



San Francisco Municipal Transportation Agency

Consolidated Budget (Operating and Capital)

Fiscal Years 2023 & 2024

Proposed DRAFT

04/15/2022





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How to Use This Book

The San Francisco Municipal Transportation Agency's (SFMTA's) proposed Fiscal Years (FY) 2023 & 2024 consolidated budget for the City and County of San Francisco (the City) contains Agency budgetary and fiscal policy information as well as detailed capital and operational budgets for Agency Divisions and Capital Programs. The proposed consolidated budget is organized into the following sections:

EXECUTIVE SUMMARY includes the Director of Transportation's Letter and the Executive Summary of the proposed budget, and provides a high-level overview of the Agency's budget, the changes from the prior budget year, an update on how the budget was balanced, and other high-level details on specific policy areas that are changing in the proposed budget.

SFMTA: AN OVERVIEW provides a high-level overview of the SFMTA's governance, structure, and Agency values and priorities.

BUDGET PROCESS describes the various financial planning and budgeting processes and reports that inform the budget process.

BUDGET INFORMATION AND SUMMARY TABLES provides technical information on the structure, policies, and processes that govern the SFMTA's budget development and implementation as well as high-level financial data summarizing the SFMTA's proposed budget. The tables detail changes over a three-year period: FY22 budgeted, and the proposed FY23 and FY24 budgets. The variance column measures the dollar and position differences between fiscal years.

OPERATIONAL BUDGETS provides budgetary information and operational priorities for each of the SFMTA's Divisions. Division information is organized alphabetically by division name and includes the following information:

- Services and Mission.
- Budget Data Summary; shows a summary of total expenditures and funded positions over time.
- Budget Highlights and Details explains any significant service level changes in Fiscal Year 2023 & 2024 and highlights key areas of focus.
- Organizational Chart depicts the department's organizational structure.

CAPITAL PROJECTS provides information on capital projects funded in the proposed budget. It provides an overview of the City's capital planning process and budget development. Capital projects generally include major construction of new or existing buildings, roads, and other investments in the City's physical infrastructure. Specific projects are detailed in this section.

BONDED DEBT AND LONG-TERM OBLIGATIONS provides technical information as well as current data on the City's debt portfolio and other long-term obligations.

ADDITIONAL RESOURCES provides additional information related to the City's budget and finances as well as a glossary of commonly used terms.

A Letter from the Director of Transportation

I am very proud and excited to present the San Francisco Municipal Transportation Agency (SFMTA) operating budget for Fiscal Years (FY) 2023 & 2024. It reflects the SFMTA's core values of supporting the city's economic vitality and environmental stewardship, while making the transportation network more equitable. It keeps our fares low; continues the Free Muni for Youth program; makes investments that are going to help us bring back our riders ensuring everyone can access jobs and get where they need to go easily, regardless of their income or neighborhood; and improves access for people with disabilities and seniors.

Thanks to large infusions of federal relief funding amounting to nearly \$1.3 billion since the start of the COVID-19 pandemic, this agency was able to avoid catastrophic damages to the well-being of San Francisco's transportation system. We were prudent about our spending in the last two years and have been able to make the pandemic relief funds we received extend into this budget cycle, even as we avoided any layoffs and added back Muni service more quickly than ridership recovered. We also benefited from greater than anticipated revenue from the San Francisco General Fund and need to spend less than we'd anticipated on our pension costs.

Now, we can present a budget that provides new opportunities for everyone who lives, works in or visits San Francisco. It puts us on a path to creating the transportation system that will help us achieve the healthy, sustainable and equitable city we all want and deserve.

Most importantly, this budget responds to the priorities we heard from San Franciscans in numerous community forums: improve transit speed, reliability and accessibility; increase personal safety on transit and on streets; and expand equity in service delivery. The budget also reflects the recommendations given to us from San Francisco elected officials, the SFMTA board members themselves and the agency's Citizens' Advisory Council.

It invests in:

- Additional staff on Muni to increase safety and improve customer service

- More cleaning of transit shelters and stations to improve the customer experience
- Additional Muni service, especially for neighborhoods identified as high priority by the Muni Service Equity Strategy
- Increased safety on San Francisco streets to meet our Vision Zero commitment to eliminate traffic fatalities and reduce severe traffic-related injuries.

The FY 2023 & 2024 budget also stands as a pledge to San Francisco's commitment to meet the challenge of the climate crisis and achieve net zero emissions by 2040. We can only achieve this goal by making Muni, walking and biking around the city more appealing than driving in personal vehicles.

We are also continuing to lay the groundwork for recovery. This means finalizing shovel-ready projects so we can receive potential federal infrastructure funds, continuing delivery of quick-build projects, and taking advantage of opportunities to do subway maintenance and completing construction projects. We are dedicated to bringing more major long-term corridor projects like the Van Ness BRT and Central Subway into successful revenue service. And we will work diligently to add Muni service in ways that best what was in the past – building a better future for San Francisco.

But the work doesn't end with the approval of this budget. During this cycle, we will work to identify long-term, sustainable funding sources to deliver the transformative transportation system that the City of San Francisco deserves.

As the transportation agency for one of the most vibrant and progressive cities in the world, the SFMTA's vision and values reflect the city we serve. This budget expresses those values and will enable us to continue building a first-class transportation network that supports the diverse and vibrant neighborhoods and people of San Francisco and the greater Bay Area.

Sincerely,

Jeffrey Tumlin
Director of Transportation

Overview of the SFMTA

Who We Are

The SFMTA is the department within the City and County of San Francisco responsible for the management of all ground transportation in the city. SFMTA was established in 1999 when Proposition E amended the City Charter to merge the San Francisco Municipal Railway (Muni) with the Department of Parking and Traffic (DPT), followed by the Taxi commission in 2007. This integrated agency can manage city streets more effectively, as well as advance the City's Transit First policy.

What We Do

The SFMTA oversees public transit, as well as bicycling, paratransit, parking, traffic, pedestrian safety and infrastructure, and taxis. Today, the SFMTA is the largest provider of transit passenger trips in the nation with a diverse fleet of vehicles – hybrid bus, trolley bus, light rail, historic streetcar, and cable car. The SFMTA also manages paratransit service for people unable to use other forms of transit; regulates taxi companies and commuter shuttles; oversees both on- and off-street public parking; and plans, installs and maintains traffic signage, bicycle facilities, and pedestrian safety and infrastructure.

Service Standards

The City Charter includes minimum standards for on-time public transit performance and service delivery standards for the SFMTA as follows:

On-time Performance: At least 85% of vehicles must run on-time, where a vehicle is considered on-time if it is no more than one minute early, and four minutes late as measured against published schedule and includes time points; and

Service Delivery: 98.5% of scheduled service hours must be delivered, and at least 98.5% scheduled vehicles must begin service at scheduled time.

Governance and Structure

The SFMTA is governed by a Board of Directors who are appointed by the Mayor and confirmed by the San Francisco Board of Supervisors. The SFMTA Board provides policy oversight for the Agency, reviewing and approving its budget, contracts, fees, fines, and fare changes ensuring representation of the public interest.

The SFMTA is governed by seven directors who may serve two-year terms. At least four of the Directors must be regular riders of public transit and must continue to be regular riders during their terms. The Directors must possess significant knowledge of or professional experience in the field of government, finance, or labor relations. At least two of the Directors must possess significant knowledge of, or professional experience in, the field of public transportation. During their terms, all Directors are required to ride the system on the average of once a week.

SFMTA Strategic Plan

The SFMTA Strategic Plan is designed as a living document that is responsive and flexible to the changes impacting the city and the transportation system. It is not only a road map for what the agency aims to achieve in the years to come,

but also a guide to approach the work. With values to guide us and performance metrics to track our progress, the SFMTA is committed to improving its operations, processes, and communications to support everyone who lives, works, and plays in San Francisco.

SFMTA Strategic Plan online: www.sfmta.com/strategic

Vision Statement

The vision statement establishes a broad and forward-thinking narrative to set expectations for the future desired state of the agency and the city it supports as it recovers from the state of emergency. Given the difficult and uncertain times the city faces, articulating a clear vision for the agency helps staff communicate priorities and coordinate with the public, stakeholders and elected officials.

A city of diverse and vibrant neighborhoods seamlessly connected by safe, reliable, affordable transportation for all.

We envision a transportation network that improves the daily lives of everyone who lives, works in or visits San Francisco. Our transportation network:

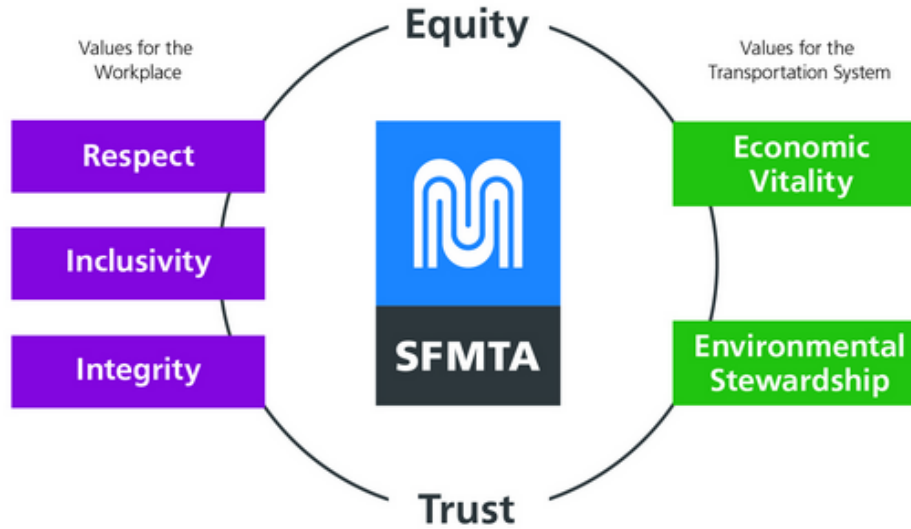
- *Gets people where they need to go* - Workers are able to get to their jobs on time with minimal difficulty, families have confidence that their kids can get to and from school easily and community members can make essential trips and connect with their family members and friends.
- *Supports the city's economy* - It opens up opportunities for employment and access to the shops, restaurants, parks, museums and other attractions that make San Francisco the vibrant city it is.
- *Supports racial, social and transportation equity* - It is proactive in resolving past harms caused by the transportation sector and provides high-quality services to support the lives and wellbeing of underserved communities in the Bay Area.
- *Provides options that work for all* - This network provides numerous transportation options, all of which are safe, reliable, rapid and affordable.
- *Prioritizes transit, walking and bicycling* - It is so efficient and enjoyable that people don't need to use cars for most trips.
- *Combats climate change* - It mitigates pollution and CO2 emissions from transportation and supports the resiliency and adaptation of the city's infrastructure.

This transportation network is the foundation a more diverse, equitable, culturally vibrant, healthy, economically thriving and innovative San Francisco and Bay Area.

Agency Values

The SFMTA is a values-driven organization, operating in line with a purpose defined by the city and its residents. The values listed in the SFMTA Strategic Plan express the complexity of the agency's work and outline how agency staff will work together to achieve the goals.

In this cycle, the agency has expanded the list of values to define values for the workplace, those for the transportation system and the "bridge" values of Equity and Trust that apply to everything the agency does. Grouping the values in this way helps clarify how the values are linked together and enable a more holistic look at the agency's operations.



Agency Goals

Set by the SFMTA Executive Team, each of the 10 new goals are in line with our values and will leverage resources and opportunities in order to address the needs and challenges the agency will face in the coming years.

1. Identify and reduce disproportionate outcomes and resolve past harm toward marginalized communities.

Center racial equity in all areas of operations and decision-making to prioritize the advancement of racial, social and transportation equity in every decision taken by the agency.

