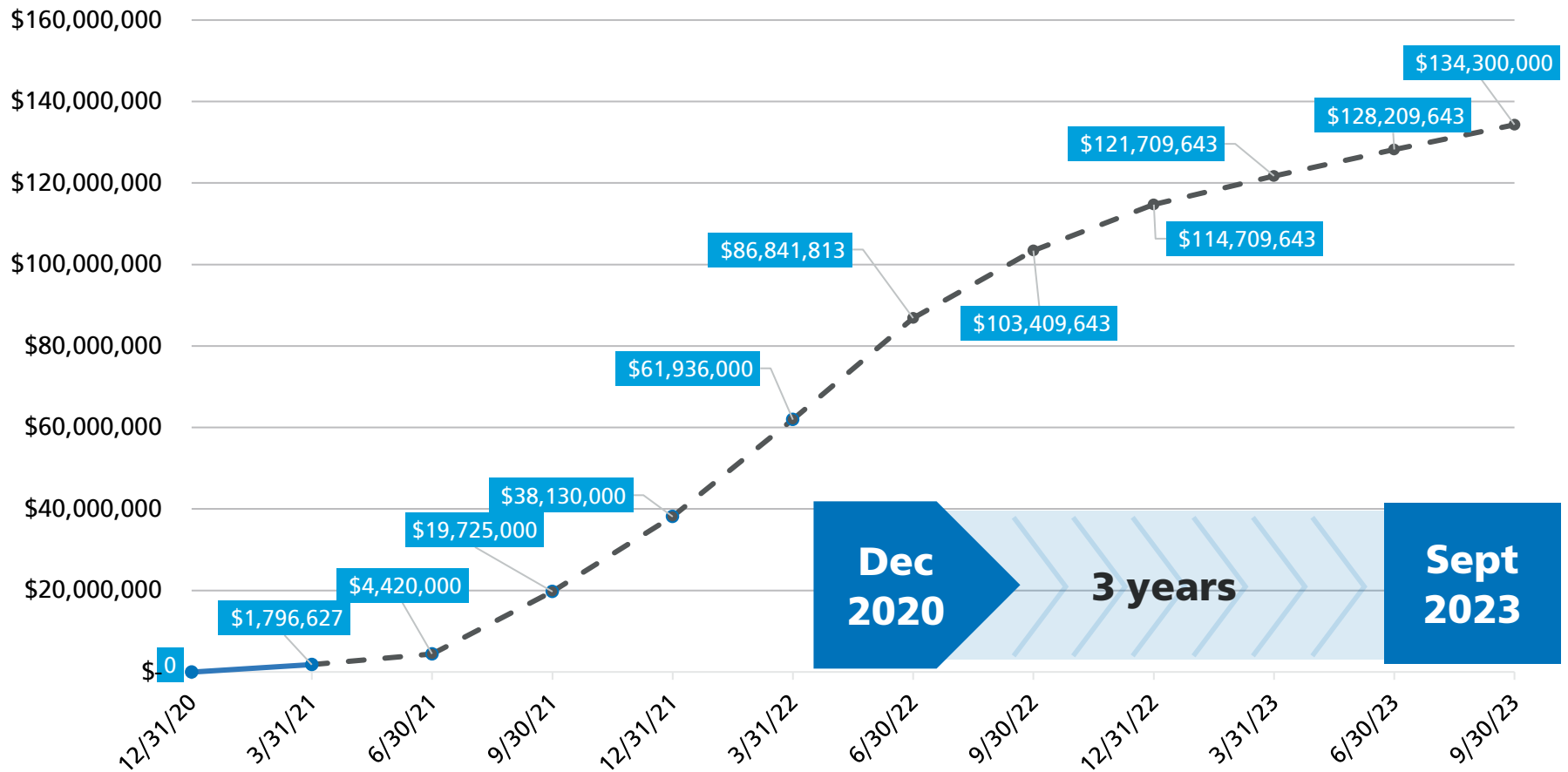
2nd Bond Issuance Expenditures



*The second issuance is undergoing a clean up to resolve project negatives. This process has seen delays due to coordination with outside agencies and accounting complications.

