

Balancing Transportation Needs of a Growing City



FY 2019 and FY 2020 Operating Budget
SFMTA Board Workshop
Ed Reiskin, Director of Transportation
January 23, 2018



SFMTA
Municipal
Transportation
Agency

Moving San Francisco: At a Glance



\$1.1 Billion

Annual Operating Budget

\$3.6 Billion

5-Year Capital Improvement Program

720,000 Muni rides
daily

200 million Muni
rides each year

3.1 million hours of
transit service
annually

447 lane miles of
bicycle paths, lanes
and routes

441,950 publicly
available parking
spaces

1,575 taxi
medallions

1,212 signalized
intersections

281,700 street signs

~6,000 employees



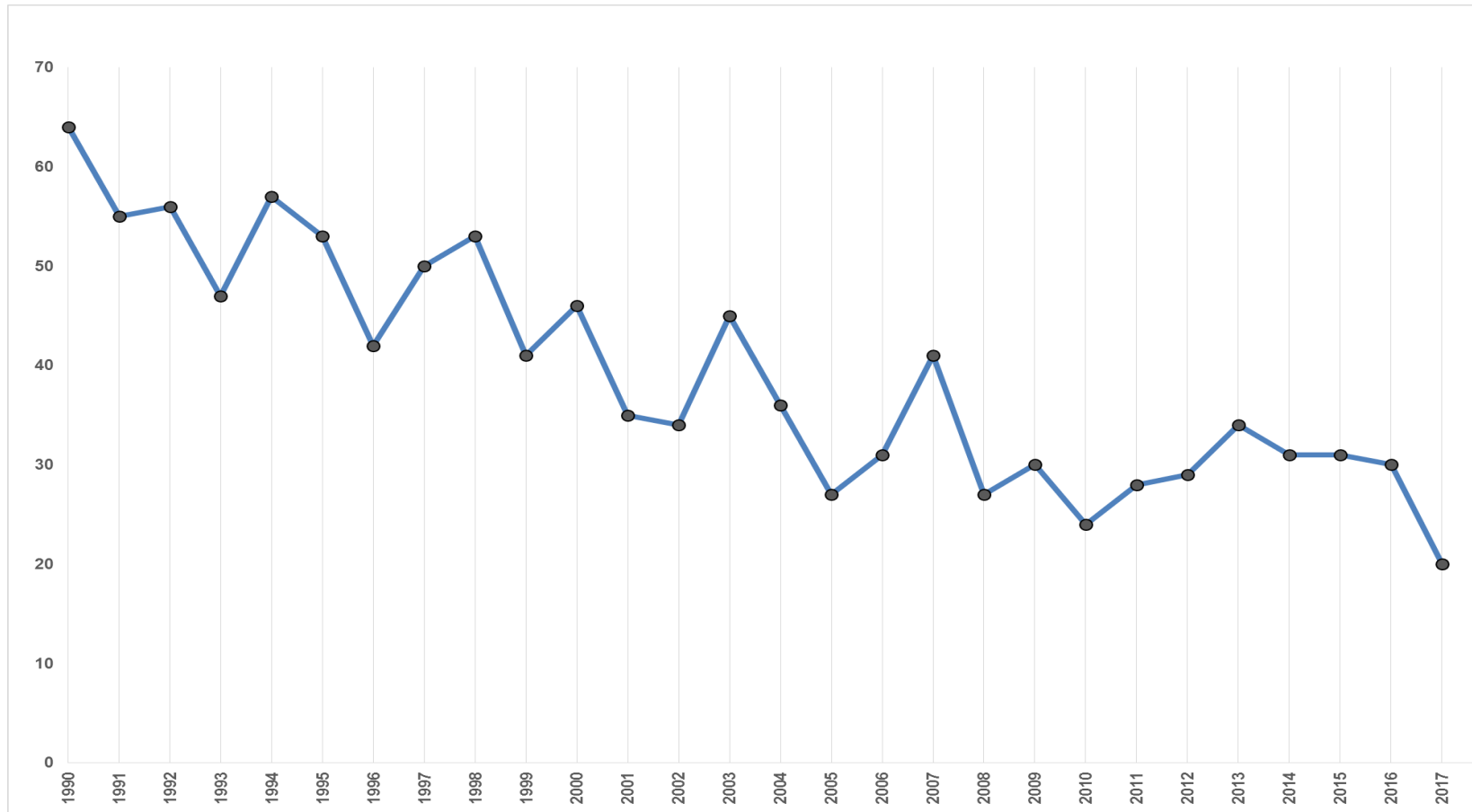
Vision: San Francisco: great city, excellent transportation choices

- Goal 1** *Create a safer transportation experience for everyone*
- Goal 2** *Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel*
- Goal 3** *Improve the quality of life and environment in San Francisco and for the region*
- Goal 4** *Create a workplace that delivers outstanding service*





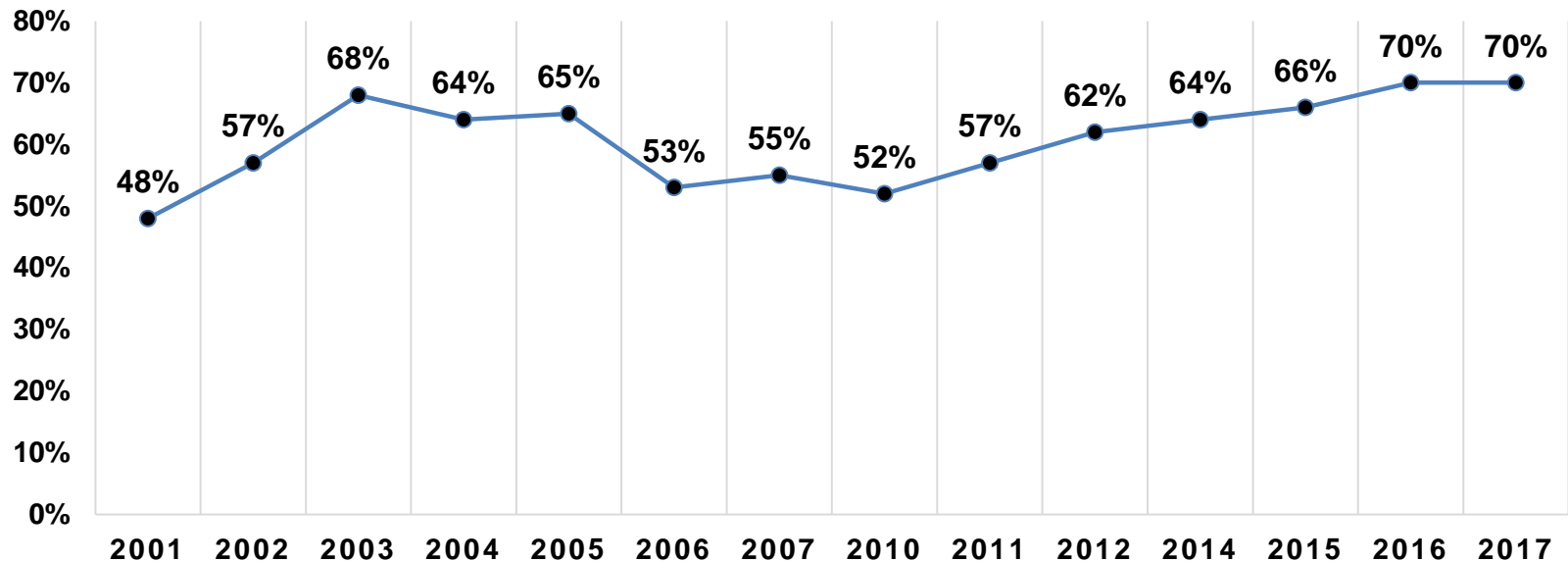
2017: Fewest Traffic Fatalities in Recorded History



TRAFFIC FATALITIES ON SAN FRANCISCO STREETS
1990-2017



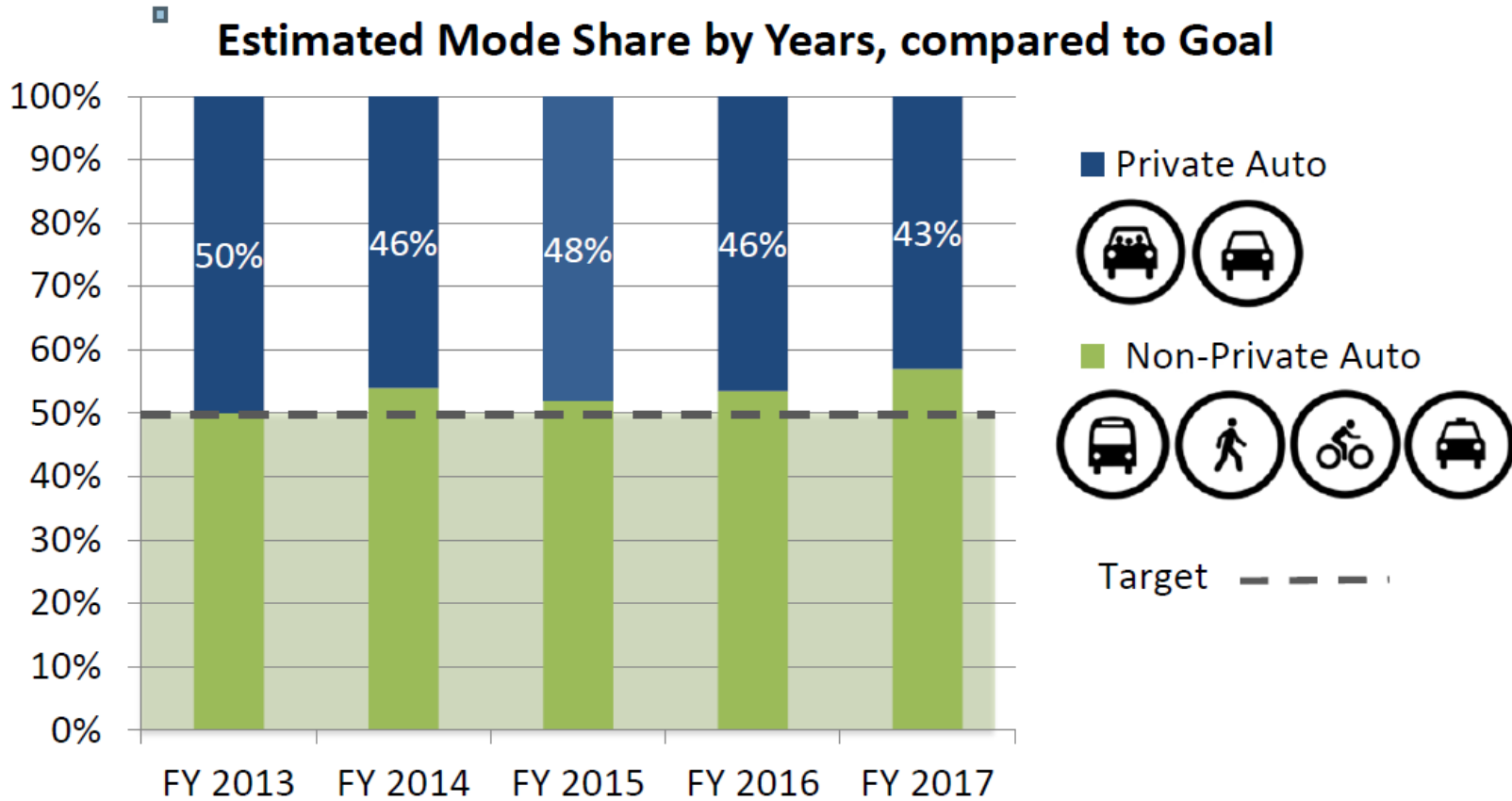
OVERALL RATING OF MUNI SERVICE EXCELLENT AND GOOD RATINGS COMBINED



- **10% service increase**
- **Newest fleet in the nation with 138 new buses added in 2017**
- **Train fleet being expanded to 215 LRVs**
- **250+ new buses coming in the next two years**