2. Create a work environment that is responsive, equitable and inclusive.

Foster a welcoming and professional culture that promotes supportive and respectful working relationships for all staff members.

3. Recruit, hire and invest in a diverse workforce.

Be an employer of choice in the region to attract and retain the staff needed to deliver excellent services.

4. Make streets safer for everyone.

Eliminate traffic deaths, reduce severe injuries and ensure marginalized and vulnerable populations can move freely without fear of harassment, violence or injury on all modes of travel.

5. Deliver reliable and equitable transportation services.

Connect communities of all backgrounds to opportunities and manage the streets by focusing on the experience.

6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

Promote mode shift and use public spaces efficiently to support the city's climate action efforts and align land use, housing and transportation policies.

7. Build stronger relationships with stakeholders.

Cultivate and maintain strong relationships to meet community needs, center racial equity and ensure that public input is inclusive of Black, Indigenous, People of Color (BIPOC) communities and populations underserved by the transportation sector.

8. Deliver quality projects on-time and on-budget.

Deliver projects more efficiently and effectively to establish public trust in the agency.



9. Fix things before they break, and modernize systems and infrastructure.

Restore, maintain and optimize infrastructure, fleets, facilities, and street rights-of-way.

10. Position the agency for financial success.

Ensure that near-term resource allocation is efficient and secure reliable revenue to meet the city’s long-term transportation vision.

Organizational Chart

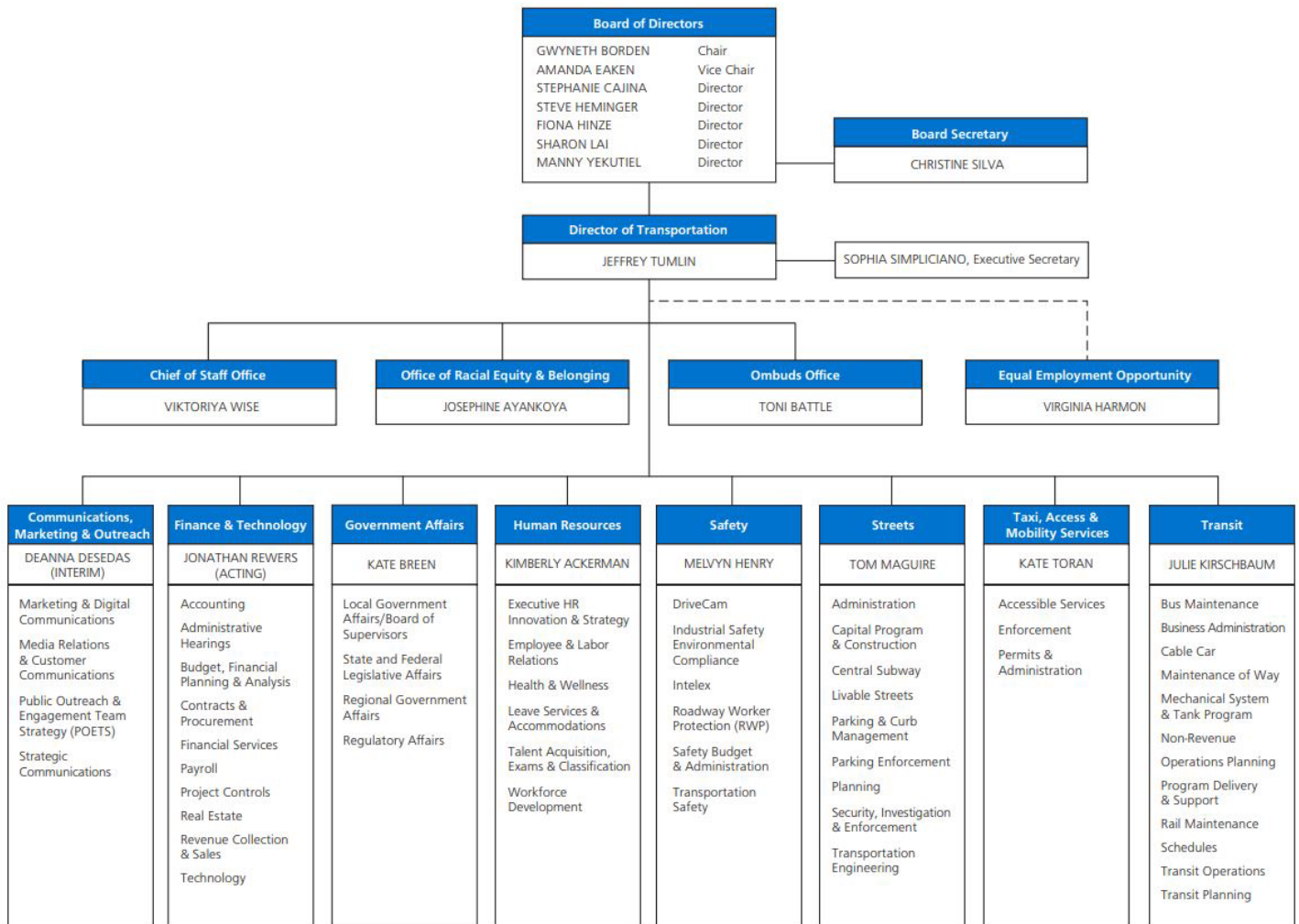


FIGURE 1: ORGANIZATIONAL CHART

Budget Process

Two-Year Budget Cycle

The City Charter requires that SFMTA submit a two-fiscal year budget in even numbered years and it may submit budget amendments for the second fiscal year in odd numbered years. The City's fiscal year is July 1 through June 30. The format of the fiscal year in this book refers to the year in which the fiscal year ends. FY23 refers to the period July 1, 2022 to June 30, 2023, and FY24 refers to the period July 1, 2023 to June 30, 2024; the two periods together are referred to as FY 2023 & FY 2024

The proposed two-year budget typically is presented to the Mayor and the Board of Supervisors for approval no later than May 1 of each even numbered year. The City Charter outlines formulas that determine the level of funding allocated to the SFMTA from the General Fund. If the proposed budget is within the defined funding levels, the Mayor must forward the budget to the Board of Supervisors as proposed.

To establish the two-year budget, the Budget, Financial Planning and Analysis section of the Finance and IT Division of SFMTA, in coordination with SFMTA Capital Program Managers, SFMTA Division Managers, and City Budget Office / Controller, develop a proposed revenue and expenditure plan for the coming two-year cycle for the Operating and Capital Budgets. The proposed Capital Budget represents the first two years of the SFMTA's Capital Improvement Program.

The SFMTA's five-year Capital Improvement Program (CIP) is a fiscally constrained set of projects that the SFMTA plans to implement during the next five years. The CIP represents a portfolio of projects that are fiscally constrained, that is, limited to only what the Agency can pay for with our forecasted revenues. The five-year CIP is informed by the 20-year Capital Plan.

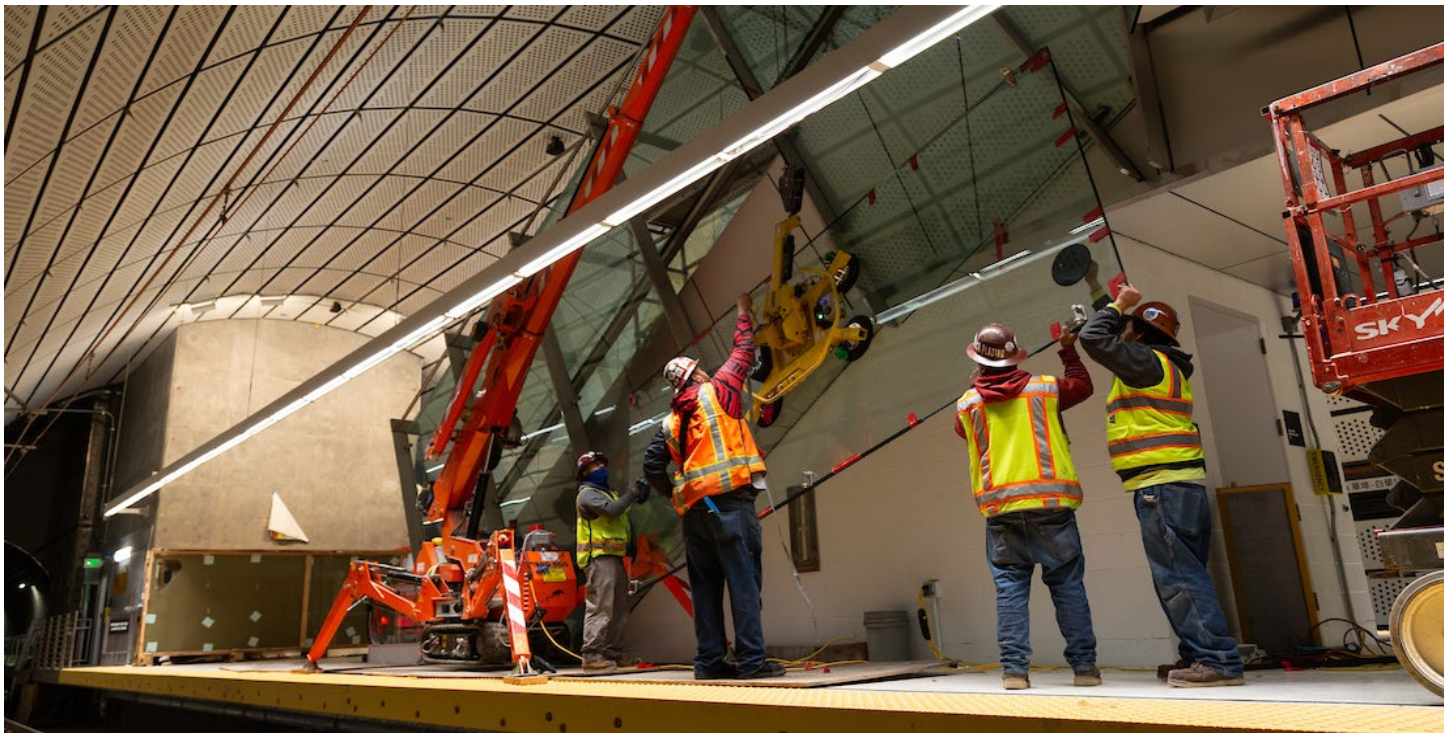
The SFMTA's 20-year Capital Plan is the first step in the Agency's capital planning process. It represents a financially unconstrained assessment of the SFMTA's anticipated capital needs for the next twenty years. In the 20-year Capital Plan, funding is not committed to any specific project. The capital needs outlined in the plan are identified through the development of several Agency strategies, plans, and programs, as well as staff- identified needs to address potential safety issues and comply with city mandates.



Budget Calendar

Date	Milestone
June 2021	SFMTA Staff begin budget development process
July 2021	SFMTA Staff set revenue projections, updated throughout budget process
July to December 2021	Divisions and Capital Programs propose unconstrained expenditure requests
January 2022	Budget Staff set baseline budget
February 1 & 2, 2022	SFMTA Board Budget Workshop
February 3, 2022	Citizens' Advisory Council (CAC) Meeting #1
February 28, 2022	Public Listening Session #1
March 3, 2022	Public Listening Session #2
March 3, 2022	Citizens' Advisory Council (CAC) Meeting #2
March 10, 2022	Public Town Hall
March 15, 2022	SFMTA Board of Directors Budget and Capital Improvement Program Update
March 17, 2022	Citizens' Advisory Council (CAC) Meeting #3
April 5, 2022	SFMTA Board of Directors Budget Public Hearing (presentation of proposed budget – service changes, fares, fees, fines, new revenue and expenditure proposals)
April 5, 2022	SFMTA Board of Directors Capital Improvement Program Public Hearing
April 19, 2022	SFMTA Board of Directors Budget Hearing (first opportunity for budget approval)
April 26, 2022	SFMTA Board of Directors Budget Hearing (second opportunity for budget approval, if needed)
May 1, 2022	Deadline to Submit Budget to Mayor's Office
June 1, 2022	Deadline to Submit Interim Budget to Board of Supervisors
August 1, 2022	Deadline to Submit Final Budget to Board of Supervisors

FIGURE 2: BUDGET CALENDAR



City Budget Guidelines

Budget Structure

The SFMTA's budget is developed as a line-item budget and is organized into funds, department, division, and section, that indicate where in the department the funds are allocated, and account codes which indicate what line of expenditure is included. The budget is also organized by divisions to indicate the Agency's organizational responsibility.