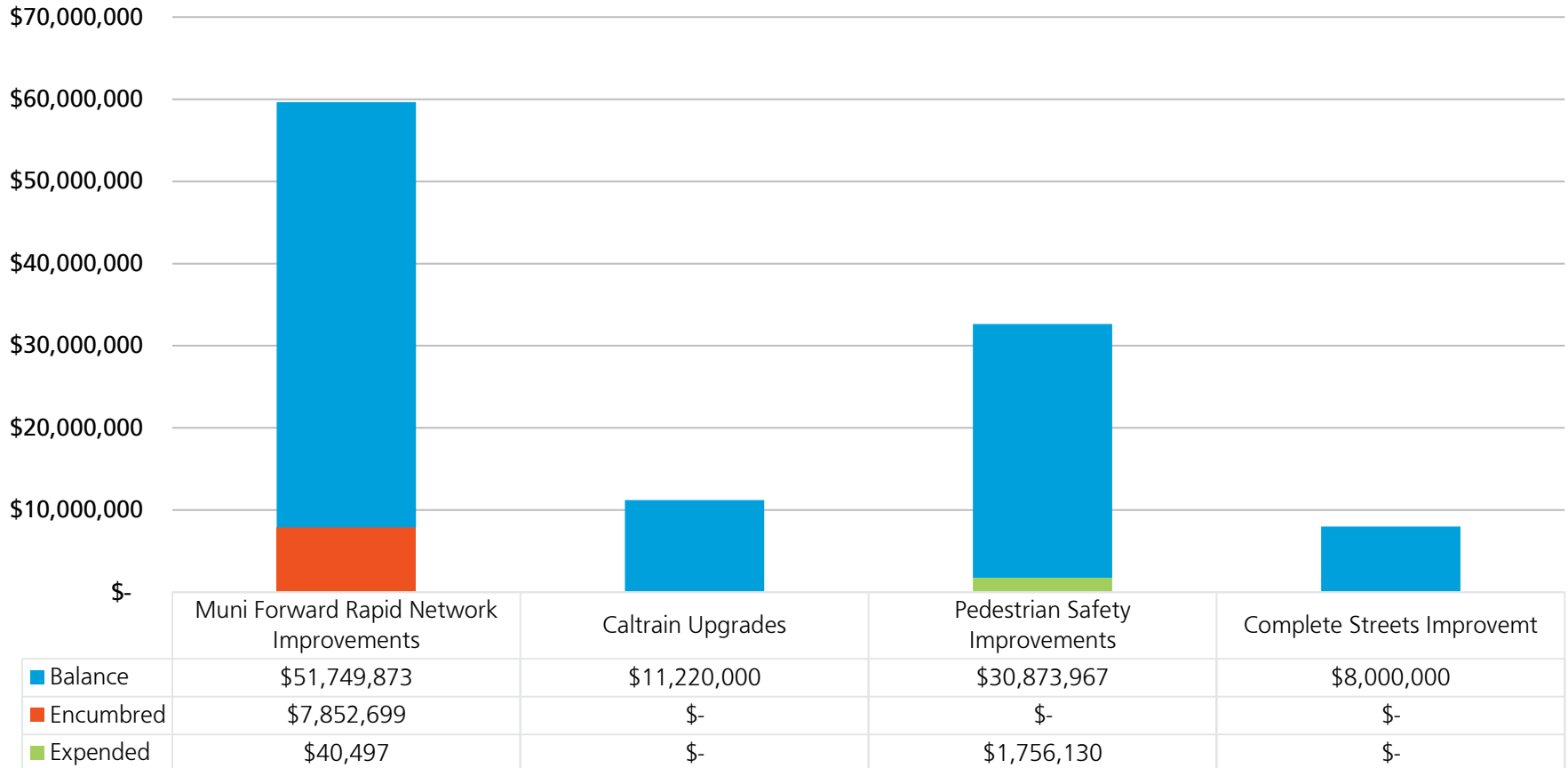
3rd Issuance – Performance and Spending

3rd Bond Issuance Expenditures and Projections



Update – 3rd Issuance

3rd Bond Issuance Expenditures



■ Expended ■ Encumbered ■ Balance

4th Issuance – Recommendation

4th Issuance Projects

- Better Market Street \$63,548,000
- L-Taraval Muni Forward \$11,250,000
- BART Canopies \$42,000,000
- Western Addition Signals \$4,527,882
- Contingency \$788,333
- Cost of Issuance/Fee \$370,785 (est.)

Total: \$122,785,000

Sources and Uses

Estimated Sources

Par Amount: \$122,785,000

Estimated Uses: \$122,785,000

Project Fund Deposits: \$122,358,443

- Project Fund: \$121,114,215
- CSA Audit Fee: \$244,228

Cost of Issuance: \$180,987

Underwriter's Discount: \$122,785

CGOBOC Fee: \$122,785

**Maximum Not to Exceed:
\$122,785,000**

L Taraval

West of Sunset Blvd segment is nearing completion (May/June).
Sunset Blvd to West Portal will issue Notice to Proceed this summer.
Substantial completion scheduled for Fall 2023.

Improvements:

- Rail track overhead line replacement
- Water and sewer line replacement
- Surface repaving
- Curb ramp upgrades
- Concrete boarding islands and pedestrian bulbs
- Traffic signals
- New trees and landscaping





22 Fillmore (16th Street)

East of Potrero segment complete, 22 Bus now operating to Mission Bay. Construction west of Potrero to begin in early 2022.

Key Highlights:

- Transit Only Lanes
- Accessible Pedestrian Signals and Visible Crosswalks