Private Auto Trips: 43 Percent of Total Daily Trips

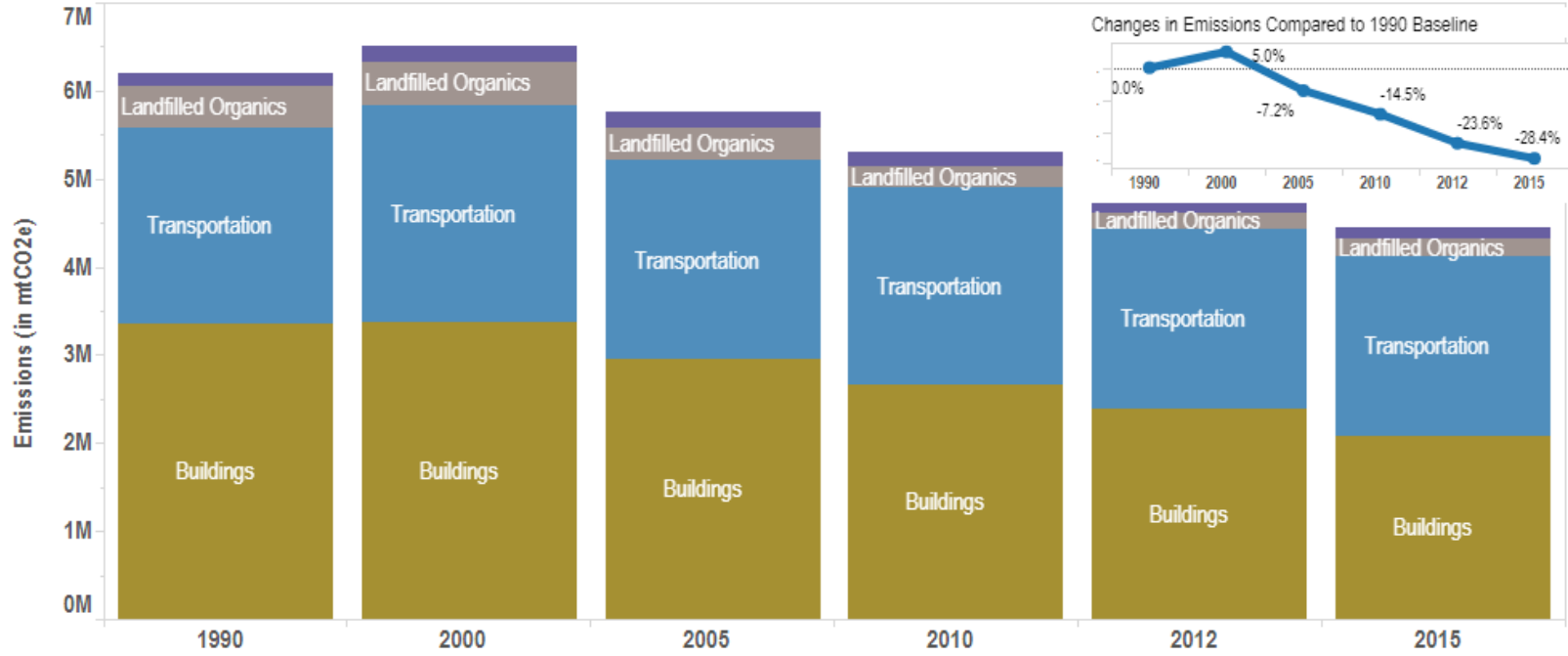
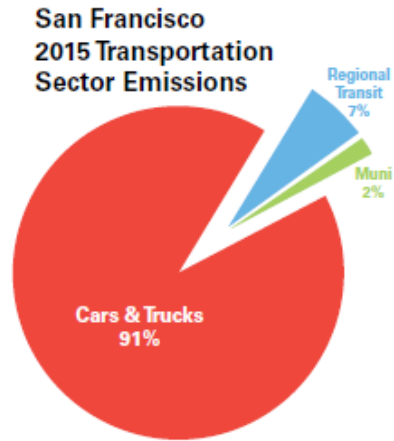


*Note: Variation from 50% goal is within the 3.5% margin for error

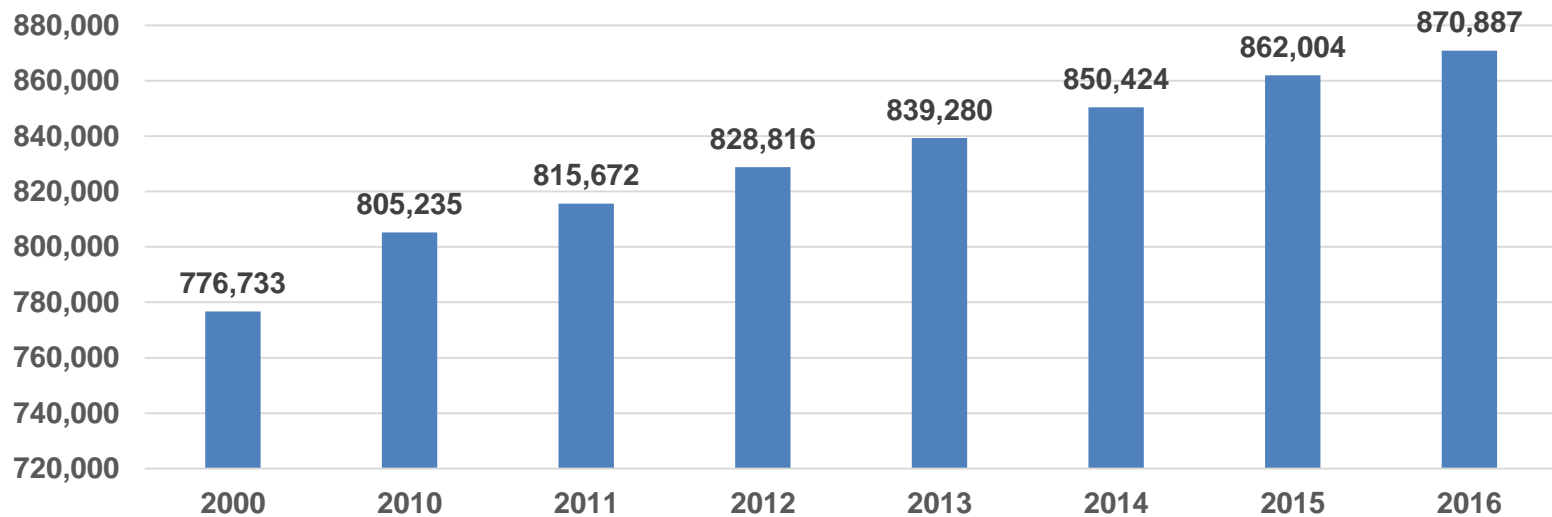
Critical Role in Achieving Climate Goals



- **Transportation sector is responsible for nearly half of all GHG emissions and has increased since 2012**
- **Muni accounts for 26% of daily trips, but <2% of transportation sector emissions**



San Francisco Continues to Grow



- San Francisco is one of 20 fastest-growing cities in the United States
- Population expected to reach 969,000 by 2035 (20% increase over current conditions)
- 80% of growth expected to occur in 20% of the city
- SF is second only to NYC in density

FY 2019-2020 Revenues and Expenditures





Revenues

- Continued city growth driving General Fund
- SFMTA revenues flat

Expenditures

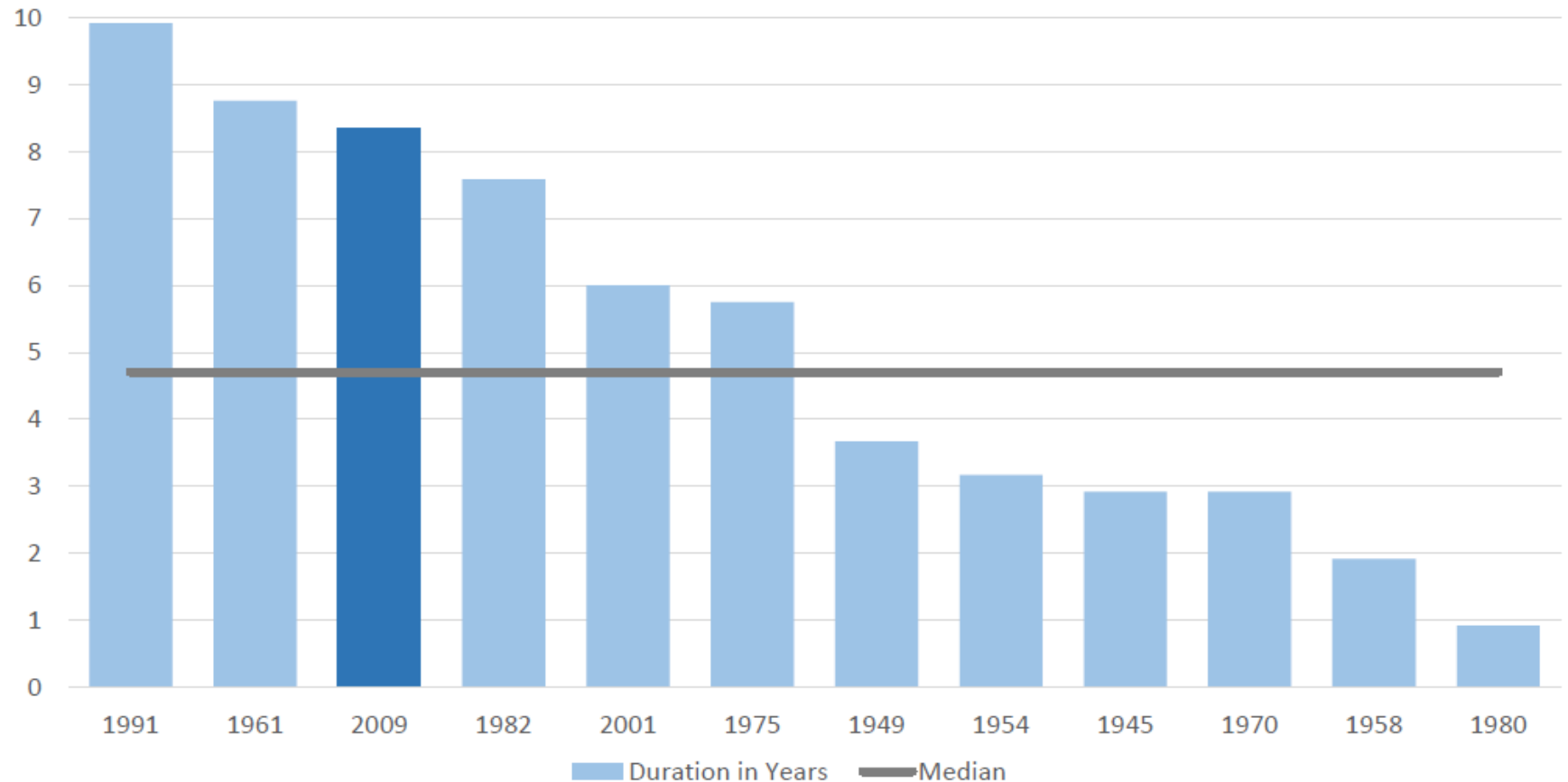
- Expenditures are outpacing revenues
- Increasing labor costs
- New contracts and land use commitments

Expansion Continues...but for how long



Our current expansion is the 3rd longest since 1945

Length of economic expansion in years by start year, sorted longest to shortest



Employee Compensation Costs Continue to Grow

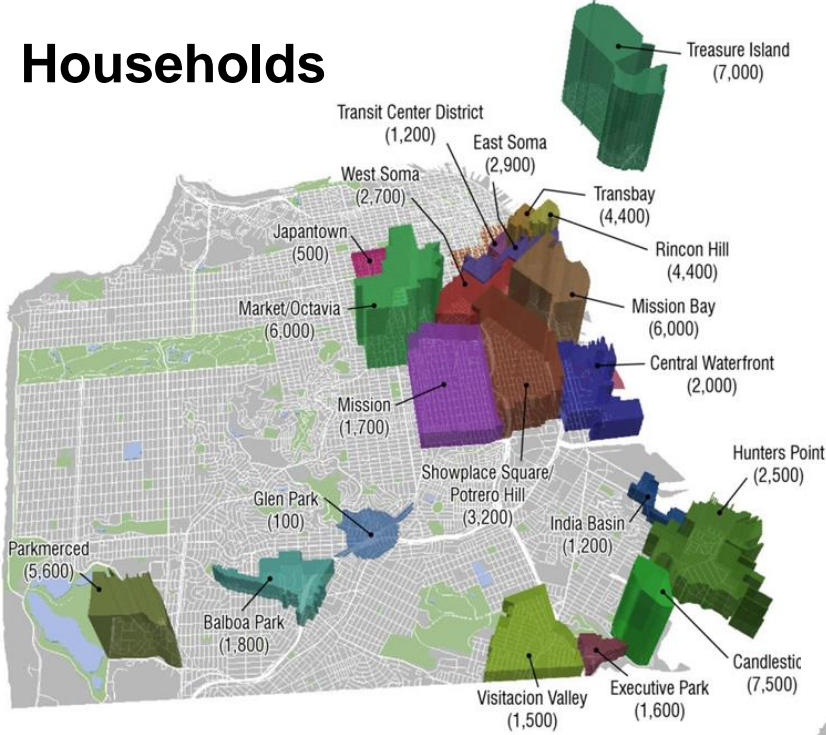


Citywide personnel costs per FTE have grown at more than twice the rate of inflation over the past decade