Position Considerations

COLAs / Labor Agreements / Equity Adjustments As codified in the San Francisco Charter, the approved budget must contain funding to pay for all anticipated or estimated salary adjustments provided in employee Memorandum of Understanding (MOUs), cost of living adjustments (COLAs), and any other pay equity adjustments.

Annualization of Existing Positions Positions that were added in the previous year's budget must be annualized at a 1.0 full-time equivalent (FTE) position from the previously budgeted partial position (see New Positions and Other Adjustments below). The incremental costs associated with these positions must also be budgeted.

New Positions New positions are prorated to reflect the portion of the year the position will be in payroll. If a position is expected to be in payroll for a full year, it will be represented as 1.0 FTE. Fractional positions represent positions that will be in payroll for less than a full year. This can be attributed to delay in start date or to account for processing time needed to onboard new employees.

Attrition Savings It is anticipated that normal departmental attrition results in savings. Attrition savings reflect cost savings from vacant or unfilled positions. It also includes positions that are not funded in a particular year. Attrition savings appear in the budget as a negative position count, which is netted against the total positions in the budget. Thus, the total position FTE count in the budget reflects the net funded positions for the department.

Other Adjustments Other salary adjustments included in position expenditure budget are those to compensate for a year that has 260, 261, 262 workdays, for step adjustments, and for special job classes that are not included in the system's automatic COLA adjustment and must be manually updated. In addition, salary annualization costs represent the cost of wage adjustments that took place during the prior year.

Fringe Benefits Fringe benefits include health care for active and retired employees, social security and Medicare contributions, City retirement contribution, City-paid employee retirement contributions (City pick-up), and other benefits provided in employee MOUs.

Budget Information & Summary Tables

Overview: Consolidated Budget Book

For FY 2023 & FY 2024, the SFMTA is presenting the proposed Operating and Capital Budgets as a consolidated budget book. In previous years, the SFMTA presented the proposed Capital and Operating Budgets as separate documents. This year, the Agency is combining these documents to provide an easier to understand and user-friendly look at the global budget. The Operating Budget is developed and managed across the SFMTA's 12 Divisions and represents operational and service-related expenditures. The Capital Budget is developed and managed across 10 Capital Programs representing many capital improvements and projects.

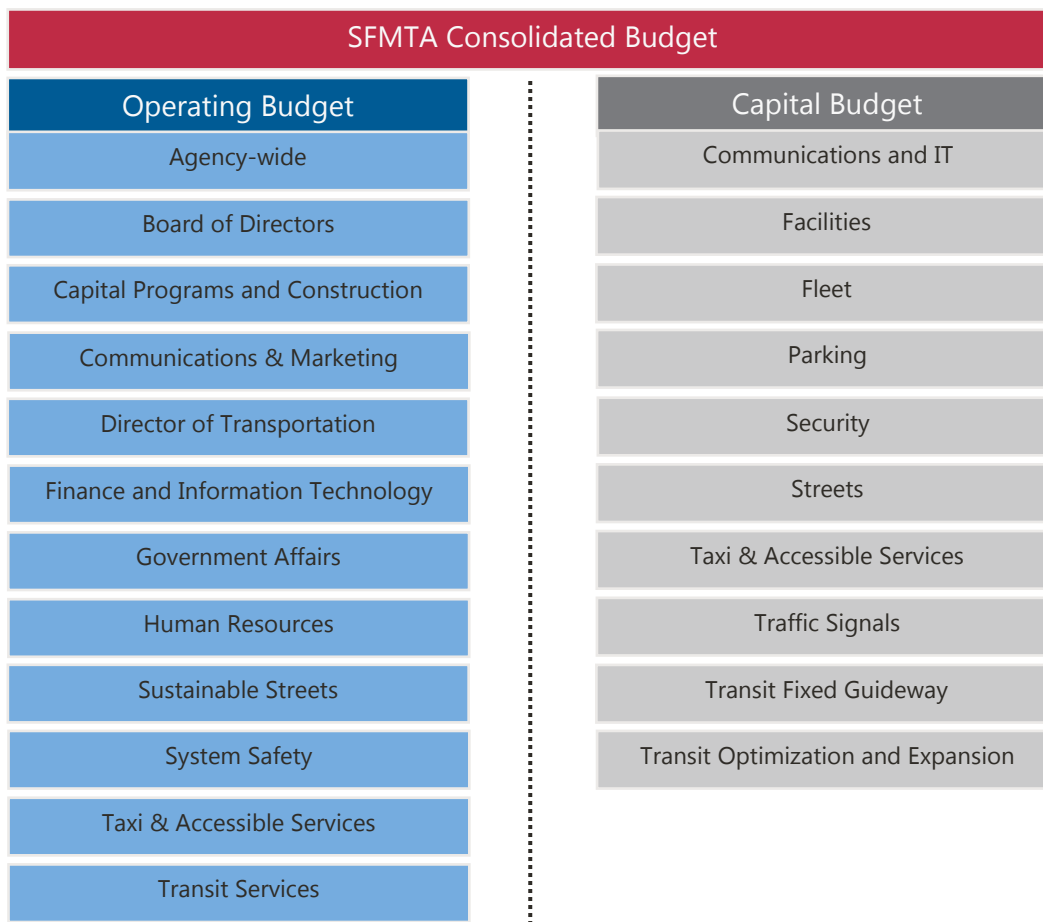


FIGURE 3: CONSOLIDATED BUDGET STRUCTURE

FY23 & FY24 Two Year Budget Principles

- Maintain a **fiscally sustainable, balanced budget**.
- Maintain service levels as a **full-service transportation Agency**.
- **Maintain Agency reserves** and develop policies that **consider future economic conditions**.
- **Provide an easier to understand and user-friendly** Operating and Capital budget.
- **Engage the Board of Supervisors, key constituent groups, and the public** in the budget process and inform them about the **Transportation System's needs**.
- Keep the SFMTA Board of Directors and Executive Team informed on the fiscal condition of the Agency and conduct **continuous evaluations for efficiencies and effectiveness**.
- Drive the creation of the budget using **Strategic Plan priorities**, with input.
- **Identify outside financing or federal and state grant opportunities** before using Agency resources. Pursue new and enhance existing revenue sources.
- Identify benefits and impacts to investments and capital project impacts to ongoing operating costs; consider **fiscal outcomes, social benefits, and equity**.
- Mitigate **structurally underfunded** budget items and address **unfunded long-term liabilities**, such as the State of Good Repair of San Francisco's transportation system.
- Consider all budget actions in a 5-year context, with new revenues not counted or spent until realized. **One-time resources should be used for one-time needs**, *not* ongoing expenses.
- Do not make spending decisions in isolation. Consider one-time investments that result in savings but avoid spending money on one-off projects. **Understand long-term consequences and opportunity costs**.

Agency Challenges

- Over the last 20 years, the demands on San Francisco's transportation system have grown and revenues from transit fares and parking fees have not kept up. We have a "structural deficit," which means that the amount of money it takes to operate our system costs more than the revenues we take in.
- The COVID-19 pandemic worsened this problem: transit revenues are approximately 75% lower than pre-pandemic levels. Parking revenues have recovered better but are still 20% lower than before the beginning of the pandemic.
- Beyond its financial impacts, the pandemic has affected nearly every aspect of our agency, and we are still recovering from its repercussions.
- Transit ridership is down because more people are working from home, at least several days a week; tourism has been slow to return to the city; and many people still fear COVID-19 transmission on transit and around the city.
- Staffing shortages have prevented us from adding Muni service as quickly as we'd like to, which has been frustrating for staff and for members of the public.
- We have not been able to hire employees as quickly as is necessary. We currently have more than 1,000 job vacancies.
- Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. We urgently need to eliminate traffic fatalities and reduce severe traffic-related injuries and meet our Vision Zero commitments.

- Morale is low among SFMTA employees. Many of them are stressed and fatigued from the pace of pandemic response work and the challenges of in-person work throughout the darkest days of the pandemic.
- We are still working to make structural and systemic changes that undo patterns of racial inequity that have been embedded in our agency for decades.
- The taxi industry was hit hard by the pandemic and is still struggling to recover. Individuals who purchased taxi medallions and were facing challenges pre-pandemic are especially in need of relief.

Agency Solutions

This list is not comprehensive but describes many of the solutions the SFMTA has incorporated into the FY 2023 & 2024 budget to address the challenges described above.

- To bring back transit riders and ensure transit is accessible during the city's economic recovery, this budget:
 - o Keeps transit fares low by pausing fare indexing during FY 2023 and 2024. Cash fares continue at \$3.
 - o Continues the Free Muni for Youth Program during FY 2023 and 2024
 - o Sustains and improves the Essential Trip Card (ETC) program, which subsidizes taxi trips for seniors and people with disabilities
 - o Provides more dedicated support for the taxi industry and taxi medallion reform
- To address San Franciscans' priorities, this budget provides:
 - o More staff on Muni to increase safety and improve customer service
 - o More cleaning of transit shelters and stations to improve the customer experience
 - o More Muni service, especially for neighborhoods identified as high priority by the Muni Service Equity Strategy
- To achieve the SFMTA's commitment to eliminate traffic fatalities and reduce severe traffic-related injuries, the FY 2024 through FY2027 CIP includes 53% more funding than the FY 2021 through FY2025 CIP for Quick Build projects that slow down vehicle speeds and increase pedestrian visibility, safety and comfort.
- To fill our vacant positions more quickly, this budget adds Human Resources and Workforce Development staff and resources. Filling our vacancies will allow us to add Muni service and will also improve the morale of our existing employees.
- To advance racial equity and transit equity, this budget more fully funds our Office of Racial Equity and Belonging (OREB) and our Muni Service Equity Strategy.

To achieve long-term financial stability, the SFMTA will work to identify new, ongoing sources of funding.



Proposed Operating Budget Overview

The SFMTA FY23 and FY24 Proposed Operating Budgets are presented in further detail in the following pages. The table below summarizes the revenue and expenditure budgets proposed for FY23 and FY24 in comparison to the FY22 Amended Budget.

	FY22 Amended	FY23 Proposed	FY24 Proposed
Operating Revenues	1,295.5	1,356.1	1,406.9
Operating Expenditures	1,295.5	1,356.1	1,406.9

Amounts displayed in millions

FIGURE 4: OPERATING BUDGET OVERVIEW

The Operating Budget includes the following:

Operating Revenue

The FY23 and FY24 Proposed Operating Budgets include revenues from transit fares, operating grants, parking and traffic fees and fines, and other revenues such as advertising, interest income, taxi fees, and miscellaneous service fees. The Budgets also include available fund balance for use and General Fund support under the provisions of the City Charter, which requires the General Fund base amount to be adjusted each year by the percentage increase or decrease in the aggregate City and County discretionary and unrestricted revenues. All capital revenues can be reviewed in the following sections of this book and the 5-Year Capital Improvement Plan.

The following table summarizes the revenues for FY22 Amended Budget, and FY23 and FY24 Proposed Budget.