- New Bus Shelters and Boarding Islands
- Bus Bulbs for Easier/Safer Boarding
- Bus Priority Traffic Signals
- New Trees and Streetscape Improvements

28 19th Avenue

Construction has been split into four segments. Currently working on the first segment from Lincoln to Noriega: contractors currently focused on sewer and water utility work. The next segment, from Noriega to Taraval, is estimated to start late summer/early fall.

Key Highlights:

- Transit priority and pedestrian safety improvements
- New transit bulbs at 13 intersections
- New pedestrian bulbs at 19 intersections





7th & 8th St South of Folsom Streetscape

Bicycle and pedestrian improvements along 7th and 8th Streets between Harrison Street and Market Street:

- Aligned with the Eastern Neighborhoods Transportation Implementation Planning Study
- Includes a new concrete buffered bike lane
- Concrete boarding islands, sidewalk bulbs
- New striping and safe hit posts

Safer Streets

Pedestrian Countdown Signals (PCS) added to 15 High Injury Corridors. Installation of audible pedestrian signals at 12 intersections on Potrero Avenue between 17th Street and 25th Street.

- 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
- Additional pedestrian safety improvements coordinated with Muni Forward



4th Issuance – Recommendation

The proposed 4th issuance is the last issuance of the GO Bond and will follow through on the Agency's commitment to spend all dollars within 10 years.