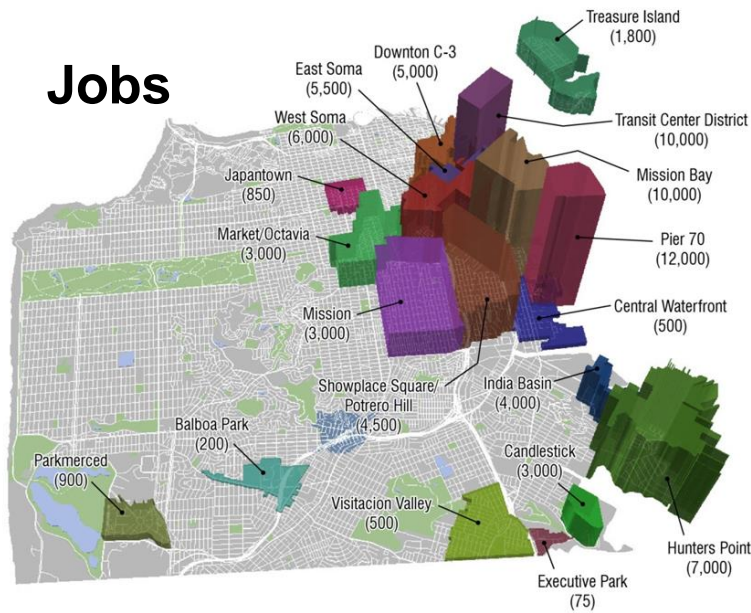
Households



San Francisco by 2040:

- + 100,000 households
- + 190,000+ jobs

Jobs



- Where San Francisco's are living and working is changing
- SFMTA needs to adapt to meet changing demands

Priorities for Transit



- **Open the Central Subway**
- **Introduce expanded rail service, including 68 new LRVs, to address reliability and crowding**
- **Open Islais Creek for bus service**
- **Integrate Muni Service Equity Strategy into all service programs**
- **Optimize service based on the greatest ridership needs and expected future demand**
- **Continue investment in vehicle maintenance and begins transition to predictive vehicle maintenance**
- **Train and educate the workforce of the future**



Priorities for Sustainable Streets

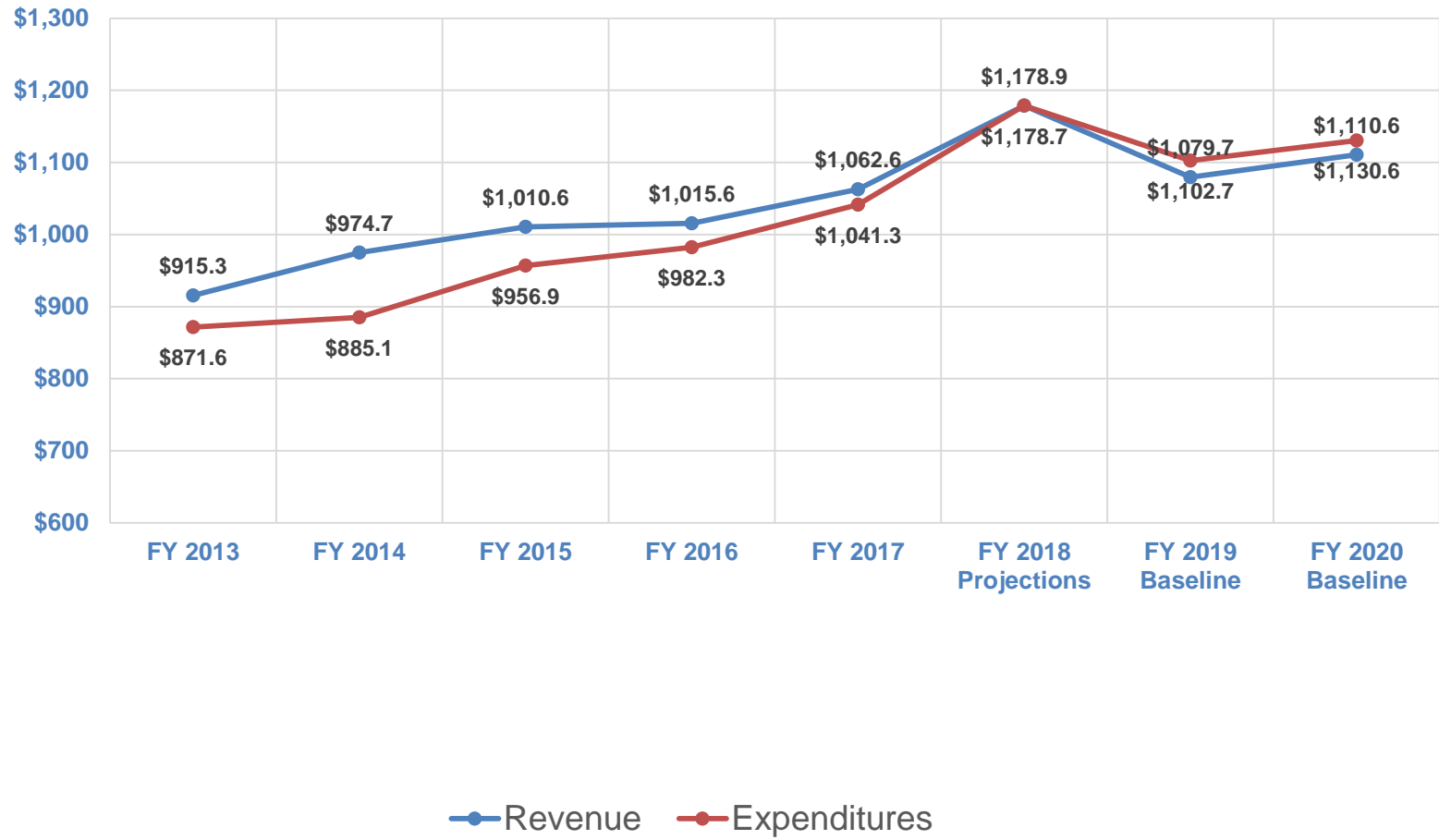


- **Achieve 13 miles of safety improvements on the High Injury Network**
- **Implement demand-responsive parking pricing and citywide curb management program**
- **Integrate traffic management into the Transportation Management Center**
- **Expand enforcement to facilitate Muni**
- **Implement Climate Action Strategy for the transportation system**
- **Align emerging mobility services with Transit First and Vision Zero goals**

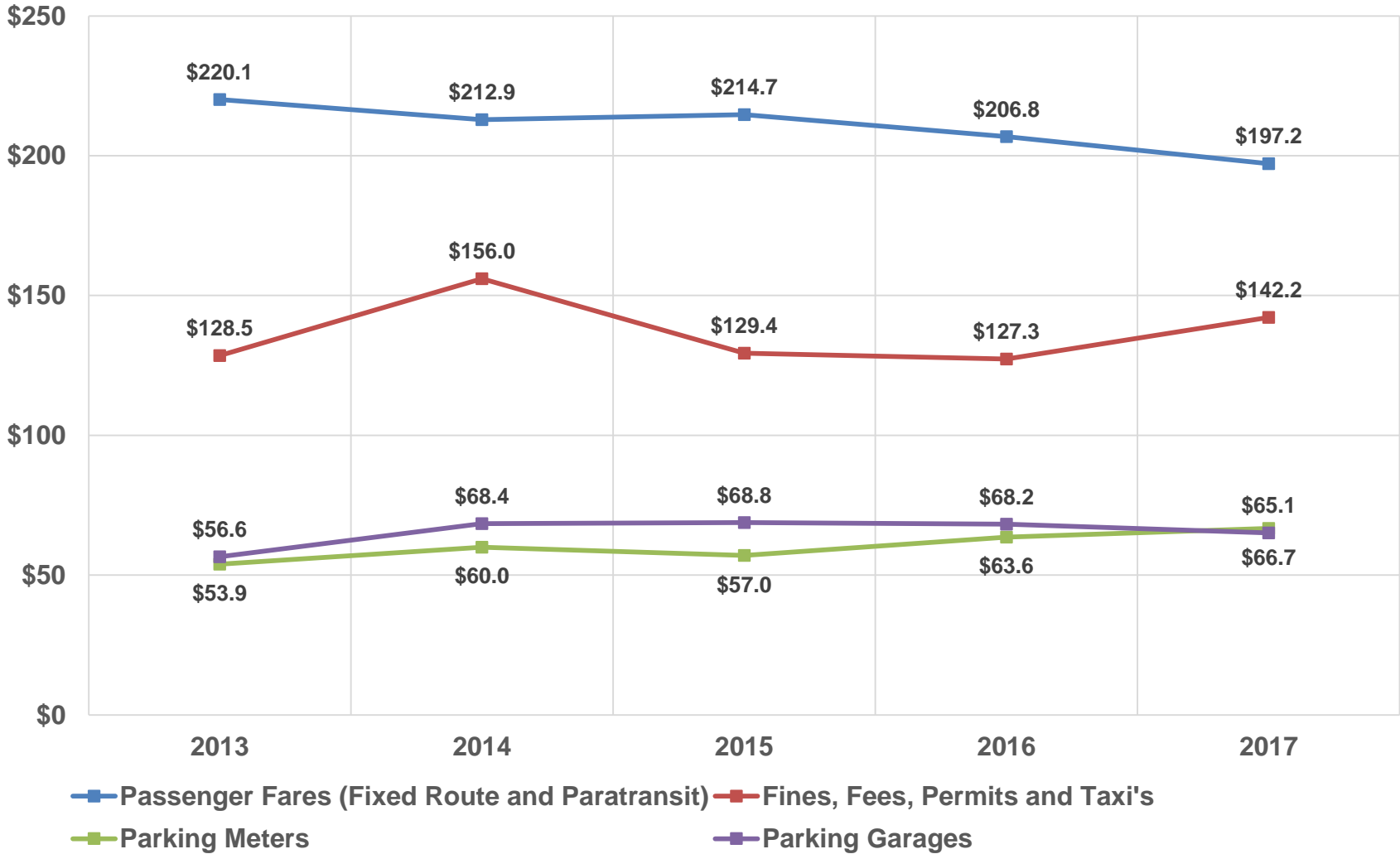


- **SB 1 challenge**
- **Proposed changes to the City Charter**
- **Upcoming Labor contracts**
- **State and Federal legislation**
- **Future economic impacts on the General Fund**

Revenues and Expenditures FY 2013-2020



Revenue Trends FY 2013-2017 (M)



Baseline Budget FY 2019-2020 Look Ahead



FY 2019 & 2020 Operating Budgets Indicate a Structural Operating Deficit

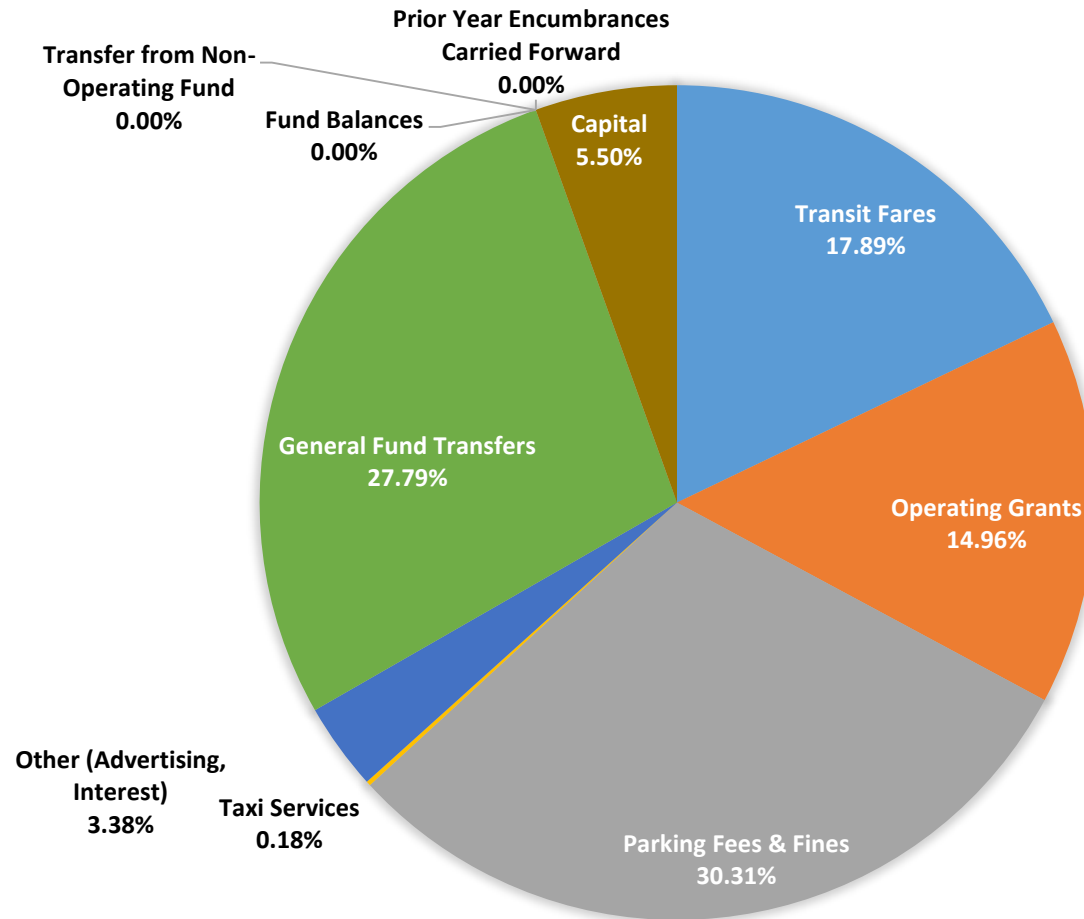
Operating	FY 2019	FY 2020
Revenues	\$ 1,103.2	\$ 1,145.4
Expenditures	\$ 1,121.0	\$ 1,158.50
Revenues Less Expenditures	\$ (17.8)	\$ (13.1)