	FY22 Amended	FY23 Proposed	FY24 Proposed
City Population Baseline - Operating	30.0	30.0	30.0
Federal Relief	57.8	172.3	184.3
General Fund Transfers ¹	365.4	414.4	445.2
General Fund Transfers (MBTIF)	5.9	6.8	6.8
Operating Grants	193.8	189.1	193.3
Other (Advertising, Interest)	39.0	35.1	38.1
Parking and Traffic Fees and Fines	311.3	261.3	282.0
Parking Tax In-Lieu	44.7	64.1	66.0
Prop D Congestion Mitigation Tax	4.2	7.9	10.2
Taxi Service	0.2	0.2	0.2
Transit Fares	188.8	112.1	140.6
Transit Development Fees – Operating	10.0	10.0	10.0
Use of Fund Balance	44.4	52.7	-
Subtotal – Operating Budget	1,295.5	1,356.1	1,406.9
Capital Projects Revenue	92.5	36.4	66.7
Total Sources	1,388.0	1,392.5	1,473.5

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 5: OPERATING REVENUE BY CATEGORY

Operating Expenditures

Expenditures in the SFMTA's Operating Budget fall into seven major categories: salaries and benefits, non-personnel services, materials and supplies, capital outlay, debt service, and services of other departments. Details on capital projects can be found in the FY 2023 & FY 2024 Capital Budget.

The table below summarizes the expenditures for the FY22 Amended, and the FY23 and FY24 Proposed Budget.

Expenditure Type	FY22 Amended	FY23 Proposed	FY24 Proposed
Salary & Fringe	882.3	947.4	983.5
Overhead & Allocations	(36.4)	(37.0)	(36.4)
Non-Personnel Services	248.5	247.1	249.4
Materials & Supplies	74.0	74.6	74.6
Capital Outlay	4.0	0.2	-
Debt Service	14.8	23.0	27.9
Services of Other Depts	90.5	100.9	107.9
Unappropriated Reserve	17.8	-	-
Subtotal – Expenditure Budget	1,295.5	1,356.1	1,406.9
Transfer to Capital	92.5	36.4	66.7
Total Uses	1,388.0	1,392.5	1,473.5

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 6: OPERATING EXPENDITURES BY CATEGORY

Summary Operating Expenditures by Division

The table below summarizes the FY23 and FY24 Proposed expenditure budget by Division in comparison to the FY21 Actuals and FY22 Amended Budget.

Division	FY22 Amended	FY23 Proposed	FY24 Proposed
Agency-wide *	138.3	126.7	143.5
Board of Directors	0.7	0.7	0.7
Capital Programs & Construction	20.6	24.5	24.6
External Communications, Marketing & Outreach	6.4	8.3	8.9
Director of Transportation	3.3	7.7	8.4
Finance & Information Technology	140.3	121.8	122.8
Government Affairs	1.7	2.1	2.3
Human Resources	22.5	30.4	31.1
Safety	7.5	7.6	7.6
Streets	180.1	205.2	208.9
Transit Services	734.7	781.4	808.2
Taxis, Access & Mobility Services	39.3	39.8	40.1
Grand Total	1,295.5	1,356.1	1,406.9

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 7: OPERATING EXPENDITURES BY DIVISION

*Agency-wide represents activities that honor SFMTA's commitments to other transit agencies, account for costs which affect the entire organization, and to estimate and budget for costs which are unknown at the time of the budget submission but which the organization anticipates during the fiscal year.



Summary of Positions

The SFMTA's full-time equivalent positions (FTE) levels are set forth in the City and County of San Francisco's Annual Salary Ordinance (ASO), which authorizes appointments or continuation of appointments and specifies compensation. While positions may be authorized, they must be filled. The table below provides a summary of position FTEs for the Agency disaggregated by type of position. Detailed information showing filled, proposed, and FTE transfers by Division is included in the following Section and in the Appendix.

Position Type	FY22 Amended FTE	FY23 Proposed FTE	FY24 Proposed FTE	FY23 Compared to FY22	FY24 Compared to FY23
Operating Budget Positions	6,189.9	6,446.9	6,575.5	257.0	128.6
Project Positions	485.0	500.6	514.5	15.64	13.86
Temporary Positions	47.5	48.4	49.0	0.9	0.7
Subtotal Positions	6,722.4	6,995.9	7,139.0	273.5	143.1
<i>Less Attrition</i>	<i>(653.8)</i>	<i>(691.5)</i>	<i>(692.7)</i>	<i>(37.8)</i>	<i>(1.2)</i>
Total Positions	6,068.6	6,304.4	6,446.3	235.8	141.9

FIGURE 8: SUMMARY OF POSITIONS





Agency Wide

Mission and Services

Agency Wide is a budgeting mechanism used to manage expenditures that apply to the entirety of SMFTA. Example expenditures include overhead, the health service-retiree subsidy, City Attorney and other work orders, City-provided technology services, bond interest-expense, rent, and payments to other transit agencies; it is also used to estimate and budget for costs which are unknown at the time of the budget submission but which the organization anticipates during the fiscal year.

Budget Summary

Agency Wide	FY22 Amended	FY23 Proposed	FY24 Proposed
Salary	2.1	1.8	1.8
Fringe Benefits	50.9	51.6	57.1
Non-Personnel Services	21.2	18.4	22.3
Overhead & Allocations	(18.4)	(18.3)	(18.3)
Materials and Supplies	1.0	0.8	0.8
Capital Outlay	2.1	0.0	0.0
Services of Other Departments	46.9	49.5	51.9
Debt Service	14.8	23.0	27.9
Unappropriated Reserve	17.8	-	-
Total	138.3	126.7	143.5

Amounts Displayed in Millions

FIGURE 9: AGENCY WIDE BUDGET SUMMARY

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22 Amended FTE	FY23 Proposed FTE	FY24 Proposed FTE	FY23 Compared to FY22	FY24 Compared to FY23
Agency Wide Total	Operating Budget Positions	55.0	130.5	130.5	75.5	0.0

FIGURE 10: AGENCY WIDE FTEs

Budget Highlights

No augmentations to this division.

Board of Directors

Mission and Services

The SFMTA Board of Directors provides policy oversight for the safe and efficient movement of people and goods in San Francisco, in accordance with the San Francisco Charter and the Transit-First Policy. This includes Muni, automobiles and trucks, taxis, bicycling and walking. The SFMTA Board of Directors also serve as members of the San Francisco Parking Authority.

The Office of the SFMTA Board of Directors administers the affairs of the Board of Directors, coordinates the meetings of the Citizens' Advisory Council, and oversees the SFMTA's responses to all requests for public records.

Budget Summary

	FY22 Amended	FY23 Proposed	FY24 Proposed
Board of Directors			
Salary	0.4	0.5	0.5
Fringe Benefits	0.2	0.2	0.2
Non-Personnel Services	0.1	0.1	0.1
Materials and Supplies	0.1	0.1	0.01
Total	0.7	0.7	0.7

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 11: BOARD OF DIRECTORS BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division						
Division	Position Type	FY22	FY23	FY24	FY23	FY24
		Amended FTE	Proposed FTE	Proposed FTE	Compared to FY22	Compared to FY23
Board of Directors	Operating	3.0	3.1	3.1	0.1	0.0
Total	Budget Positions					

FIGURE 12: BOARD OF DIRECTORS FTEs

Division Budget Highlights

No augmentations to this division.

Division Organizational Structure

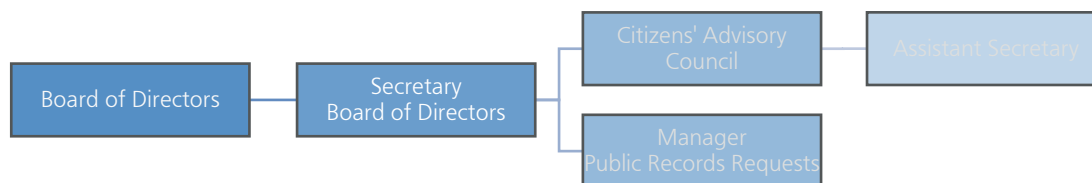


FIGURE 13: BOARD OF DIRECTORS ORGANIZATION CHART

Capital Programs and Construction

Mission and Services

The Capital Programs and Construction (CP&C) Division improves San Francisco's transportation infrastructure by managing the capital improvement programs for all City and County transportation initiatives, supporting San Francisco as it changes and grows; this is achieved by engineering and construction improvements to the City's transportation infrastructure and transit fleet and facilities; by meeting the goals of Proposition E and by supporting the City's General Plan.

Budget Summary

	FY22 Amended	FY23 Proposed	FY24 Proposed
Capital Programs and Construction			



Salary	0.4	0.4	0.4
Fringe Benefits	0.1	0.1	0.1
Non-Personnel Services	0.2	0.8	0.3
Overhead & Allocations	17.2	20.2	20.9
Materials and Supplies	0.1	0.1	0.1
Services of other Departments	2.6	2.8	2.8
Capital Outlay	0.0	0.2	0.0
Total	20.6	24.5	24.6

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 14: CAPITAL PROGRAMS & CONSTRUCTION BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22	FY23	FY24	FY23	FY24
		Amended FTE	Proposed FTE	Proposed FTE	Compared to FY22	Compared to FY23
Capital Programs and Construction	Project Positions	182.5	173.8	174.0	(8.7)	0.2
	Operating Positions	3.8	3.6	3.6	(0.2)	(0)
Capital Programs and Construction Total		186.3	177.4	177.6	(8.9)	0.2

FIGURE 15: CAPITAL PROGRAMS & CONSTRUCTION FTES

Division Budget Highlights

No augmentations to this division.

Division Organizational Structure

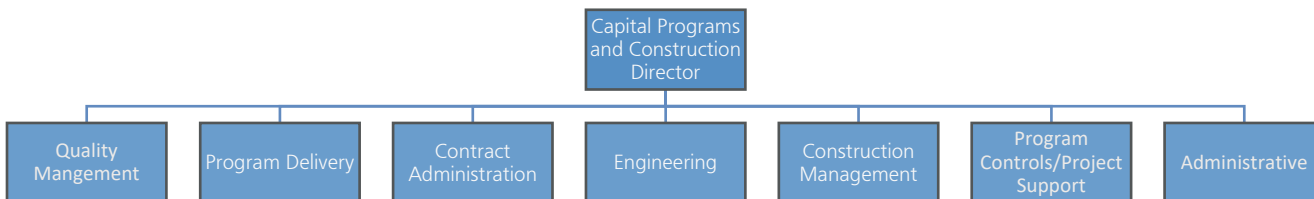


FIGURE 16: CAPITAL PROGRAMS AND CONSTRUCTION ORGANIZATIONAL CHART

External Communications, Marketing & Outreach

The External Communications, Marketing & Outreach Division is responsible for external communications, including media relations, POETS (public outreach and engagement), agency branding, Muni customer service, external marketing, creative services, photographic services and image archives. The Division plays a key role in how the general public, employees and other agencies perceive the SFMTA.

Budget Data Summary

Communications and Marketing	FY22 Amended	FY23 Proposed	FY24 Proposed
Salary	3.4	4.8	5.3
Fringe Benefits	1.4	2.0	2.0
Non-Personnel Services	1.3	1.3	1.3
Materials and Supplies	0.3	0.3	0.3
Total	6.4	8.3	8.9

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 17: EXTERNAL COMMUNICATIONS, MARKETING & OUTREACH BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22	FY23	FY24	FY23	FY24
		Amended FTE	Proposed FTE	Proposed FTE	Compared to FY22	Compared to FY23
External Communications, Marketing & Outreach	Operating Budget Positions	34	44.3	47	10.3	2.7
	Project Positions	7	11.7	13	4.7	1.3
Communications and Marketing Total						

FIGURE 18: COMMUNICATION AND MARKETING FTEs

Division Budget Highlights

The Public Outreach and Engagement Team Strategy (POETS) is the agency’s framework for engaging and informing the SFMTA’s customers, stakeholders and the wider community.