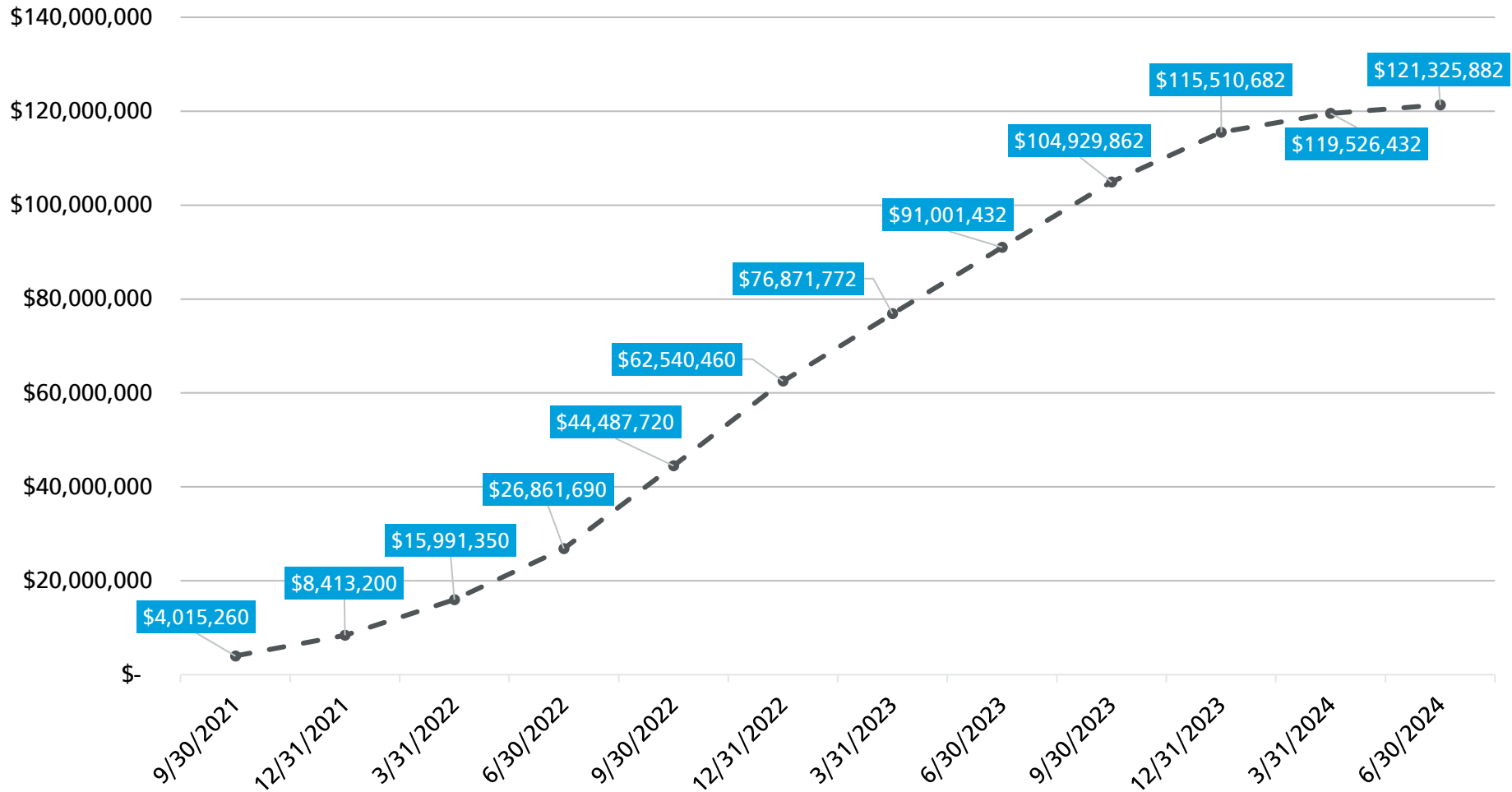
Proposal

- **Four projects**
- **Active or pending construction**
- **Large, corridor and high impact projects**










4th Issuance – Estimated Spending/Cashflow

4th Bond Issuance Projections



4th Issuance – Project Schedules

A key lesson learned is to focus on fewer, larger projects already in construction. The 4th issuance reflects this lesson.