FY 2019 Revenues by Category

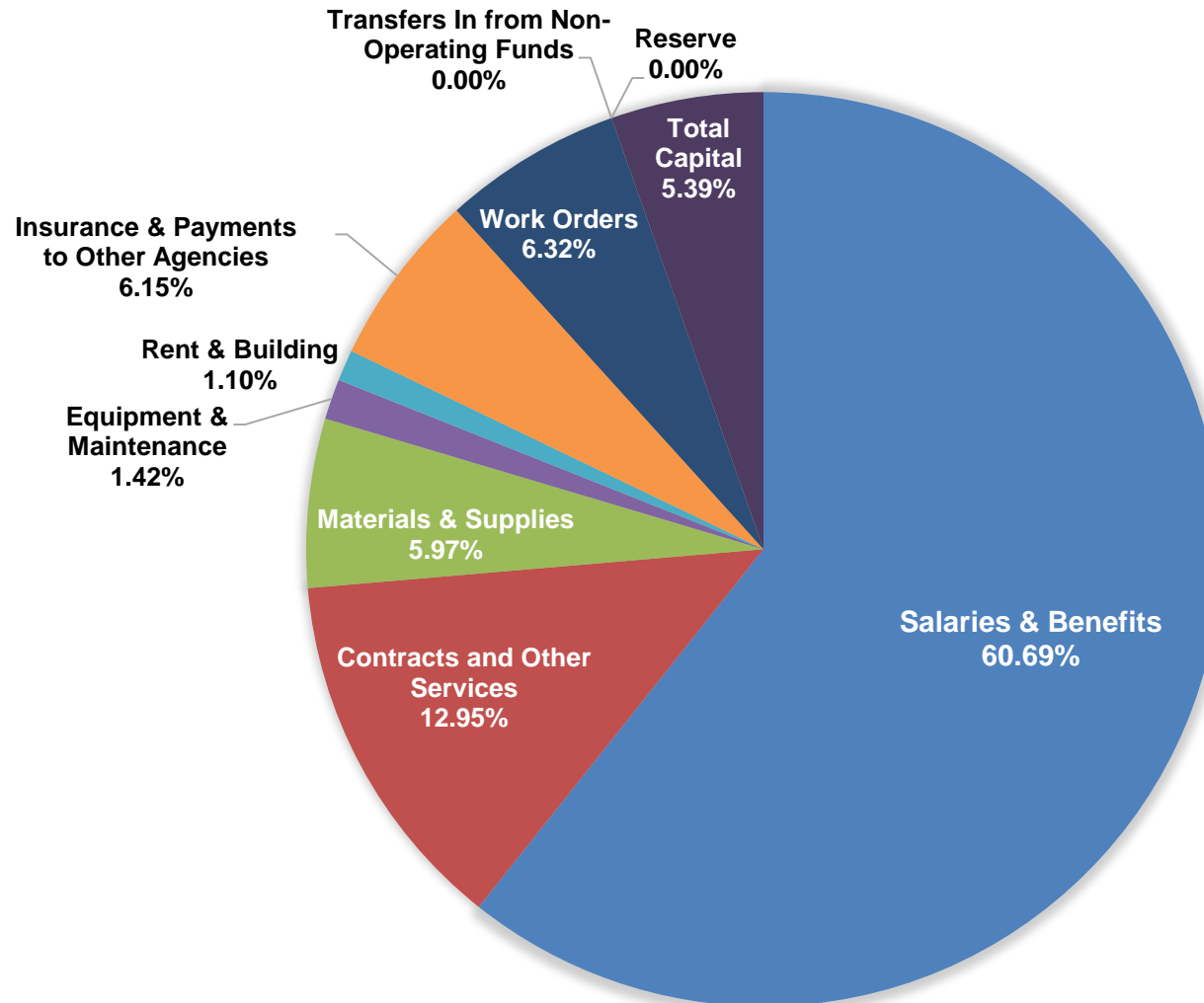


Parking Revenues and General Fund Transfers Comprise more than 57% of the SFMTA Operating Budget





Salaries and Benefits Continue to Drive Expenditures

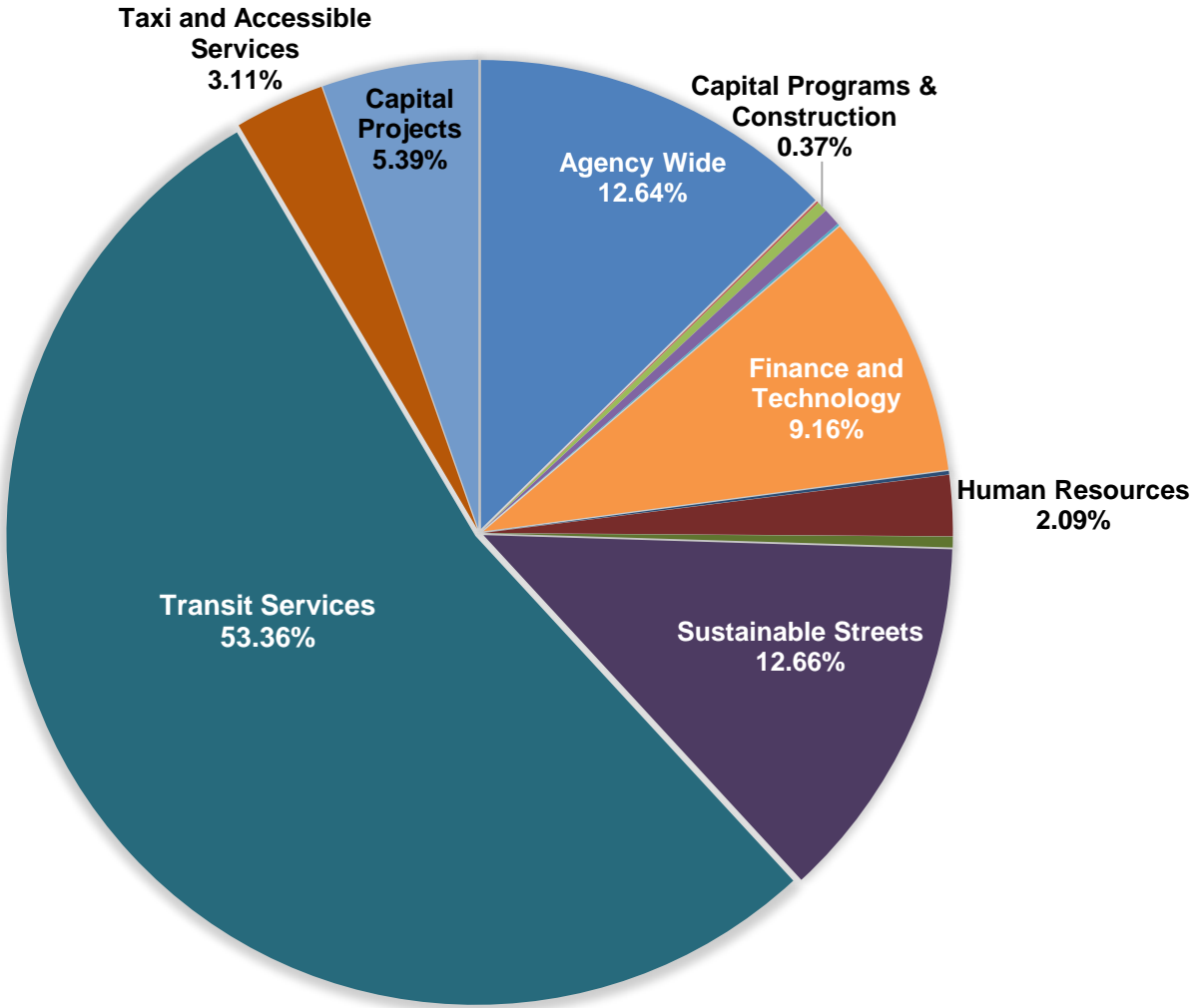


* AC Transit (75%), VTA (76%) and BART (56.4%)

FY2019 Expenditures by Division



Over 51% of expenditures are in Transit with high levels of employee-dependent service delivery





Revenues

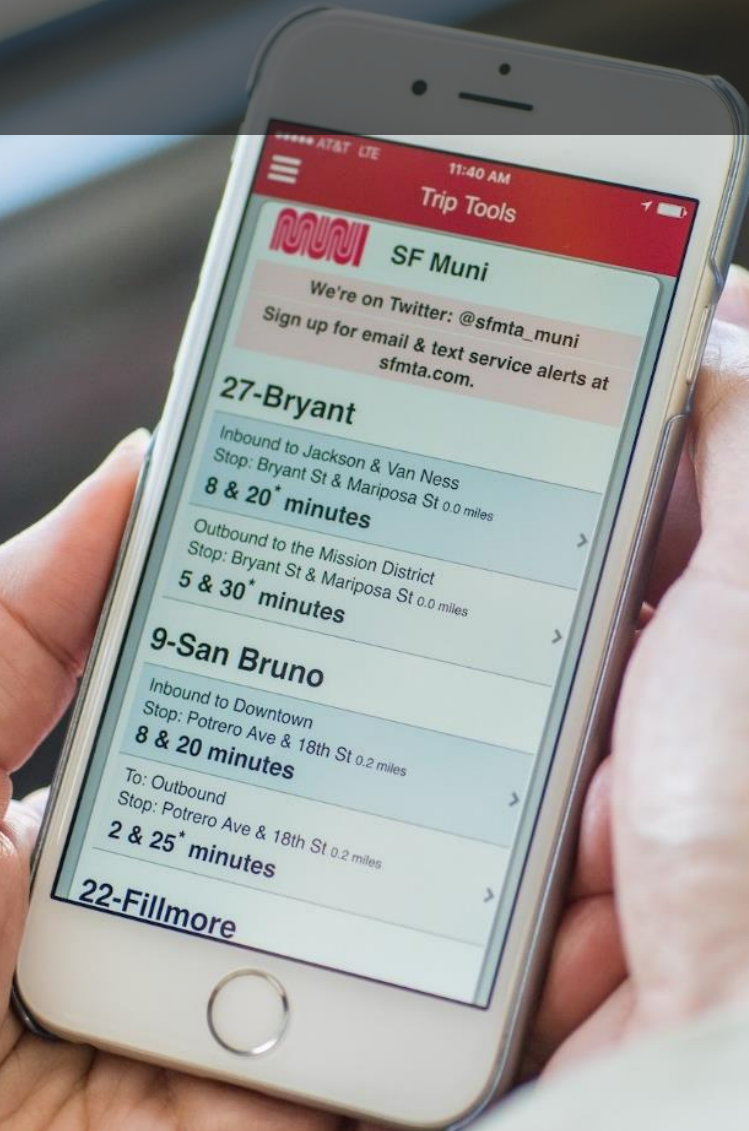
- Smart fare policies
 - Competitive pricing
 - Focus on fare pre-payment
- New Fare Box revenues
- Development Agreement funds

Expenditures

- Targeted Transit efficiencies to offset new operating needs
 - Service optimization
 - Better Inventory management
 - Expand of part time Operator runs
 - Reduced maintenance needs
- 3% cut across all other divisions

We'll need to make tough decisions to achieve a balanced budget.