Key Expenditures include:

- Positions to conduct engagement from planning to implementation and beyond
- Position for translation services
- Positions for internal marketing, graphic and social media support (reduces costs/use of consultants)

Division Organizational Structure

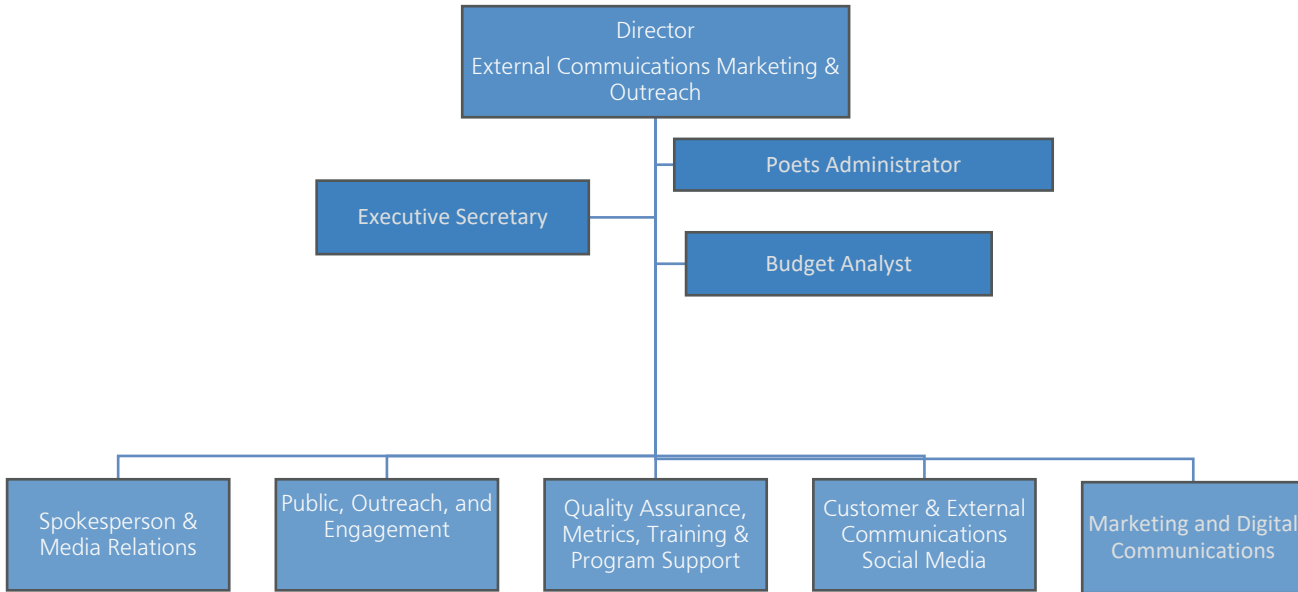


FIGURE 19: COMMUNICATION AND MARKETING ORGANIZATIONAL CHART

Director of Transportation

Mission and Services

Under the guidance of the SFMTA Board of Directors, the Director of Transportation Office leads the SFMTA to plan, build, operate, regulate and maintain San Francisco’s transportation network. The Director of Transportation ensures all divisions and sections work effectively with our partners and community stakeholders to serve our community by providing high quality, responsive and reliable public transportation.

Budget Data Summary

	FY22 Amended	FY23 Proposed	FY24 Proposed
Director of Transportation			
Salary	2.1	4.7	5.3
Fringe Benefits	0.8	1.8	1.9
Non-Personnel Services	0.3	0.4	0.4
Materials and Supplies	0.0	0.9	0.9
Total	3.3	7.7	8.4

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 20: DIRECTOR OF TRANSPORTATION BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22 Amended FTE	FY23 Proposed FTE	FY24 Proposed FTE	FY23 Compared to FY22	FY24 Compared to FY23
Director of Transportation Total	Operating Budget Positions	13	31.6	35.8	18.6	4.2

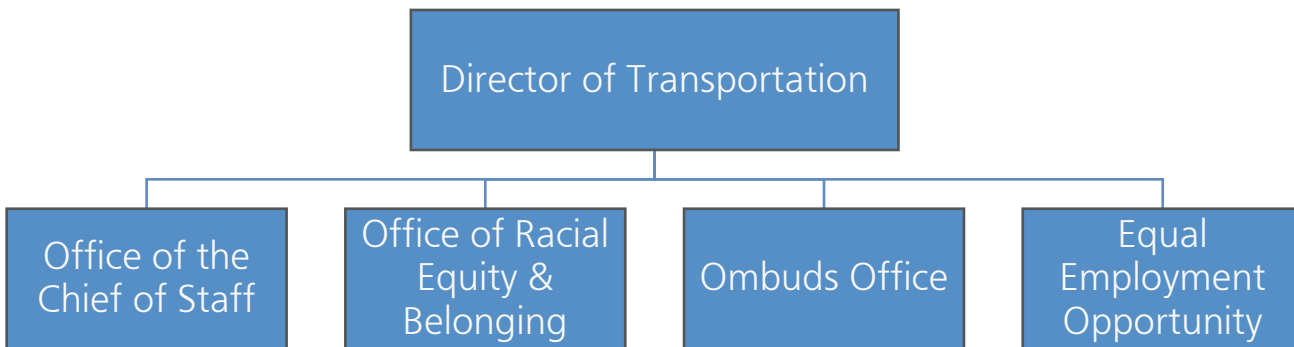
FIGURE 21: DIRECTOR OF TRANSPORTATION FTEs

Division Budget Highlights

The Office of Racial Equity and Belonging (OREB) directs and develops strategies to advance racial equity, transit equity and intersecting equity needs in all areas of work at the agency.

- Positions for overall support, training, instructional design and outreach
- Positions for program implementation including Agencywide Policy, Process & Practice Improvement, Culturally Specific Interventions to Optimize Racial Equity in MTA Systems, Equity Analyses & Establishment of Equity Standards & Priorities and Monitoring, Evaluation & Accountability Systems

Division Organizational Structure



Finance and Information Technology

Mission and Services

The Finance and Information Technology (FIT) Division provides strategic advice and information to support organizational decision-making and improved financial management. FIT maximizes the financial and physical capacity of the SFMTA and ensures improved and more efficient use of financial assets. FIT has operational oversight for the Agency’s finances and various support functions.

FIT responsibilities include accounting, budgeting, financial analysis, capital planning and oversight, contract management, customer center management, equal employment opportunity, facility management, grants procurement and administration, administrative hearings, information technology, payroll, procurement, project controls, real estate, revenue collection and strategic planning.



Budget Data Summary

Finance and Information Technology	FY22 Amended	FY23 Proposed	FY24 Proposed
Salary	45.6	47.3	49.6
Fringe Benefits	18.8	18.7	17.9
Non-Personnel Services	58.3	40.3	39.6
Overhead & Allocations	(2.0)	(2.0)	(2.0)
Materials and Supplies	3.6	3.4	3.4
Capital Outlay	1.9	0.0	0.0
Services of other Departments	14.2	14.2	14.3
Total	140.3	121.8	122.8

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 22: FINANCE & IT BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22 Amended FTE	FY23 Proposed FTE	FY24 Proposed FTE	FY23 Compared to FY22	FY24 Compared to FY23
Finance and Information Technology	Operating Budget Positions	470.5	465.2	469.5	(5.3)	4.3
	Project Positions	89.5	99.4	102.5	9.9	3.2
	Temporary Positions	1.6	1.5	1.5	(0.1)	0

Finance and Information Technology Total

FIGURE 23: FINANCE AND IT FTES

Division Budget Highlights

Agency Operations

Expenditures on Agency Operations restores and expands critical functions such as: Asset & Financial Management, Project Delivery – in preparation of funds expected from CIP+, responses to requests from the San Francisco Board of Supervisors, internal employee concerns through Ombuds Office, and overall data and performance management.

Key Expenditures include:

- Non-labor investments in technology infrastructure to shift sunseting capital projects to on-going system maintenance.



Organizational Structure

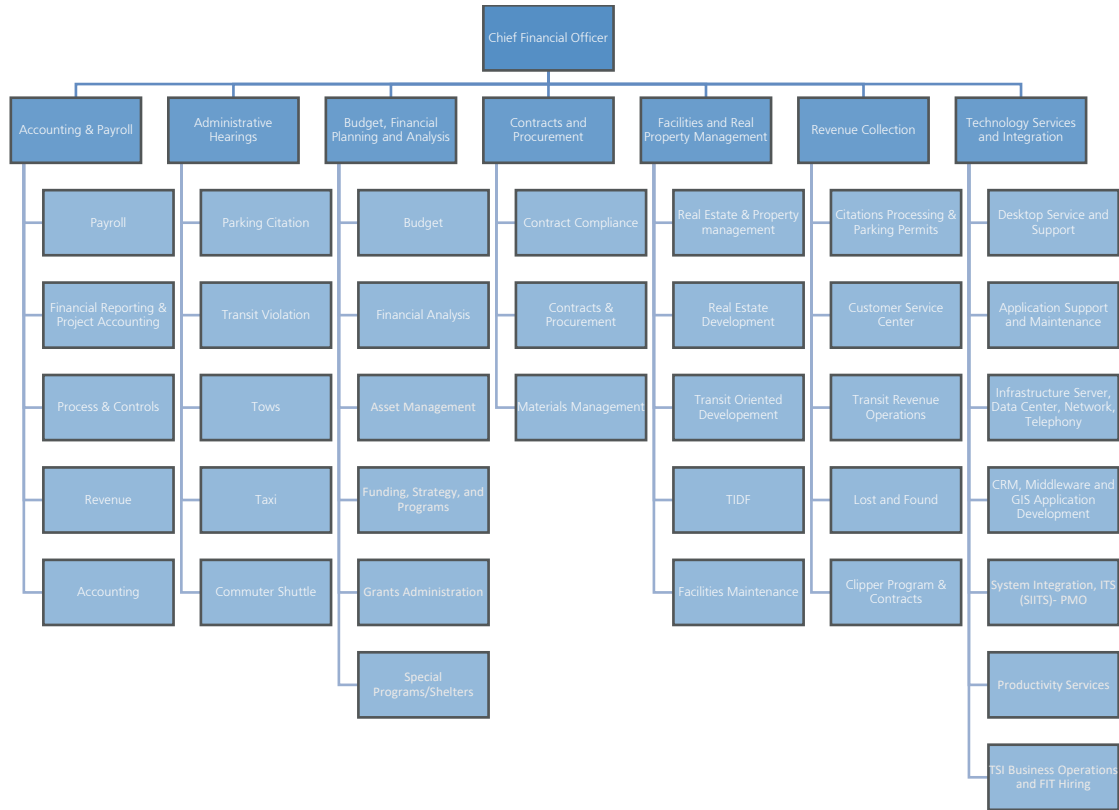


FIGURE 24: FINANCE & IT ORGANIZATIONAL CHART

Government Affairs

Mission and Services

The Government Affairs Division is responsible for coordinating, developing, advancing, and monitoring the SFMTA's legislative and policy interests at the local, state and federal levels, and includes Regulatory Affairs. The Division works to ensure that a supportive policy and regulatory environment exists to advance the capital project and policy priorities of the Agency. Staff are responsible for development and advocacy of the Agency's annual legislative program; reviewing and monitoring legislation to evaluate impacts on the SFMTA; crafting and advocating for policy positions on pending legislation; and educating elected officials and key stakeholders and others about the SFMTA's project and policy priorities.

