FY19-23 Capital Improvement Program (CIP)

Citizens Advisory Council (CAC) December 6, 2018

What is the Capital Improvement Program (CIP)?



- A fiscally constrained 5-year program of capital projects
- An implementation plan for regional, citywide, and agency-wide strategies and policy goals
- Maintains credibility with external funding agencies (eg. MTC, FTA)
- The Capital Budget is the first two years of the Capital Improvement Program (CIP)



Vision Zero

CIP Policy Goals

o air





State of Good Repair



CIP Development Process

SFMTA Board Approves

Capital Need identified by stakeholders & SFMTA staff

SFMTA's Long-Range Planning group

reviews need, including description & costs. Offers recommendation to TCC

Transportation Capital Committee

reviews recommendation for inclusion in Capital Plan

20-Year Capital Plan financially unconstrained plan of all needs

Capital Funding Request (CFR) scope, schedule & budget of prioritized project in Capital Plan submitted to CFPA

SFMTA's Capital Financial Planning & Analysis (CFPA) group

reviews request, matches appropriate funds, & offers recommendation to TCC

Transportation Capital Committee

reviews recommendation – for inclusion in CIP

5-Year Capital Improvement Program (CIP) financially constrained program of projects. First 2 years of CIP = Capital Budget

SFMTA FY19-23 Capital Improvement Program M

FY19-23 CIP vs. FY 17-21 CIP

3,500,000,000

3,000,000,000

2,500,000,000

2,000,000,000

1,500,000,000

1,000,000,000

500,000,000

FY19-23 CIP

\$3.0B

269 Projects \$3.0 Billion Total Investment

- \$85M Central Subway
- \$355M Fixed Guideway Investment \succ
- \$835M Transit Optimization
- Continued fleet procurement and rehabilitation
- Accelerated LRV Replacement

255 Projects \$3.4 Billion Total Investment

- \$403M Central Subway
- \$239M Fixed Guideway Investment
- \$967M Transit Optimization
- Full replacement of rubber tire fleet
- Muni Forward project implementation

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State of Good Repair (e.g.

Fleet, Transit FG)

Transit Optimization

Streets (e.g. Bicycle and

Pedestrian)

Central Subway

Capital Improvement Program Fiscal Year 2019 -2023 M SFMTA

FY19-23 CIP (by color of money)

\$3.0B from over 40 different fund sources



Federal

Federal Transit Administration Formula Funds FTA Bus and Bus Facilities Program FTA Capital Investment Grants Program Federal Transit Security Grant Program

<u>Local & Regional</u>

Proposition K Sales Tax Prop AA Vehicle Registration Fee General Obligation Bond Developer Impact Fees

<u>Regional</u>

Bridge Tolls (AB664, Regional Measure 3)

<u>State</u>

Cap and Trade Active Transportation Program (ATP) Competitive Grants

FY19-23 CIP (by Program) (\$1,000s)

| | | | | | | |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| Program (in Thousands) | FY19 | FY20 | FY21 | FY22 | FY23 | Total |
| Fleet | \$ 329,140 | \$ 198,202 | \$ 230,461 | \$ 234,469 | \$ 132,082 | \$ 1,124,354 |
| Transit Optimization | \$ 204,244 | \$ 222,478 | \$ 315,570 | \$ 65,151 | \$ 27,966 | \$ 835,410 |
| Fixed Guideway | \$ 42,101 | \$ 74,828 | \$ 69,368 | \$ 79,959 | \$ 89,313 | \$ 355,569 |
| Streets | \$ 56,612 | \$ 55,518 | \$ 76,414 | \$ 44,052 | \$ 38,493 | \$ 271,089 |
| Facilities | \$ 37,109 | \$ 45,531 | \$ 44,744 | \$ 43,709 | \$ 52,732 | \$ 223,824 |
| Central Subway | \$ 84,769 | \$ - | \$ - | \$ - | \$ - | \$ 84,769 |
| Signals | \$ 11,697 | \$ 21,101 | \$ 8,703 | \$ 3,571 | \$ 6,605 | \$ 51,677 |
| Other | \$ 5,088 | \$ 11,455 | \$ 5,724 | \$ 7,518 | \$ 5,364 | \$ 35,148 |
| Comm/IT | \$ 4,403 | \$ - | \$ - | \$ - | \$ - | \$ 4,403 |
| Тахі | \$ 460 | \$ 200 | \$ 200 | \$ 200 | \$ 200 | \$ 1,260 |
| Parking | \$ 200 | \$ - | \$ - | \$ - | \$ - | \$ 200 |
| Total | \$ 775,823 | \$ 629,312 | \$ 751,185 | \$ 478,629 | \$ 352,755 | \$ 2,987,704 |

Project Highlights

Central Subway

• Project to be completed

Transit Fixed Guideway

- State of Good Repair for Track, Overhead, Signals and Traction Power
- Initiates a major upgrade of the subway ATCS
- Initiates a complete overhaul of cable car infrastructure
- Key substation upgrades
- Twin Peaks Rail Replacement
 Project

Transit Optimization & Expansion

- 22 Fillmore Transit Priority
- Muni Forward OCS Spot Improvements
- 28 19th Avenue Rapid
- L Taraval: Transit & Streetscape Enhancements



Project Highlights

Facility

- Castro Station Elevator
- Potrero Facility Reconstruction
- Muni Metro East Expansion
- Facility Condition Assessment
 Implementation

Fleet

- Fleet replacement and expansion (Motor Coach, Trolley Coach, LRV, Paratransit)
- Vehicle Overhauls
- Cable Car Renovation
- Historic Streetcars (16 PCCs & 18 Milan)
- Non-Revenue Fleet Replacement



Traffic & Signals

- Gough Corridor Signal Upgrade
- Contract 35 Traffic Signal Modifications
- Western Addition Area Traffic Signal Upgrades

Project Highlights

Streets

Ongoing Projects

- Folsom-Howard Streetscape Project
- 6th Street Streetscape Project
- Taylor Street Streetscape Project
- Mission Street Excelsior Safety Project
- Powell Street Plaza
- Embarcadero Enhancement Project
- Monterey Boulevard Safety Project

New Projects

- Ocean Avenue Safety Improvements
- Bayview Community Based Transportation Plan
- Valencia Street Protected Bikeways
- Leavenworth Streetscape Project