Transit Fare Policy



Fare Pricing Policy Goals



Pricing strategies to:

- Incentivize transit ridership
- Incentivize pre-payment
- Enhance customer convenience
- Promote equity





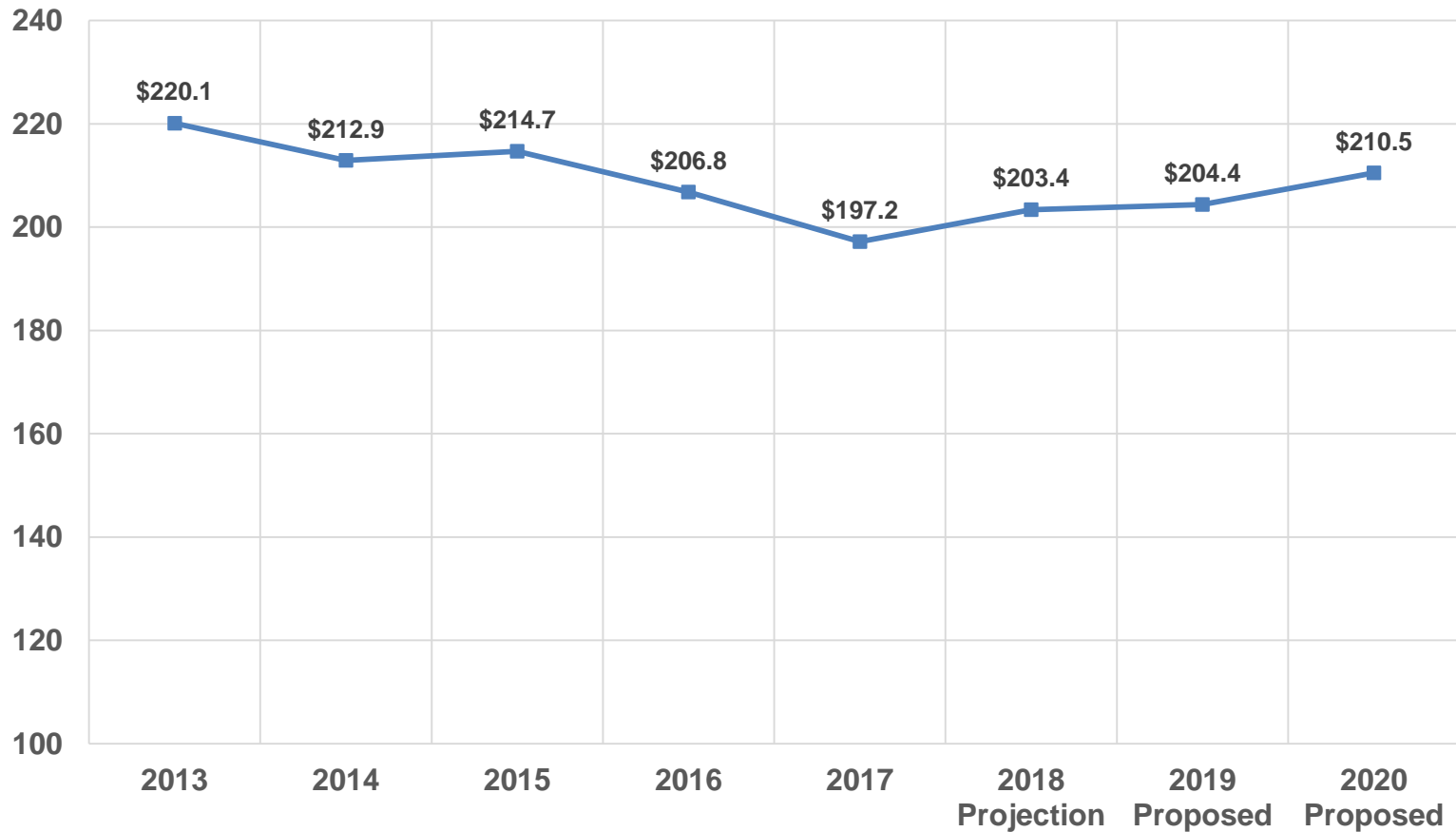
Fare Revenues and Sales Down Since 2013

FARE TYPE	SALES	REVENUE
ADULT "A" MONTHLY PASS	-23%	-9%
ADULT "M" MONTHLY PASS	-10%	-5%
SENIORS/YOUTH/PEOPLE WITH DISABILITIES MONTHLY PASS	-76%	-73%
LIFELINE	-18%	-8%
SINGLE RIDE MUNI	-16%	-6%
1 DAY PASSPORT	-47%	-20%
3 DAY PASSPORT	-34%	0%
7 DAY PASSPORT	-43%	-11%
SINGLE RIDE CABLE CAR	-5%	11%
TOTAL	-17%	-8%

Previous Fare Policy Actions



Combination of free fare decisions and price indexing increases are impacting revenues



Impact of Existing Single-Ride Fare Differential



**\$.25 Cash fare differential resulted in limited change.
Potential for a more substantial price differential to
incentivize new behavior.**

FARE TYPE	Jan-Oct 2016	Jan-Oct 2017	% Change
MuniMobile	1.0%	2.6%	+1.5%
Clipper	61.3%	63.3%	+2.0%
Limited-Use	5.7%	5.1%	-0.5%
Farebox	32.0%	29.0%	-3.0%

Single-Ride Fare Increase



SINGLE RIDE FARES	CURRENT	INDEXING		ALTERNATIVE	
		FY19	FY20	FY19	FY20
FARE DESCRIPTION					
Adult (Clipper/Mobile Ticketing)	2.50	2.50	2.75	2.50	2.50
Adult (Cash/Limited Use Ticket)	2.75	2.75	3.00	2.75	3.00
Discount (Clipper/Mobile Ticketing)	1.25	1.25	1.35	1.25	1.25
Discount (Cash/Limited Use Ticket)	1.35	1.35	1.50	1.35	1.50

- **Scheduled fare increase in FY20 based on existing indexing policy**
- **Fare differential has been effective, motivating customers towards pre-paid fares**

OPTION 1: Increase cash fare differential to \$.50 to incentivize pre-payment

Monthly Passes



MONTHLY PASSES	CURRENT	INDEXING		ALTERNATIVE	
		FY19	FY20	FY19	FY20
Adult "A" Monthly Pass (Includes BART w/in SF)	94.00	98.00	102.00	93.00	96.00
Adult "M" Monthly Pass (Muni Only)	75.00	78.00	81.00	78.00	81.00
Discount/Lifeline Monthly Pass (Muni Only)	38.00	39.00	41.00	39.00	41.00

- **BART "A" Pass premium established in 2007**
- **28% drop in sales since FY13**

OPTION 2A: Limit A Pass to \$15 premium (or other amount) above M Pass
OPTION 2B: Limit A Pass to 20% premium (or other amount) above M Pass

Visitor Passport/Cable Car



CABLE CAR FARE	CURRENT	INDEXING		ALTERNATIVE	
		FY19	FY20	FY19	FY20
Single Ride (Purchased on board)	7.00	7.00	8.00	7.00	8.00
Cable Car Single Ride (Pre-Paid)	N/A	N/A	N/A	7.00	7.00
Off-Peak Cable Car Fare (Seniors & People with Disabilities) 9:00 p.m. to 7:00 a.m.	3.00	3.00	3.00	3.00	3.00
VISITOR PASSPORTS (IN-PERSON SALES)	CURRENT	FY19	FY20	FY19	FY20
One-Day Passport	22.00	23.00	24.00	23.00	24.00
Three-Day Passport	33.00	34.00	36.00	34.00	36.00
Seven-Day Passport	43.00	45.00	47.00	45.00	47.00
VISITOR PASSPORTS (CLIPPER/MUNIMOBILE)	CURRENT	FY19	FY20	FY19	FY20
One-Day Passport	22.00	23.00	24.00	12.00	12.00
Three-Day Passport	33.00	34.00	36.00	24.00	24.00
Seven-Day Passport	43.00	45.00	47.00	39.00	39.00

OPTION 3: Implement Passport fare differential to incentivize prepayment

Introduce Low-Income Single Ride Fare



- Meets the needs of low-income riders
- Complements existing monthly-pass program
- Creates more options for regular customers
- Provides more flexibility
- Incentivizes additional Muni trips
- Only available on Clipper card
- Requires MTC approval as part of a regional program



OPTION 4: Adopt new, Low- Income Single-Ride Fare product

Introduce New Adult All Day Pass



Agency	Single Ride	Multiplier	All Day Pass
Tri-Met (Portland)	2.50	2.00	5.00
RTD (Denver)	2.60	2.00	5.20
SFMTA (Option A)	2.50	2.00	5.00
San Diego Metro	2.25	2.22	5.00
SamTrans	2.25	2.44	5.50
AC Transit	2.00	2.50	5.00
SFMTA (Option B)	2.50	2.50	6.25
Santa Clara VTA	2.00	3.00	6.00
MARTA (Atlanta)	2.50	3.60	9.00
Chicago Transit Authority	2.50	4.00	10.00
LA Metro	1.75	4.00	7.00

- Five of nine agencies surveyed offer passes at 2.5 x regular fare (or less)
- Adult Day Pass (without Cable Car) makes Muni more competitive to other transportation options
- Only available on MuniMobile

OPTION 5A: Adopt a new day pass at 2x fare price
OPTION 5B: Adopt a new day pass at 2.5x

Fare Policy Options



OPTION 1

Maintain fares for Single-Ride fares for Clipper/MuniMobile to increase differential and promote pre-payment

OPTION 2A/B

Limit A Pass to \$15 premium or 20% premium above M Pass

OPTION 3

Implement fare differential for Visitor Passports to incentivize prepayment

OPTION 4

Adopt new low-income single-ride fare product to meet the needs of low-income riders and complement the Monthly Pass program

OPTION 5A/B

Implement a new Day Pass (without Cable Car) at either 2.0 or 2.5 x the regular fare) to increase flexibility for regular customers and incentivize pre-payment

Cable Car Collections





Findings

- **Fares not collected 37% of the time**
- **Increasing fare collection by 20% would generate an additional \$2 million in revenue per year**

Potential Mitigations

- **Elimination of on-board cash handling**
- **Encourage cable care fare pre-payment**

Cable Car Ticket Sales Overview



FY	Fare	% On-Board	% Sales Kiosks	Total Revenue* (in thousands)
2013	\$6.00	64%	36%	\$14,428
2014	\$6.00	66%	34%	\$14,730
2015	\$6.00	68%	32%	\$15,069
2016	\$7.00	62%	38%	\$16,080
2017	\$7.00	57%	43%	\$15,957

Tickets can be purchased:

- Using Clipper (+\$3 fee per card)
- SFMTA third-party vendors (5)
- Sales kiosks (3)

* Does not include MuniMobile or Clipper (less than 1% of total sales combined)



Positives

- Eliminates on-board cash handling
- Could enhance safety for operators

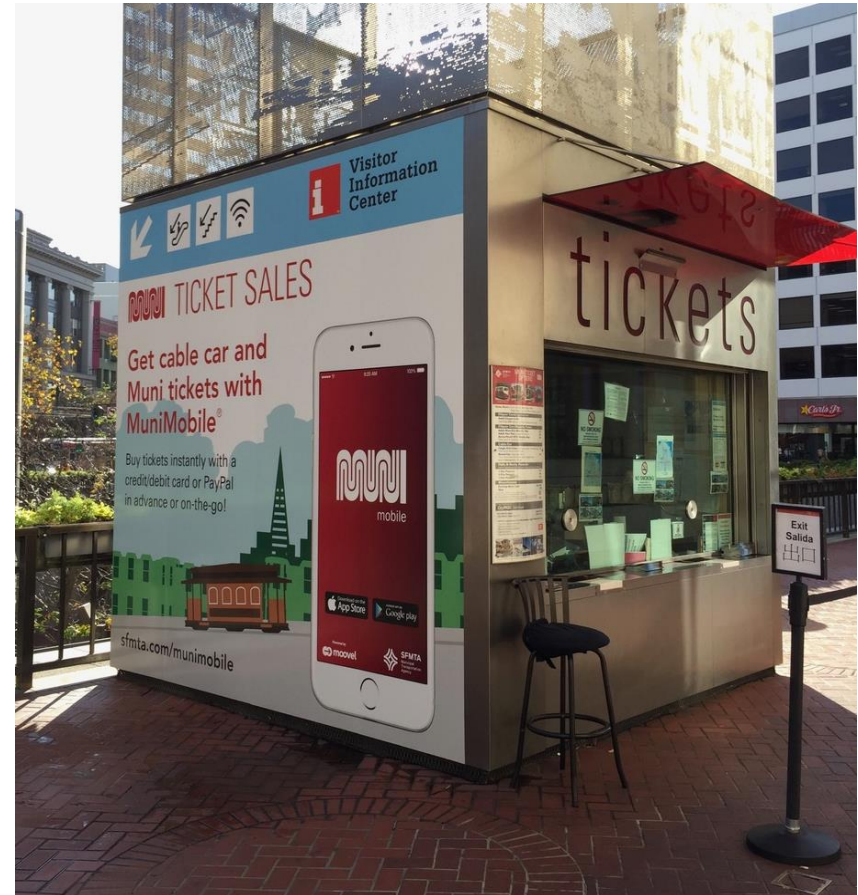


Negatives

- Communicating changes to the tourism market would require ongoing resources
- Limited outlets, hours and locations for in-person sales
- Cable Car operations do not lend easily to collection prior to boarding
- Unpaid customers would be required to leave the vehicle on-route, requiring operators to act in an expanded enforcement capacity