Budget Data Summary

Government Affairs	FY22 Amended	FY23 Proposed	FY24 Proposed
Salary	1.1	1.4	1.5
Fringe Benefits	0.4	0.5	0.5
Non-Personnel Services	0.0	0.0	0.0
Materials and Supplies	0.0	0.0	0.0
Services of other Departments	0.2	0.2	0.2
Total	1.7	2.1	2.3

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 25: GOVERNMENT AFFAIRS BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22 Amended FTE	FY23 Proposed FTE	FY24 Proposed FTE	FY23 Compared to FY22	FY24 Compared to FY23
Government Affairs Total	Operating Budget Positions	6.0	7.5	8.0	1.5	0.5

FIGURE 26: GOVERNMENT AFFAIRS FTEs

Division Budget Highlights

No augmentations to this division.

Organizational Structure

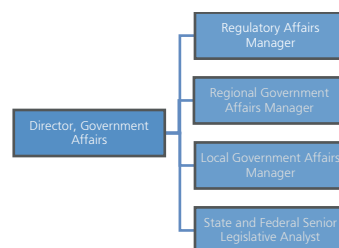


FIGURE 27: GOVERNMENT AFFAIRS ORGANIZATIONAL CHART



Human Resources

Mission and Services

The Human Resources (HR) Division enables the SFMTA to accomplish its strategic and operational goals by supplying necessary support services to Divisions including recruitment, organizational development, hiring, talent management, leave management, employee and labor relations, employee and operator training, employee wellness, employee and industrial safety, Americans with Disabilities Act guidance, and workers' compensation.

Budget Data Summary

	FY22 Amended	FY23 Proposed	FY24 Proposed
Human Resources			
Salary	9.4	14.1	14.9
Fringe Benefits	3.6	5.5	5.3
Non-Personnel Services	6.8	7.3	7.3
Materials and Supplies	0.1	0.1	0.1
Services of other Departments	2.6	3.5	3.5
Total	22.5	30.4	31.1

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 28: HUMAN RESOURCES BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22 Amended FTE	FY23 Proposed FTE	FY24 Proposed FTE	FY23 Compared to FY22	FY24 Compared to FY23
Human Resources	Operating Budget Positions					
	Project Positions	5.0	0	0	(5.0)	0
	Temporary Positions	2.4	2.3	2.3	(0.1)	0
Human Resources Total						

FIGURE 29: HUMAN RESOURCES FTEs

Division Budget Highlights

Hiring vacancies and providing opportunities for employees is currently the highest priority of the agency. In addition to existing expansion to the Human Resources Division, additional augmentations.

Key Expenditures include:

- Positions for increased training and workforce development,
- Permanent funding for the PaCT (Practical Communication Tools) Program
- Positions for HR data management and reporting

Organizational Structure

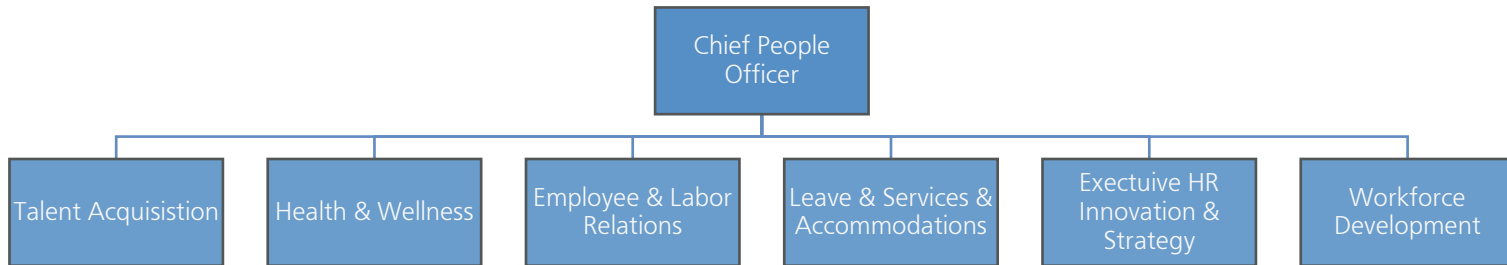


FIGURE 30: HUMAN RESOURCES ORGANIZATIONAL CHART

Streets Division

Mission and Services

The mission of the Streets Division is to plan, design, implement, and maintain the city's transportation infrastructure and regulations to support San Francisco's mobility needs as the city changes and grows. The Streets Division initiates and coordinates improvements to the city's street, transit, bicycle, pedestrian and parking infrastructure, thereby meeting the goals and objectives of the Transit First and Vision Zero Policies, as well as supporting the SFMTA's Strategic Plan.

Budget Data Summary

Streets Division	FY22 Amended	FY 23 Proposed	FY24 Proposed
Salary	70.3	74.0	78.3
Fringe Benefits	29.7	30.4	29.7
Non-Personnel Services	71.0	91.5	91.2
Overhead & Allocations	(7.0)	(7.0)	(7.0)
Materials and Supplies	4.7	5.1	5.1
Capital Outlay	0.1	0.0	0.0
Services of other Departments	11.3	11.1	11.4
Total	180.1	205.2	208.9

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 31: STREETS DIVISION BUDGET SUMMARY



Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22	FY23	FY24	FY23	FY24
		Amended FTE	Proposed FTE	Proposed FTE	Compared to FY22	Compared to FY23
Streets Division	Operating Budget Positions	788.9	776.4	790.9	(12.5)	14.5
	Project Positions	142.0	168.0	177.0	26.0	9.0
	Temporary Positions	26.2	28.1	28.9	1.9	0.8

Streets Division Total

FIGURE 32: STREETS DIVISION FTEs

Division Budget Highlights

Street Management

Funding and positions to restore key services to improve the safety and use of San Francisco Streets including curb management, parking enforcement, shared spaces and planning.

Key Expenditures include:

- Positions restored for Parking Control Officer supervision
- Positions for the paint, sign and signal shop to implement Quick Build and other safety improvements
- Positions and non-labor for full implementation of the Shared Spaces Program

Safety and Security

Security Operations Center needs to be enhanced. It is led by a Senior Clerk and a very limited amount of Allied contract staff. Contract staff retrieve video for video request.

A new **Security Intelligence Center** would centralize all security related issues. Through data analysis, intelligence gathering, and video review, the intelligence center would identify patterns, track security assets, disseminate security reports, direct security response, and maintain security operations 24hrs a day. As the security depository, the intelligence center would conduct systematic assessments of security needs and operations to improve our security posture.



Organizational Structure

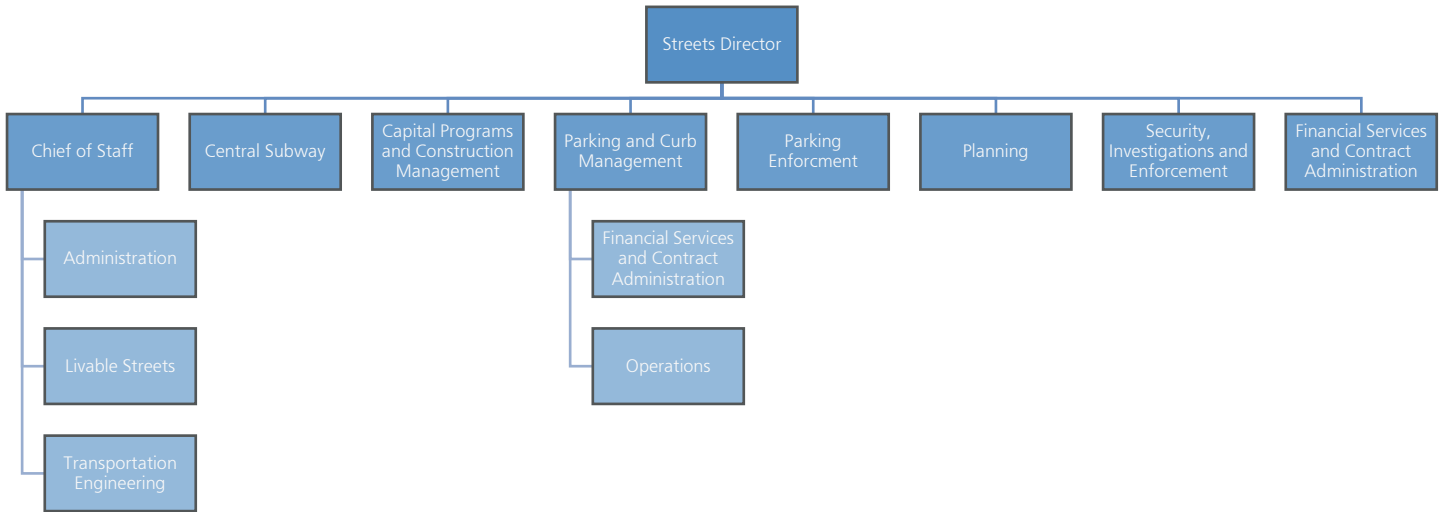


FIGURE 33: STREETS ORGANIZATIONAL CHART

Safety

Mission and Services

The Safety Division ensures SFMTA’s employees, and the public are in an environment free from harm and injury. The Division’s goal is to promote a safety culture and proactive environment that will effectively identify and manage risk through recognition, evaluation, and educating the Agency’s employees and patrons in compliance with federal, state, and local health regulations to ensure everyone goes home safely.

The Safety Division provides a safe environment for riders, employees and the citizens of the City and County of San Francisco, maintaining a safety program that attains an optimum level of compliance. The Safety Division is responsible for managing Video Analytics, the SFMTA Incident Database, incident investigations, safety certifications, testing, and transportation system checks.

Budget Data Summary

	FY22 Amended	FY23 Proposed	FY24 Proposed
Safety			
Salary	3.8	4.5	4.6
Fringe Benefits	1.3	1.6	1.5
Non-Personnel Services	1.0	1.0	1.0
Materials and Supplies	0.0	0.0	0.0
Services of other Departments	1.4	0.5	0.5
Total	7.5	7.6	7.6

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 34: SAFETY BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22	FY23	FY24	FY23	FY24
		Amended FTE	Proposed FTE	Proposed FTE	Compared to FY22	Compared to FY23
Safety	Operating Budget Positions	28.0	27.0	27.0	(1.0)	0
	Temporary Positions	2.9	2.7	2.7	(0.1)	0
Safety Total						

FIGURE 35: SAFETY FTEs

Division Budget Highlights

Building upon lessons learned from the SFMTA's COVID-19 Department Operations Center (DOC), a permanent cross-discipline team will partner with the Safety Division to implement the Agency's Public Transit Safety Plan (PTASP). Priority tasks include collision reduction initiatives, in service Operator observations/mentoring, and safety drills.

Key Expenditures include:

- Positions for Transit Training to support expanded system safety

Organizational Structure

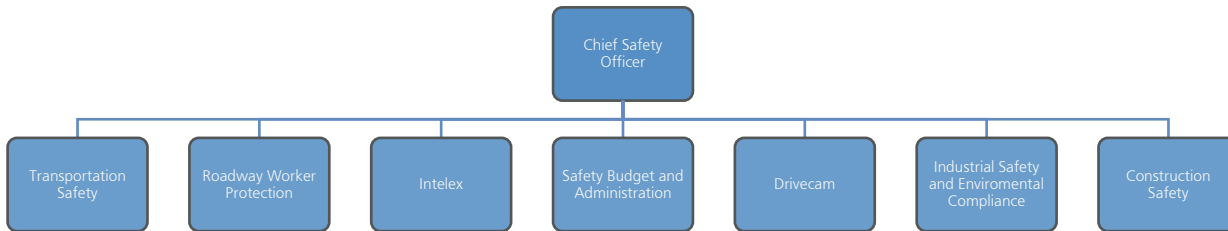


FIGURE 36: SAFETY ORGANIZATIONAL CHART

Taxis, Access & Mobility Services

Mission and Services

Traditionally, the Taxis, Access & Mobility Services (TAS) Division has represented a combination of two distinct functions of the SFMTA that substantially overlap in the regulation of the taxi industry. Accessible Services is a core support function for all modes of the Agency to ensure that transit, pedestrian and bike facilities and taxi services are accessible to older adults and people with disabilities. This Division also oversees the SFMTA Paratransit program. In order to provide a cost-efficient and customer friendly network of paratransit services, Accessible Services has leveraged the private taxi industry in a private-public partnership. Taxi Services' core function is to license and regulate the private taxi industry to ensure that drivers and vehicles are safe, that taxi service is accessible to the disability community, and service is available regardless of trip origin or destination at prices that are transparent.