Planning		Design, Bid & Award		Construction		FY 21/22				FY 22/23				FY 23/24				FY 24/25			
Program/Project Name				Fourth Issuance		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<i>Faster, More Reliable Transit</i>																					
Better Market Street		\$	27,317,200																		
L-Taraval Muni Forward		\$	11,250,000																		
<i>Complete Streets Improvements</i>																					
Better Market Street		\$	22,230,800																		
BART Canopies		\$	15,000,000																		
<i>Accessibility Improvements</i>																					
BART Canopies		\$	27,000,000																		
<i>Pedestrian Safety Improvements</i>																					
Western Addition Signals		\$	2,645,304																		
<i>Traffic Signals Improvements</i>																					
Better Market Street		\$	27,317,200																		

A stylized, blue-toned illustration of a city scene. In the background, there are rolling hills with a radio tower and a city skyline featuring a bridge and several skyscrapers. The middle ground shows a variety of transit modes: a bus in the upper left, a trolleybus in the lower left, a bus at a stop on the right, and a light rail train at the bottom. Pedestrians are shown walking, pushing a stroller, and crossing streets. Bicycles are parked and being ridden. A taxi is also visible. Buildings are labeled 'MARKET' and 'STORE'. A car with a lightning bolt symbol is in the center. The overall scene is a dense, layered representation of urban transit and life.

Thank you.



SFMTA



Appendix

Bond Funded Projects – Open for Use

Project	Description
1 California: Laurel Village	This project is to improve the safety and reliability, as well as reduce the travel time on the 1 California between Spruce to Laurel Street.
10 Townsend: Sansome Contraflow Signals	This project is to provide necessary capital improvements to implement contraflow lane on Sansome Street to improve connections from Downtown to Russian Hill.
19 Polk: Polk Street Transit Priority	This project designed and constructed three bus bulbs along Polk Street at Union, Broadway, and Sutter Street.
30 Stockton Transit Priority	This project includes optimized bus stop locations, new and extended transit bulbs, establishment of transit-only lanes, and widened travel lanes.
5 Fulton: East of 6 th Ave Transit Priority	This project implements various enhancements throughout the corridor.
8 Bayshore – San Bruno Ave	This project implements traffic engineering changes to reduce travel time and improve transit reliability for the 8 Bayshore route along San Bruno Avenue.
8 th & Market Street Transit Boarding Island	This project creates a section of class IV bikeway at 8th, Market, Hyde, and Grove Streets.
9 San Bruno: 11 th Street and Bayshore Blvd Rapid	This project implements engineering improvements which include transit stop placement optimization, bus bulbs, boarding islands, and pedestrian improvements

Bond Funded Projects – Open for Use

Project	Description
Arguello	This project is designed to replace traffic signals at six intersections along Arguello Boulevard with new equipment.
Islais Creek Maintenance and Operations Facility – Phase II	This project is to construct a motor coach maintenance and operations facility.
Mission Street & Trumbull Street Intersection Upgrade	This project supports the construction of intersection improvements at Mission Street and Trumbull Street.
Muni Metro East Facility – Phase II	This project extends five storage tracks at the southwest corner of MME to provide additional storage space.
N Judah Transit Priority	This project implements transit priority lanes with efficient stop spacing, created better boarding zones, and added improved signage.
UCSF Platform Extension and Crossover Track	This project extends the University of California, San Francisco northbound platform by 160 feet.
Mission Bay Loop	This project supports the reliability of the overall system by allowing trains to turn around for special events or peak hours.
Underground Storage Tanks	This project installed replacement underground storage tanks for waste and maintenance fluid at the Kirkland, Flynn Facility, and Scott Facilities with above ground and underground tanks.

Bond Funded Projects – Open for Use

Project	Description
Pedestrian Countdown Signals on High-Injury Corridors	This project plans, designs, and upgrades traffic signals between seventeen locations so that Pedestrian Countdown signals can be added.
22 Fillmore: OCS on Church/Duboce (Overhead Lines)	This project installs red transit-only lanes along Church Street to improve route reliability.
4 th Street I-80 Vision Zero Improvements	This project improves the intersections of 4 th at Bryant and Harrison in coordination with construction of the Central Subway.
Contract 64	This project designed and constructed new traffic signals at nine locations.
Potrero Avenue Roadway Improvements	This project brought revitalizing facelift to the public space adjacent to the Zuckerberg San Francisco General Hospital and Trauma Center with pedestrian safety improvements.