- **Require pre-payment during kiosk operating hours**
- **Implement pricing strategies to incentivize pre-payment**
- **Implement a comprehensive marketing, communications and signage plan**



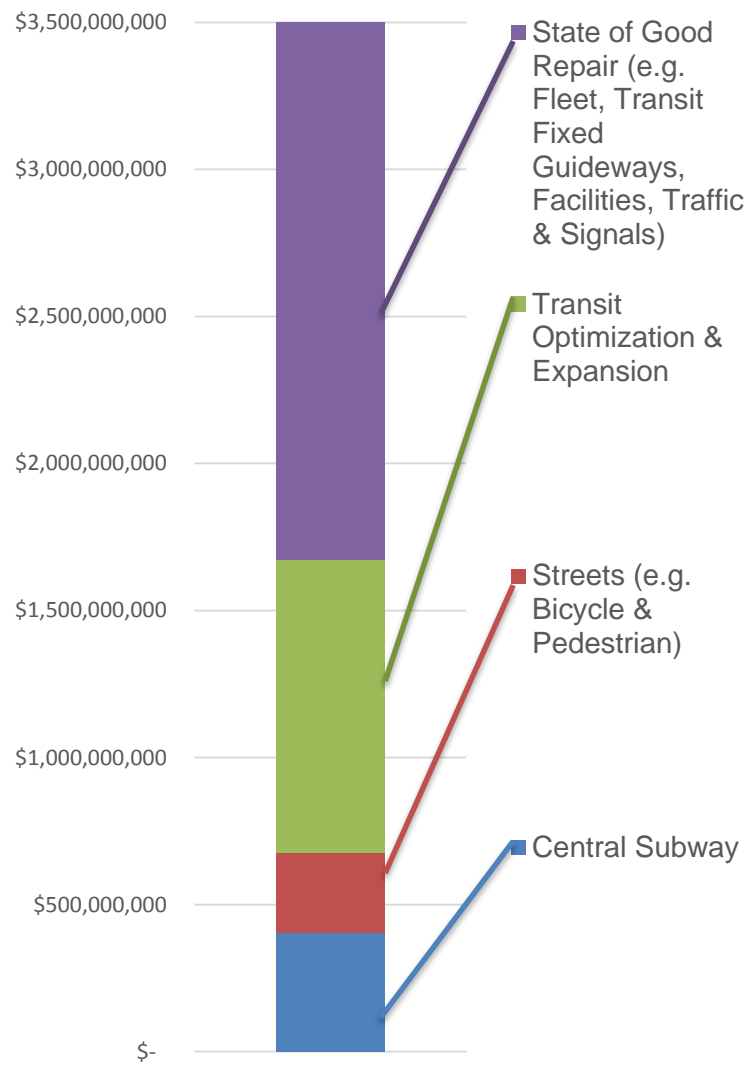
FY 2019 and FY 2020 Capital Budget





The Capital Improvement Program is:

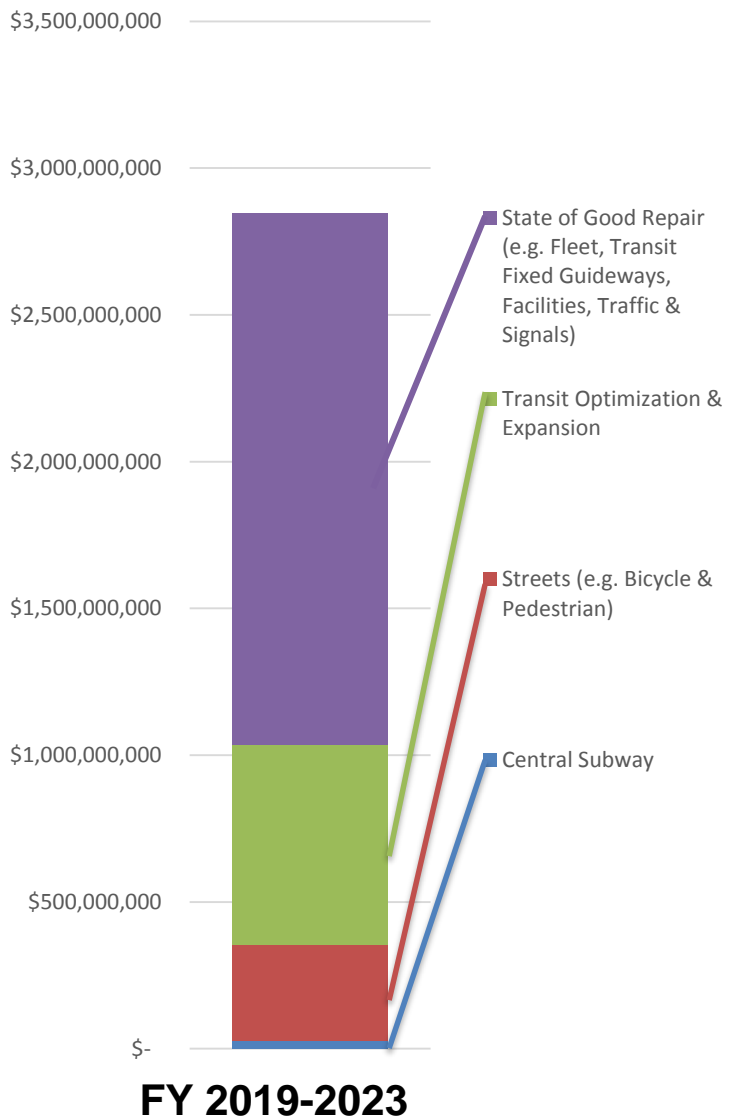
- A fiscally constrained, 5-year program of capital projects
- An implementation plan for regional, citywide, and agency-wide strategies and policy goals:
 - SFMTA Strategic Plan
 - SFMTA 20-Year Capital Plan
 - *Vision Zero*
 - *Muni Forward*
 - Fleet Plan
 - Building Progress Program
 - Bicycle and Pedestrian Strategies
 - *Plan Bay Area*
 - SF General Plan
 - Neighborhood & Area Plans
 - SFCTA Transportation Plan



367 Projects \$3.6 Billion Total Investment

- \$402 M Central Subway
- \$238 M fixed guideway projects
- \$372M / yr. state of good repair
- Full replacement of rubber tire fleet
- *Muni Forward* project implementation
- *Safer Streets*
- Expanded bicycle network

Review of Proposed FY 2019-2023 CIP



\$2.8 Billion Total Investment

- \$26 M Central Subway
- \$425 M Fixed Guideway Projects
- \$362M/yr State of Good Repair



FY19-23 CIP Estimated to be \$420M less than current CIP

CIP Program	Existing FY17-21 CIP	Proposed FY19-23 CIP	Difference	% Change
Central Subway	\$ 402,521,336	\$ 26,131,251	\$ (376,390,085)	↓ -93.51%
Communications - IT	\$ 8,982,000	\$ -	\$ (8,982,000)	↓ -100.00%
Facility	\$ 214,389,184	\$ 239,456,306	\$ 25,067,122	↑ 11.69%
Fleet	\$ 1,152,498,224	\$ 976,806,797	\$ (175,691,427)	↓ -15.24%
Other	\$ 23,508,271	\$ 34,916,795	\$ 11,408,524	↑ 48.53%
Parking	\$ 19,089,900	\$ 860,619	\$ (18,229,281)	↓ -95.49%
Security	\$ 27,409,134	\$ -	\$ (27,409,134)	↓ -100.00%
Signals	\$ 104,008,322	\$ 55,046,408	\$ (48,961,914)	↓ -47.07%
Streets	\$ 270,456,873	\$ 329,015,785	\$ 58,558,911	↑ 21.65%
Taxi	\$ 1,900,000	\$ 1,000,000	\$ (900,000)	↓ -47.37%
Transit Fixed Guideway	\$ 238,980,835	\$ 418,647,657	\$ 179,666,822	↑ 75.18%
Transit Optimization	\$ 888,790,388	\$ 681,979,750	\$ (206,810,638)	↓ -23.27%
To Be Determined	\$ -	\$ 18,500,000	\$ 18,500,000	-
Grand Total	\$ 3,352,534,467	\$ 2,782,361,368	\$ (570,173,099)	

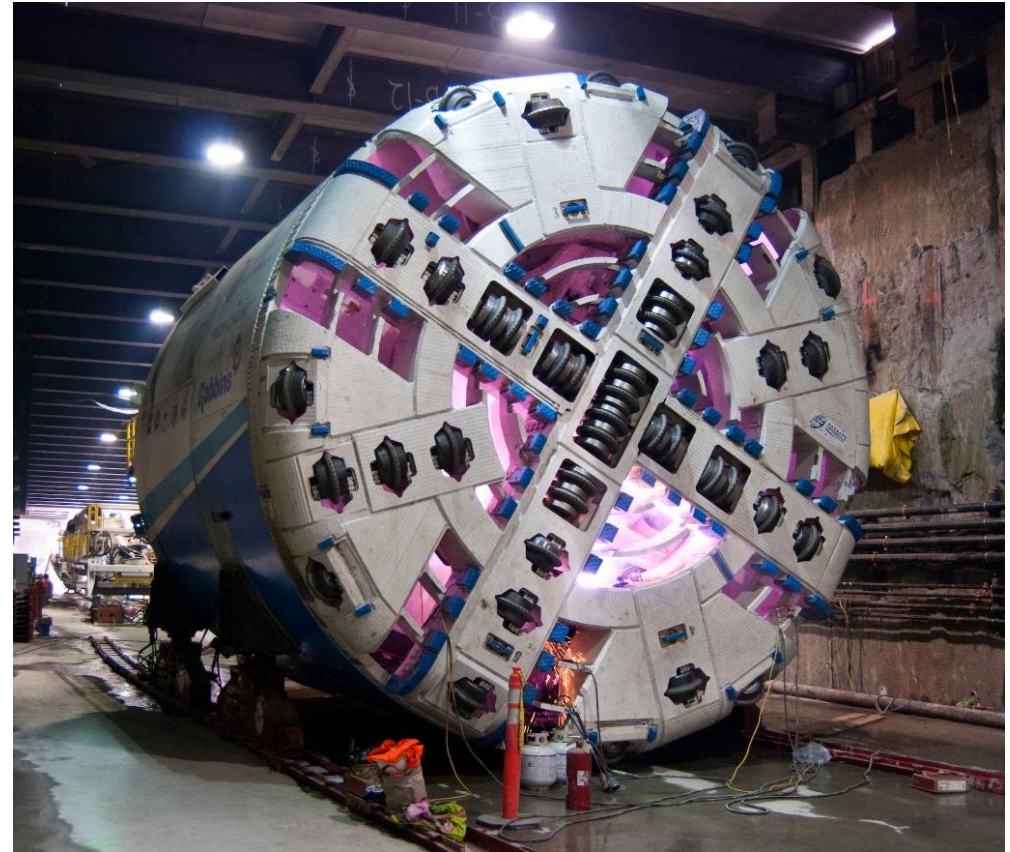
Key drivers of lower revenue

- Central Subway complete in 2019 (-\$376M)
- Security (-\$27M) reflects the end of the State Infrastructure Bond program in FY18

Factors Impacting CIP Budget



- Includes revenue assumption related to future ballot measures
- Central Subway will be completed in 2019 (-\$376M)
- Security will be impacted by the end of the State Infrastructure Bond program in FY18 (-\$27M)
- Fleet funding reflects the completion of procurement and expansion activities in FY18 (-\$176M)