In addition to the regulatory oversight of the taxi industry, TAS manages emerging mobility permit programs. These programs include commuter shuttles, shared bicycles, and scooters.

Budget Data Summary

	FY22 Amended	FY23 Proposed	FY24 Proposed
Taxi, Access & Mobility Services			
Salary	3.5	3.6	4.0
Fringe Benefits	1.6	1.5	1.6
Non-Personnel Services	37.4	37.3	37.3
Overhead & Allocations	(4.8)	(4.8)	(4.8)
Materials and Supplies	0.3	0.3	0.3
Services of other Departments	1.3	1.9	1.9
Total	39.3	39.8	40.1

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 37: TAXI AND ACCESSIBLE SERVICES BUDGET SUMMARY

Division Positions

		Number of Full-Time Equivalent (FTE) by Division				
Division	Position Type	FY22	FY23	FY24	FY23	FY24
		Amended FTE	Proposed FTE	Proposed FTE	Compared to FY22	Compared to FY23
Taxis, Access & Mobility Services Total	Operating Budget Positions	35.0	34.2	36.0	(0.8)	1.8
	Project Positions	0	0.8	1.0	0.8	0.2

FIGURE 38: TAXI & ACCESSIBLE STREETS FTES

Division Budget Highlights

Taxi, Mobility and ETC Program

Additional staff and resources to sustain and improve the administration, promotion and efficiency of the Essential Trip Card (ETC) program, provide more dedicated support for the taxi industry, reinvigorate the taxi industry through taxi reform.

Key Expenditures include:

- Funding to create an Open Taxi Dispatch Application Programming Interface (API)
- Positions to Support the growing and expanding permitted modes of transportation, including scooters, bike share, commuter shuttles

Organizational Structure



FIGURE 39: TAXIS, ACCESS & MOBILITY SERVICES ORGANIZATIONAL CHART

Transit Services

Mission and Services

The Transit Services Division provides ongoing planning, operation, and maintenance of the public transportation network, connecting San Francisco communities at every step in the process. The Transit Services Division works collaboratively with other SFMTA Divisions and other city departments to provide services to our customers by operating and maintaining over 1,000 vehicles including motor coaches, trolley coaches, light rail vehicles, historic and vintage streetcars, and cable cars.

Budget Data Summary

Transit Services	FY22 Amended	FY23 Proposed	FY24 Proposed
Salary	447.6	483.4	508.8
Fringe Benefits	183.8	193.3	190.8
Non-Personnel Services	50.9	48.9	48.7
Overhead & Allocations	(21.4)	(25.2)	(25.2)
Materials and Supplies	63.9	63.7	63.7
Services of other Departments	10.0	17.3	21.3
Total	734.7	781.4	808.2

AMOUNTS DISPLAYED IN MILLIONS

FIGURE 40: TRANSIT BUDGET SUMMARY

Division Positions

Number of Full-Time Equivalent (FTE) by Division

Division	Position Type	FY22	FY23	FY24	FY23	FY24
		Amended FTE	Proposed FTE	Proposed FTE	Compared to FY22	Compared to FY23
Transit Services	Operating Budget Positions	4673.5	4813.3	4910.9	139.8	97.6
	Project Positions	59.0	47.0	47.0	(12.0)	0
	Temporary Positions	10.6	10.0	10.0	(0.5)	0
Transit Services Total						

FIGURE 41: TRANSIT FTEs

Division Budget Highlights

Apprenticeship Program

Transit vehicle and infrastructure maintenance jobs are vital to delivering transit service, but increasingly hard to recruit and fill. Expanding the program for service-critical maintenance craft worker positions will help up cost-effectively expand the pipeline of skilled candidates and create promotive pathways into specialized job functions for existing staff.

Key Expenditures include:

- Positions required to expand Apprentice Program to meet growing staffing challenges (Muni Reliability Working Group Recommendation).

Customer Experience Program

Trips are multifaceted and present many opportunities to improve the customer experience. The Customer Experience Program offers an integrated approach to providing consistent, cohesive and quality information to our customers across all stages of their journey.

Key Expenditures include:

- Positions for dedicated ambassadors and customer relationship team
- Permanent increase in transit car cleaners
- Positions for improved customer amenities such as better signage and transit stop conditions

Service Equity and Expansion

Service Equity Expansion would allow the SFMTA to continue keeping pace with returning ridership - placing a strong emphasis on maintenance and supervision as outlined in the Muni Reliability Working Group. The next service priorities will continue to prioritize the Muni Service Equity Strategy Neighborhoods and emerging post-COVID travel patterns.

Key Expenditures include:

- Positions to increase street supervision/system management (Muni Reliability Group Recommendation)
- Positions for increased track, overhead lines and vehicle maintenance

Service Quality Program

The Service Quality Program supports the customer experience team to provide strong oversight and support within Transit Operations. This new group will focus on quality assurance and consistent application of standard operating procedures, training and support programs to promote excellent service, and will conduct analysis of day-to-day operations and special events to define process improvement or policy changes.

Key Expenditures include:

- Positions for system analysis, quality assurance and rapid response on service issues and customer feedback

Organizational Structure

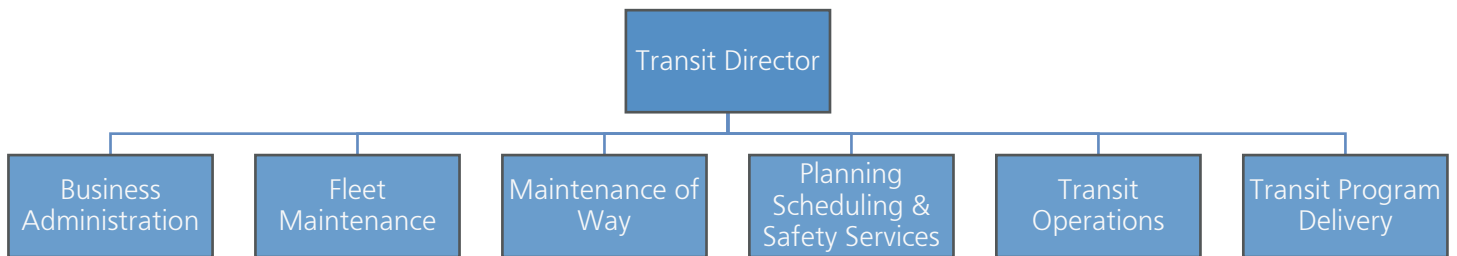


FIGURE 42: TRANSIT ORGANIZATIONAL CHART

Capital Program Overview

The proposed FY 2023 & 2024 Capital Budget is SFMTA’s two-year financial plan and consolidated capital program. It represents the first two years of SFMTA’s Five-Year Capital Improvement Program (CIP).

Projects funded through this two-year budget include infrastructure investments as well as various procurements and other one-time initiatives (plans, educational programs, etc.) to be implemented throughout the city. Projects contained in the proposed FY 2023 & 2024 Capital Budget continue to reflect the SFMTA Board of Directors’ adopted policies and plans including Vision Zero, Transit First, Pedestrian Program, the 2019 Bike Program Report, the City and County of San Francisco Adopted Area Plans, the SFMTA Strategic Plan, and the San Francisco Transportation Plan.

The proposed FY 2023 & 2024 Capital Budget funds a variety of capital projects addressing infrastructure needs related to transit reliability, street safety, state of good repair, facilities, taxi, system safety and accessibility. Complete project scopes and funding plans will be reflected in the SFMTA’s proposed five-year FY2023 to FY2026-27 Capital Improvement Program (CIP) which will be adopted by the SFMTA Board of Directors in April 2022. It should be noted that the level of funding within the Capital Budget only reflects parameters of the proposed effort of work at that point in time. In addition to the projects included in the proposed Capital Budget that will receive new funding in FY 2023 & 2024, the Agency will continue to implement existing projects that were fully funded before this two-year period.

Capital Program Descriptions

The Capital Improvement Program is comprised of 10 Capital Programs as listed in the table below. These programs were designed to ensure investments are in line with the Agency’s values, strategic goals, and priorities.

Communications / IT	Plan, design and implement technology infrastructure upgrades to improve the efficiency and efficacy of the SFMTA and provide a better experience for customers and employees
Facilities	Acquire, develop, and/or rehabilitate transit station areas and maintenance facilities used for transit, traffic, and parking operations
Fleet	Purchase and rehabilitate transit vehicles including motor coaches, trolley coaches, light rail vehicles, and paratransit vans
Parking	Plan, design, rehabilitate, and construct public parking facilities or street infrastructure related to public parking
Security	Plan, design, and construct or implement systems to improve the security of the transit system
Streets	Plan, design, and construct engineering improvements to improve street safety and promote walking, bicycling, and transit
Taxis, Access & Mobility Services	Implement systems to optimize and support the taxi system in San Francisco to provide a better rider experience and promote low-emissions taxi vehicle use
Traffic Signals	Plan, design, engineer, and construct infrastructure and traffic signals to decrease transit travel time and improve mobility and safety on San Francisco streets
Transit Fixed Guideway	Plan, design, and construct transit improvements to rail track, overhead wires, and train control technology
Transit Optimization and Expansion	Plan, design, engineer, and construct infrastructure improvements to improve travel time, increase reliability and expand capacity of the transit system

FIGURE 43: CAPITAL PROGRAM DESCRIPTIONS



Two-Year Capital Budget Summary

CAPITAL PROGRAM	FY 2023 PROPOSED	FY 2024 PROPOSED
COMMUNICATION & IT	\$955,968	\$3,294,032
FACILITY	\$51,370,430	\$67,539,278
FLEET	\$171,815,283	\$143,869,135
PARKING	\$0	\$0
SECURITY	\$1,939,052	\$1,939,052
SIGNALS	\$16,478,945	\$13,217,791
STREETS	\$53,293,356	\$37,340,704
TAXI	\$653,490	\$351,822
TRANSIT FIXED GUIDEWAY	\$80,953,703	\$81,812,620
TRANSIT OPTIMIZATION & EXPANSION	\$46,101,984	\$38,815,265
GRAND TOTAL	\$423,562,211	\$388,179,699

FIGURE 44: TWO YEAR CAPITAL BUDGET SUMMARY

Funded Projects by Program Funded in FY 2023 & 2024

PROJECT BY PROGRAM	FY 2023 PROPOSED	FY 2024 PROPOSED
COMMUNICATION & IT		
CONDUENT - CADA VL WORKSTATION REFRESH	\$ 225,000	
CONDUENT - FLEET MANAGEMENT SYSTEM PLATFORM		\$ 100,000
CONDUENT - ORBCAD SERVER VIRTUALIZATION	\$ 305,968	\$ 344,032
HARRIS CORE NETWORK INFRASTRUCTURE UPGRADE		\$ 1,050,000
HARRIS RADIO - MARKET STREET INFRASTRUCTURE REFRESH		\$ 700,000
HARRIS SYMPHONY RADIO CONSOLE OPERATING SYSTEM REFRESH		\$ 200,000
PENTA SYSTEM - HARDWARE AND SOFTWARE REFRESH	\$ 50,000	
SUBWAY STATE OF GOOD REPAIR	\$ 375,000	\$ 500,000
FACILITY		
NEW CASTRO STATION ELEVATOR	\$ 3,132,048	\$ 3,776,211
FACILITY CONDITION ASSESSMENT IMPLEMENTATION	\$ 3,149,103	\$ 2,297,121
15TH STREET RENOVATION	\$ 13,522,738	\$ 18,789,311
MUNI METRO EAST EXPANSION PHASE II - MME & 1399 MARIN	\$ 10,810,485	\$ 32,097,955
PRESIDIO FACILITY RECONSTRUCTION	\$ 6,580,000	
POTRERO MODERNIZATION	\$ 4,500,000	\$ 2,500,000
EMBARCADERO STATION REHABILITATION	\$ 829,374	\$ 3,613,863
GREEN CAR WASH REHABILITATION	\$ 836,914	\$ 1,270,543
KIRKLAND YARD ELECTRIFICATION	\$ 668,225	\$ 1,339,098