Vision Zero



Transit First



State of Good Repair





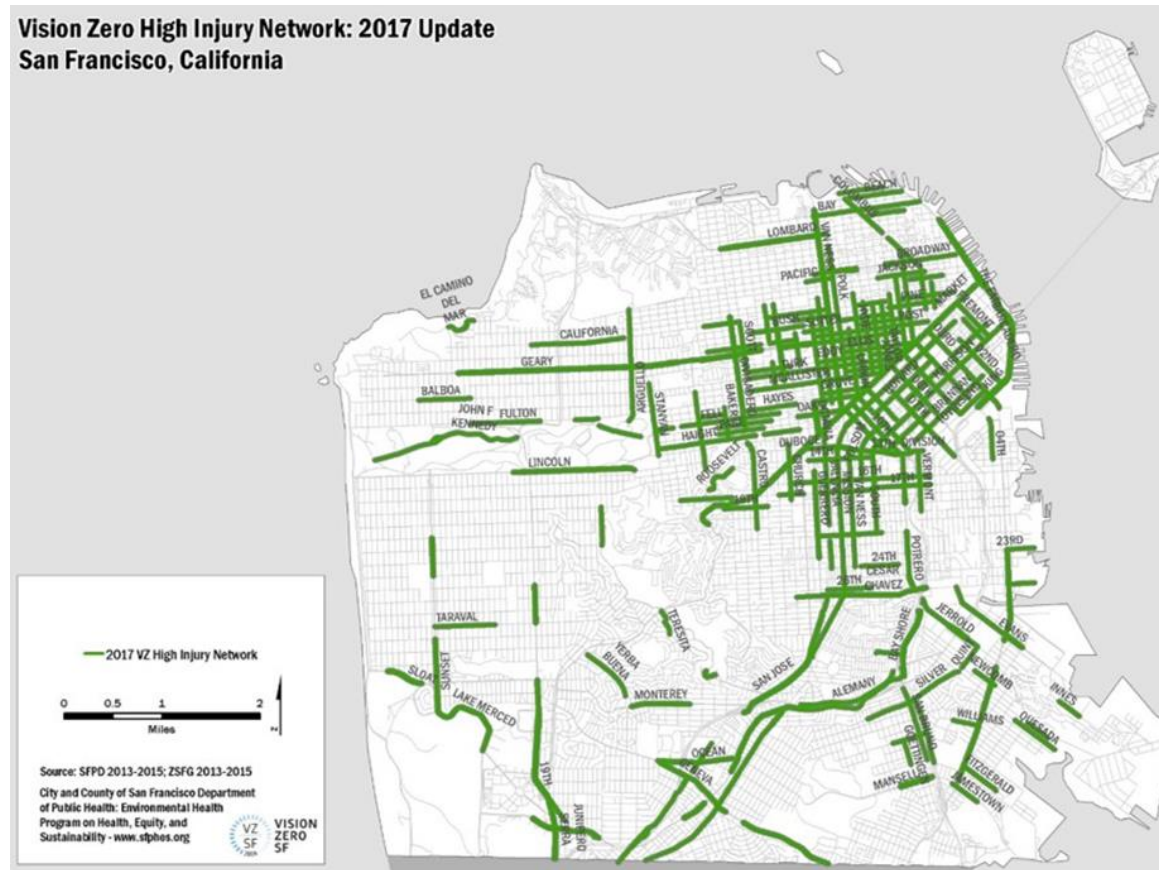
Achieve Vision Zero Traffic Safety Milestones

- **Nearly complete transformation of the “high injury network” streets, making them safer for pedestrians, cyclists and motorists**
- **Implement quick and effective near-term measures to address specific trouble areas**
- **Increase public support for projects with improved community engagement**
- **Invest in community-based approaches to understand and address disproportionate impacts on seniors, communities of color and low income neighborhoods**





Vision Zero focuses investments on dangerous, high-injury corridors & intersections to eliminate traffic fatalities and serious injuries





Improving the Comfort, Safety & Reliability of the Transit Network

- Upgrading LRV fleet, including adding 68 new LRV 4 trains
- Transit optimization and expansion projects:
 - 22 Fillmore 16th St
 - Geary Rapid,
 - Better Market St
 - Geary and Geneva-Harney BRT
- Fixed guideway:
 - Track work & rail signals throughout Muni Metro
- Facilities
 - Potrero Facility Reconstruction
 - Muni Metro East Expansion

CIP Policy Goal: State of Good Repair

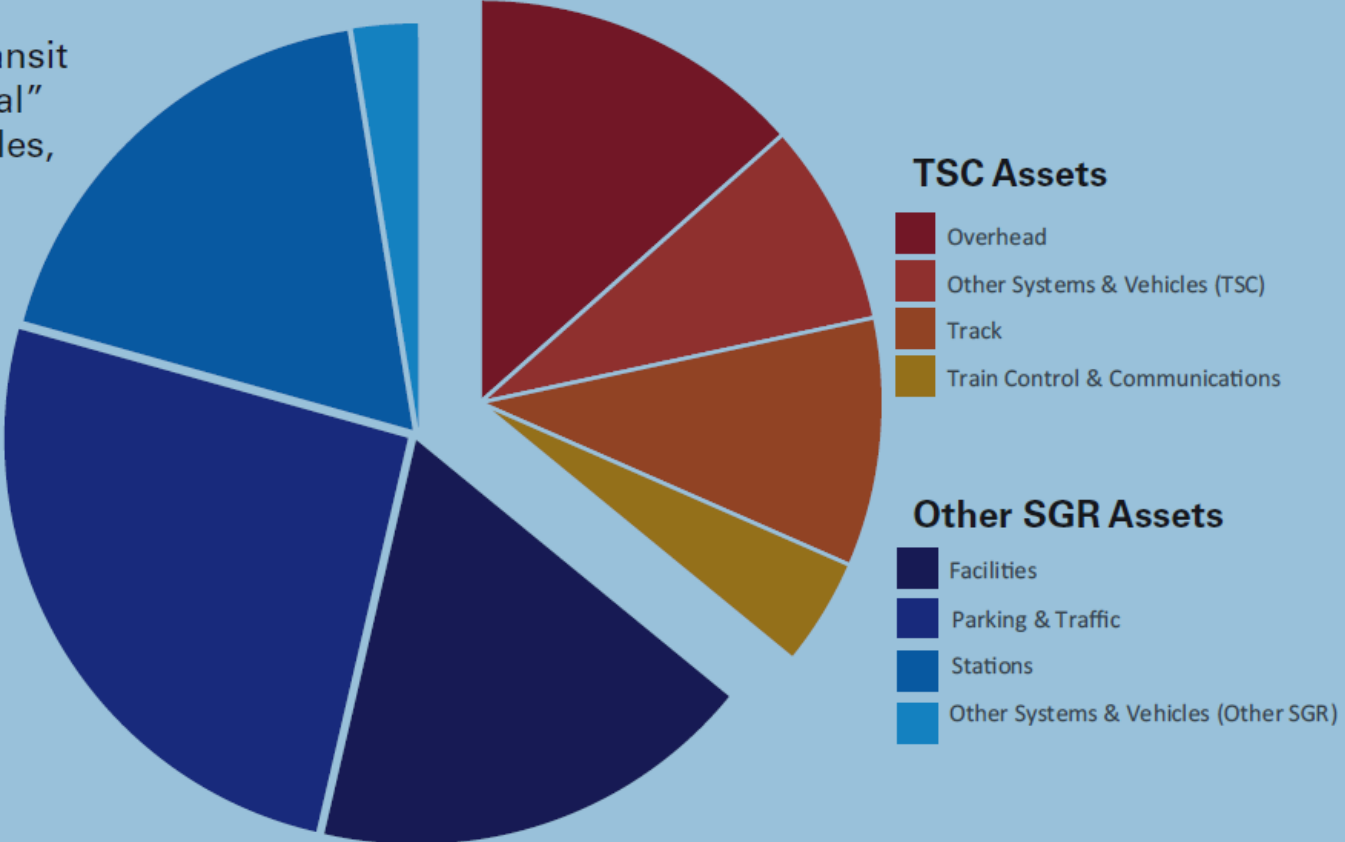


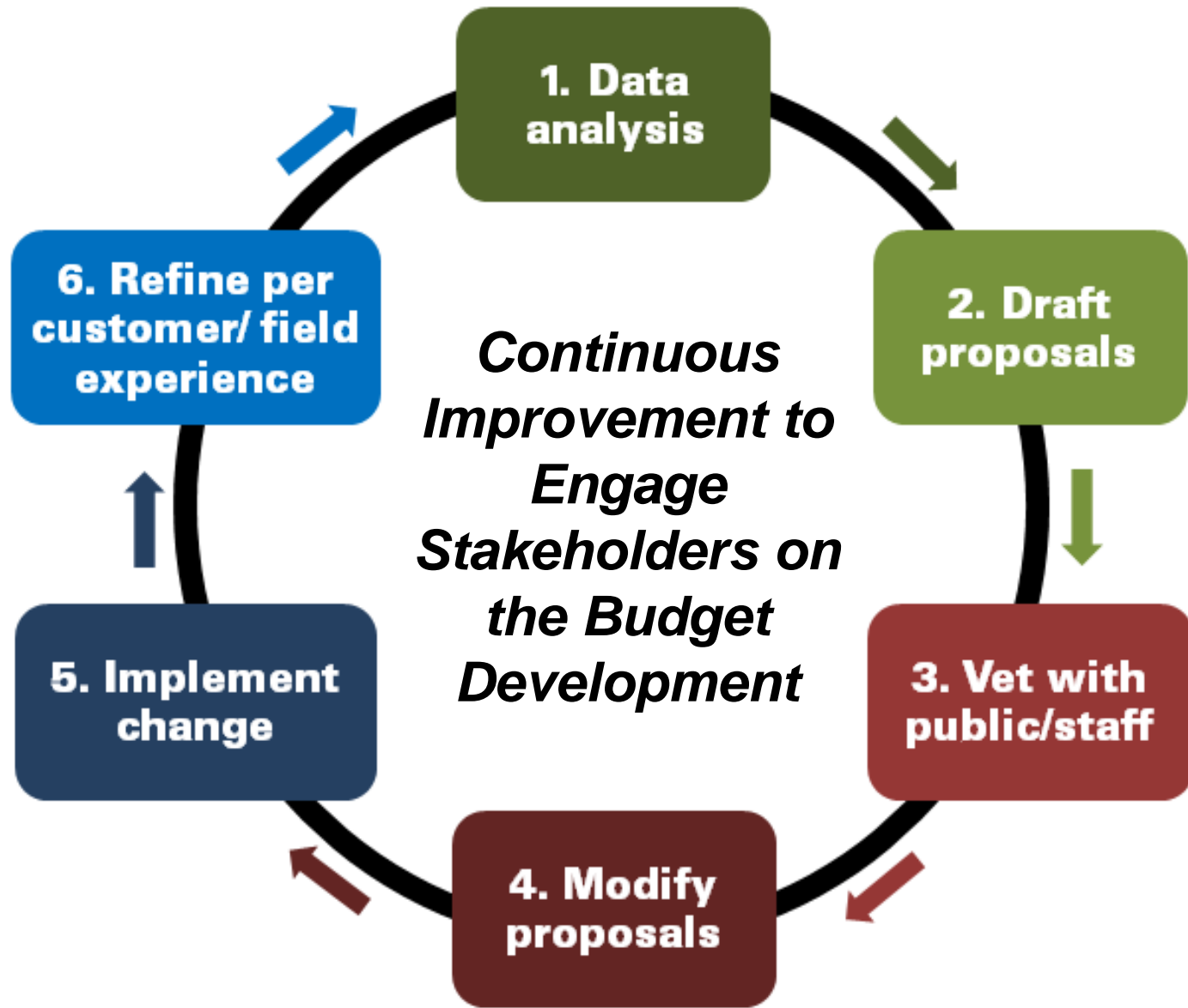
Replacing and Rehabilitating Transportation Assets

Focus on "Transit Service Critical" Assets (Vehicles, Track, OCS)

SGR Backlog by Asset Class

\$2.62 Billion Total Need





Budget Timeline



Public Discussions and Meetings	Date
SFMTA Board Budget Workshop	January 23, 2018
1st SFMTA CAC Meeting	February 1, 2018
1st Public Hearing at SFMTA Board	February 20, 2018
1st SFMTA FAC Meeting	February 21, 2018
CPC	February 26, 2018
1st Budget Town Hall Meeting	February 28, 2018
Online Town Hall Meeting	TBD
Citizen's Advisory Committee Meeting-Action on Budget	TBD
2nd SFMTA CAC Meeting	March 1, 2018
2nd Public Hearing at SFMTA Board	March 6, 2018
2nd SFMTA FAC Meeting	March 7, 2018
2nd Budget Town Hall Meeting	March 15, 2018
3rd Public Hearing at SFMTA Board	March 20, 2018
SFMTA CAC Approval	March 22, 2018
First Opportunity to Adopt FY 2019 & FY 2020 Budgets at SFMTA Board	April 3, 2018
Second Opportunity to Adopt FY 2019 & FY 2020 Budgets at SFMTA Board	April 17, 2018
Submission of Approved Budget to Mayor and Board of Supervisors (per City Charter requirements)	May 1, 2018
Board of Supervisors Adoption	July 31, 2018

Thank You



08.24.16

CYCLISTS TODAY

850



Thank you
for bicycling



Appendicies



Looking Forward: Budget Summary



Operating (ongoing)	FY 2017 Actual	FY 2018 Amended *	FY 2018 Projection **	FY 2019 Baseline	FY 2020 Baseline
Revenues	1,393.1	1,110.6	1,178.9	1,079.7	1,110.6
Expenditures	1,371.5	1,085.1	1,178.7	1,102.7	1,130.6
Revenues Less Expenditures	\$ 21.6	\$ 25.5	\$ 0.2	\$ (23.0)	\$ (20.0)

Capital (one time)	FY 2017 Actual	FY 2018 Revised *	FY 2018 Projection	FY 2019 Baseline	FY 2020 Baseline
Revenues	103.2	70.3	32.2	62.8	57.2
Expenditures	103.2	95.8	32.2	62.8	57.2
Revenues Less Expenditures	\$ 0.0	(\$25.5)	\$ 0.0	\$ 0.0	\$ 0.0

* Accounting transfer between operating and capital

** Includes \$71 million in prior-year encumbrances rolled forward

Revenues by Category



Revenue Budget Category	FY 2017 Actual	FY 2018 Amended	FY 2018 Projection *	FY 2019 Baseline	FY 2020 Baseline
Transit Fares	197.2	203.4	203.4	204.4	210.5
Operating Grants	136.9	148.4	138.1	171.0	174.8
Parking Fees & Fines	340.1	327.4	327.4	346.4	354.2
Taxi Services	1.3	9.2	9.2	2.0	2.1
Other (Advertising, Interest)	29.5	61.8	31.4	38.6	51.7
General Fund Transfers	312.6	313.6	313.6	317.6	317.6
Fund Balances	45.0	46.8	46.8	0.0	0.0
Transfer From Non-Operating Fund	18.0	0.0	38.0	0.0	0.0
Prior Year Encumbrances Carried Forward	58.8	0.0	70.9	0.0	0.0
Total Revenue	\$1,139.5	\$1,110.6	\$1,178.9	\$1,079.7	\$1,110.6
Total Capital	103.2	70.3	32.2	62.8	57.2
Revenue Grand Total	\$1,242.7	\$1,180.9	\$1,211.1	\$1,142.5	\$1,167.8

* Includes \$71 million in prior year encumbrances rolled forward

Expenditures by Category



Expenditure Budget Category	FY 2017 Actual	FY 2018 Amended **	FY 2018 Projection **	FY 2019 Baseline	FY 2020 Baseline
Salaries & Benefits	628.7	674.4	679.4	707.4	734.7
Contracts And Other Services	162.4	154.0	224.2	150.9	150.9
Materials & Supplies	82.2	78.2	93.6	69.6	69.6
Equipment & Maintenance	34.4	27.5	34.8	16.6	16.6
Rent & Building	8.2	12.8	15.3	12.8	12.8
Insurance & Payments To Other Agencies	68.8	67.5	23.0	71.7	72.3
Work Orders	74.2	70.2	74.6	73.7	73.7
Transfers In From Non Operating Funds	59.0	0.0	33.6	0.0	0.0
Reserve	0.0	0.3	0.3	0.0	0.0
Total Expenditure	1,117.9	1,085.1	1,178.7	1,102.7	1,130.6
Total Capital	\$ 103.2	\$ 95.8	\$ 32.2	\$ 62.8	\$ 57.2
Expenditure Grand Total	\$ 1,221.1	\$ 1,180.9	\$ 1,210.9	\$ 1,142.5	\$ 1,193.6

** Includes \$71 million in prior year encumbrances rolled forward

Expenditures by Division



Expenditures by Division	FY 2017 Actual	FY 2018 Amended	FY 2018 Projection	FY 2019 Baseline	FY 2020 Baseline
Agency Wide	146.6	140.2	150.6	147.3	143.0
Board of Directors	0.7	0.7	0.7	0.7	0.7
Capital Programs And Construction	0.0	11.5	0.0	4.3	4.4
Communications	5.7	7.3	6.9	7.0	7.2
Director of Transportation	1.2	1.8	1.5	0.8	0.9
Finance and Information Technology	107.6	110.6	124.3	106.8	108.6
Government Affairs	1.2	1.4	1.3	1.4	1.5
Human Resources	36.2	24.6	37.4	24.4	24.9
Safety	6.2	4.4	6.8	4.3	4.4
Sustainable Streets	151.1	135.6	151.0	147.6	152.6
Transit Services	629.3	615.0	661.5	621.9	644.6
Taxi & Accessible Services	32.1	32.0	36.7	36.2	37.8
Expenditure Total Before Capital	1,117.9	1,085.1	1,178.7	1,102.7	1,130.6
Capital Projects	103.2	95.8	32.2	\$ 62.8	\$ 57.2
Expenditures Grand Total	\$ 1,221.1	\$ 1,180.9	\$ 1,210.9	\$ 1,142.5	\$ 1,193.6

Possible Expenditure Reductions



Description	FY 2019	FY 2020
Transit – Overtime	(8.0)	(8.0)
Transit – Materials and Supplies (projected efficiency savings from rolling out vendor managed inventory contract to rubber tire fleet)	(7.5)	(8.2)
SSD – Overtime and Temporary Salaries	(0.5)	(0.5)
SSD – Contracts, Materials, Work Orders and Cost Recovery	(1.3)	(1.3)
Finance – Temporary Salaries, Contracts and Materials	(2.7)	(2.9)
All Other Divisions	(1.2)	(1.2)
TOTAL	(21.2)	(22.1)

Possible Expenditure Increases



Description	FY 2019	FY 2020
Central Subway Operations		20.0
Growth Related Ridership Demands: Candlestick (Phase I)/ Hunter's Point	15.0	15.0
Transit Support (Train Control, Technology, Training, etc.)	6.6	6.6
LRV4 Rail Service Increase	35.0	35.0
Opening Islais Creek	17.0	17.0
Professional Services	2.7	3.3
Transit Overtime	10.2	10.6
Service Plan Commitments	20.0	20.0
State Of Good Repair Of System Operations	5.5	5.5
Taxi Program	0.6	0.6
TOTAL	112.6	133.2

Revenue: Cost Recovery Fee Revenues



Description	FY 2018	FY 2019	FY 2020
Residential Parking Permit (Annual)	\$128	\$136	\$144
Contractor Permit (Annual)	\$1,280	\$1,602	\$1,732
Color Curb – White or Green Zones, Application Processing, Flat Rate	\$2,083	\$2,166	\$2,253
Color Curb - Driveway Red Zone Tips, Application Processing	\$233	\$242	\$252
Temporary Street Closure – Neighborhood Block Party, Notice 60 days	\$299	\$300	\$325
Special Traffic Permit (Base Permit Fee)	\$295	\$322	\$333
Citation Community Service (aka Project 20) -Standard fee per plan	\$62	\$25	\$25
Boot Removal Fee	\$465	\$505	\$515
Tow Fee - Admin - subject to new contract approval	\$269	\$290	\$305
Special Collection Fee (After the 1st payment due date)	\$32	\$32	\$32
Cable Car Rental, 2-hours	\$785	\$892	\$892
Parklet Installation Fee (up to two spaces)	\$1,942	\$1,990	\$2,065
Taxi Driver Renewal Application Fee	\$117	\$122	\$127
Taxi Color Scheme Renewal - 1 to 5 medallions	\$1,768	\$1,839	\$1,912
Parking Meter Use Fee	\$11	\$12	\$13
Vehicle Press Permit	\$62	\$64	\$67
Temporary No-Parking Sign Posting Fee, 1-4 signs	\$255	\$268	\$281
Citation, Residential Parking Violation	\$84	\$87	\$90
Citation, Street Sweeping Violation	\$73	\$76	\$79
Citation, Parking Meter, Outside Downtown Core Violation	\$73	\$76	\$79
Shuttle Bus Permit Fee (per stop)	\$7	\$8	\$8



Included in Baseline

- **FY 2019:** Approved 3.0% increase for salaries and benefits, per negotiated MOU's
- **FY 2020:** Projected 3.4% increase in salary and benefits, based on City's 5-year plan

Not Included in Baseline

- **Reductions**

- **Divisional Recommendations for Reductions**
- **Debt Service:** Decrease from debt service payment schedule

- **Increases**

- **Contracts:** Increases for various approved contracts, including Paratransit, garage and parking operations, security, and credit card processing fees
- **Rent:** Cost increase in rental payment
- **Power Usage:** Cost increase from anticipated power/utility rate increase
- **Workers Compensation:** Increase in workers compensation medical reimbursement
- **Transit Service:** LRV service increase; Opening Islais Creek; service plan commitment; growth-related ridership demands; Central Subway operations
- **Transit Support:** Automatic train control, radio, farebox, new vehicles and equipment, overhead lines repair, maintenance and safety training & re-training, workforce future recruitment and training
In maintenance
- **Taxi Program New Initiatives:** Paratransit plus expansion; ramp taxi subsidy
- **Caltrain Operations Increase** (if any)
- **Increases to City Work Orders**



- **Automatic indexing for eligible fares, fees, and fines**
- **Population General Fund Baseline (for Capital use only)**
- **Development fees (for Capital use only)**
- **Low-Carbon Transit Operations Program (State Cap & Trade funds)**
- **SB1 Formula Funds**
- **Fare and Parking Revenues from Mission Bay Arena**
- **Continuation of Free Fares for Low Income Youth, Seniors and Disabled**
- **Continuation of Tow Fee Reduction for Low Income**
- **Various Fee Waivers and Reduced Fees for the Taxi Program**

Adjusted Baseline Revenues



Description	FY 2019	FY 2020
General Fund Baselines	11.3	26.3
Parking Tax In Lieu	6.1	1.0
Sutter Stockton Garage – dissolution of non profit	4.0	4.3
Other (Advertising, Interest)	2.1	3.2
Total Revenues:	\$ 23.5	\$ 34.8



Fares: Automatic Indexing

Automatic Index	=	(CPI Increase ÷ 2)	+	(Labor Increase ÷ 2)
FY19 Rate: 4.0%	=	(3.5% ÷ 2)	+	(4.5% ÷ 2)
FY20 Rate: 4.0%	=	(3.5% ÷ 2)	+	(4.5% ÷ 2)

FARE DESCRIPTION	CURRENT	INDEXING FY19	INDEXING FY20
Adult Single Ride Fare (Clipper® and Mobile Ticketing)	\$2.50	\$2.50	\$2.75
Adult Single Ride Fare (Cash and Limited Use Card)	\$ 2.75	\$2.75	\$3.00
Free Muni for Low Income Youth/Senior/People with Disabilities Single Ride Fare	\$0.00	\$0.00	\$0.00
Discount (Youth, Seniors, People with Disabilities) Single Ride Fare (Clipper® and Mobile Ticketing)**	\$1.25	\$1.25	\$1.35
Discount (Youth, Seniors, People with Disabilities) Single Ride Fare (Cash and Limited Use Card)	\$1.35	\$1.35	\$1.45
Adult “M” Monthly Pass (Muni Only)	\$75.00	\$78.00	\$81.00
Adult “A” Monthly Pass (Includes BART within SF)	\$94.00	\$98.00	\$102.00
Free Muni for Low Income Youth/Senior/People with Disabilities	\$0.00	\$0.00	\$0.00
Discount/Lifeline (Youth/Senior/People with Disabilities) Monthly Pass (Muni Only)	\$38.00	\$40.00	\$41.00
Cable Car Single Ride	\$7.00	\$7.00	\$8.00
Off-Peak Cable Car Fare	\$3.00	\$3.00	\$3.00
One-Day Passport	\$21.00	\$22.00	\$23.00
Three-Day Passport	\$32.00	\$33.00	\$35.00
Seven-Day Passport	\$42.00	\$44.00	\$45.00
Paratransit Van Services	\$2.50	\$2.50	\$2.75
Paratransit Taxi Services	\$6 (\$30 value)	\$6 (\$30 value)	\$6 (\$30 value)