PROJECT BY PROGRAM	FY 2023 PROPOSED	FY 2024 PROPOSED
MME & GREEN VEMS (PROFILE READERS)	\$ 805,240	\$ 855,176
WOODS PAINT BOOTH REHABILITATION	\$ 339,300	\$ 1,000,000
FLEET		
CABLE CAR STATE OF GOOD REPAIR (SGR) PROGRAM	\$ -	\$ 1,000,000
NON-REVENUE VEHICLE (NRV) SGR PROGRAM	\$ -	\$ 1,904,581
LIGHT RAIL VEHICLE FLEET REPLACEMENT & EXPANSION	\$ 120,627,576	\$ 67,336,982
VINTAGE STREETCAR REHABILITATIONS	\$ -	\$ 4,148,012
NEW FLYER MIDLIFE OVERHAUL PHASE I	\$ 20,983,707	\$ 34,742,408
40' BATTERY-ELECTRIC BUS (EV BUS) PILOT PROCUREMENT	\$ 5,662,044	\$ -
40' & 60' MOTOR COACH REPLACEMENT PROCUREMENT	\$ -	\$ 710,544
FLEET CONTINGENCY	\$ -	\$ 2,498,571
DOUBLE-ENDED STREETCAR REHABILITATIONS (2 STREETCARS)	\$ 410,000	\$ 4,622,452
CABLE CAR VEHICLE RESTORATIONS	\$ 2,105,387	\$ -
PARATRANSIT CUTAWAY PROCUREMENT OF 20 EXPANSION AND 27 REPLACEMENT VEHICLES	\$ 499,346	\$ -
NEW FLYER TROLLEY REPLACEMENT ENERGY STORAGE SYSTEMS	\$ -	\$ 3,550,050
60' BATTERY-ELECTRIC BUS (EV BUS) PILOT	\$ 1,939,306	\$ -
PARATRANSIT VEHICLE REPLACEMENT FY23 (20 VEHICLES)	\$ 3,156,321	\$ -
PARATRANSIT VEHICLE REPLACEMENT FY24 (35 VEHICLES)	\$ -	\$ 5,260,815
LIGHT RAIL VEHICLE FLEET EXPANSION	\$ -	\$ 8,667,210
LRV4 DOOR PROGRAMMING UPGRADES	\$ 720,000	\$ -
AXLE PRESS & HORIZONTAL TIRE PRESS	\$ 39,747	\$ 2,020,000
STREETCAR 233 REHABILITATION	\$ 270,027	\$ -
NEW FLYER MIDLIFE OVERHAUL PHASE II	\$ 13,493,231	\$ 2,788,274
SECURITY		
CYBERSECURITY MODERNIZATION		\$ 400,000
SIGNALS		
CITY COORDINATION OPPORTUNITIES: NEW TRAFFIC SIGNALS	\$ 300,000	\$ 300,000
TRAFFIC SIGNAL VISIBILITY UPGRADES	\$ 330,000	\$ 330,000
PROGRAM: TRAFFIC SIGNAL HARDWARE REPLACEMENT	\$ 358,000	\$ 302,000
PROGRAM: TRAFFIC SIGN REPLACEMENT	\$ 220,000	\$ 220,000
CONTRACT 35: TRAFFIC SIGNAL MODIFICATIONS	\$ 2,540,757	\$ 3,908,243
CONTRACT 66: NEW TRAFFIC SIGNALS	\$ 6,175,000	\$ 1,575,000
CONTRACT 36: TRAFFIC SIGNAL MODIFICATIONS	\$ 938,747	\$ 204,344
3+B118:B134RD STREET VIDEO DETECTION REPLACEMENT PHASE IV	\$ 67,610	\$ 141,898
TENDERLOIN SIGNAL UPGRADE	\$ 3,500,000	\$ -
ACCESSIBLE PEDESTRIAN SIGNALS FY24	\$ -	\$ 500,000
CONTRACT 37: TRAFFIC SIGNAL MODIFICATIONS	\$ -	\$ 1,400,000
STREETS		
SLOW STREETS IMPLEMENTATION	\$ 5,000,000	\$ 5,000,000
PROGRAM: BICYCLE TRAFFIC SIGNAL UPGRADES	\$ 1,050,000	\$ 1,050,000
PROGRAM: TRAFFIC CALMING APPLICATION-BASED LOCAL STREETS PROGRAM	\$ 1,400,300	\$ 1,415,000
PROGRAM: COMMUNITY RESPONSE IMPLEMENTATION	\$ 550,000	\$ 750,000
PROGRAM: WALKFIRST QUICK & EFFECTIVE PEDESTRIAN SAFETY	\$ 772,000	\$ 772,000
PROGRAM: BIKE FACILITY MAINTENANCE: DELINEATORS & GREEN PAVEMENT	\$ 200,000	\$ 150,000



PROJECT BY PROGRAM	FY 2023 PROPOSED	FY 2024 PROPOSED
PROGRAM: TRAFFIC IMPROVEMENTS AROUND SCHOOLS	\$ 1,300,000	\$ 1,300,000
PROGRAM: PROACTIVE LOCAL TRAFFIC CALMING TRACK	\$ 750,000	\$ 750,000
PROGRAM: CITYWIDE QUICK AND EFFECTIVE BIKE IMPROVEMENTS	\$ 1,125,000	\$ 1,125,000
PROGRAM: SHORT-TERM BIKE PARKING	\$ 847,393	\$ 699,393
5TH STREET CORRIDOR IMPROVEMENTS	\$ 1,400,000	\$ -
PAGE STREET NEIGHBORWAY (WEBSTER TO STANYAN)	\$ 405,000	\$ 1,595,000
FOLSOM STREETScape	\$ 5,822,913	\$ 2,458,420
RECTANGULAR RAPID FLASHING BEACONS	\$ 750,000	\$ 798,000
MISSION STREET EXCELSIOR	\$ 6,716,686	\$ -
VALENCIA STREET BIKEWAY IMPLEMENTATION PLAN	\$ 1,776,000	\$ 1,000,000
13TH ST PROTECTED BIKE LANES	\$ 4,478,100	\$ -
LAKE MERCED PEDESTRIAN SAFETY		\$ 900,445
OCEAN AVENUE SAFETY IMPROVEMENTS	\$ 360,000	\$ -
CITYWIDE DAYLIGHTING	\$ 520,795	
BAYVIEW CBTP IMPLEMENTATION	\$ 4,380,000	\$ 1,500,000
BAYVIEW CBTP NEAR TERM IMPLEMENTATION	\$ 425,000	\$ -
PROGRAM: ANNUAL TRAFFIC CALMING REMOVAL AND REPLACEMENT	\$ 111,770	\$ 117,207
BRANNAN STREET STREETScape	\$ 240,000	\$ -
BUSINESS TDM	\$ -	\$ 200,000
PROGRAM: CITYWIDE VISION ZERO QUICK BUILD	\$ 7,000,000	\$ 7,000,000
PROGRAM: TENDERLOIN VISION ZERO QUICK BUILD	\$ 1,441,000	\$ 1,441,000
RESIDENTS TDM	\$ -	\$ 200,000
VISITACION VALLEY CBTP		\$ 1,708,420
MOTORCYCLE SAFETY EDUCATION, ENFORCEMENT	\$ 91,288	\$ 91,288
SF EXISTING RESIDENTS TDM PROGRAM	\$ 350,000	\$ -
BIKE TO WORK DAY	\$ 43,011	\$ 44,301
TDM FOR TOURISTS	\$ -	\$ 65,000
TDM: BICYCLE OUTREACH AND EDUCATION	\$ 103,000	\$ 106,090
TRAVEL DECISION SURVEY	\$ 150,000	\$ -
PLACE BASED PLN PROGRAM (PREV CONTEXT SENSITIVE PLAN PROG)	\$ 150,000	\$ -
COMPREHENSIVE EMPLOYEE TDM PROGRAM	\$ -	\$ 156,000
HOWARD STREETScape	\$ 1,369,050	\$ 921,950
CENTRAL EMBARCADERO ENHANCEMENT		\$ 1,000,000
SOUTH EMBARCADERO ENHANCEMENT	\$ 250,000	\$ 465,964
TAXI		
ALTERNATIVE FUEL VEHICLE INCENTIVES PROGRAM	\$ -	\$ 196,644
TAXI STAND EXPANSION AND RENOVATION	\$ -	\$ 30,178
RAMP TAXI INCENTIVE PROGRAM	\$ 125,000	\$ 125,000
SFMTA MOBILITY MANAGEMENT	\$ 528,490	\$ -
TRANSIT FIXED GUIDEWAY		
SUBWAY TRACK FASTENER & RAIL REPLACEMENT STATE OF GOOD REPAIR (SGR) PROGRAM	\$ 562,175	\$ 259,573
TRACTION POWER STATE OF GOOD REPAIR (SGR) PROGRAM	\$ 465,654	
SUBWAY FIRE LIFE SAFETY STATE OF GOOD REPAIR (SGR) PROGRAM	\$ 215,000	
SUBWAY ELECTRICAL SYSTEMS STATE OF GOOD REPAIR (SGR) PROGRAM	\$ 860,103	



PROJECT BY PROGRAM	FY 2023 PROPOSED	FY 2024 PROPOSED
CABLE CAR CURVED TRACK REPLACEMENT	\$ 13,095,857	\$ 3,482,143
SAN JOSE SUBSTATION PHASE I	\$ 1,500,000	
METRO TUNNEL SPECIAL TRACKWORK	\$ 3,008,724	\$ 21,455,600
TRACK SUPPORT STRUCTURE REPLACEMENT	\$ 1,908,133	
SPECIAL TRACKWORK REPLACEMENT (3 LOCATIONS)	\$ 451,476	
TRAIN CONTROL SYSTEM UPGRADE	\$ 29,193,473	\$ 32,420,532
SUBWAY RAIL AND TRACK FASTENER REPLACEMENT	\$ 1,350,000	\$ 4,150,000
TRACK SUPPORT STRUCTURE REPLACEMENT PHASE III	\$ 770,000	\$ 4,800,000
ULTRASONIC RAIL TESTING PHASE III	\$ 303,053	
CABLE CAR GUIDEWAY SGR PROGRAM	\$ 543,351	\$ 1,217,860
TWIN PEAKS TUNNEL LINER SPALL REPAIRS	\$ 1,850,000	\$ 2,600,000
RIGID TRACTION POWER FEASIBILITY STUDY	\$ 1,205,432	
SUBWAY BIENNIAL TUNNEL INSPECTION		\$ 204,629
SUBWAY STRUCTURAL REPAIRS	\$ 1,000,000	\$ 1,000,000
ULTRASONIC RAIL TESTING PHASE 4		\$ 60,644
STATION WAYFINDING SIGNAGE UPGRADE PHASE 2	\$ 800,268	\$ 1,355,286
SUBWAY SUBSTATION FIRE AND ENTRY ALARM REPLACEMENT	\$ 78,146	\$ 198,010
SURFACE SUBSTATION FIRE AND ENTRY ALARM REPLACEMENT	\$ 56,408	\$ 339,623
SURFACE SPECIAL TRACKWORK PHASE 1	\$ 323,600	\$ 1,065,360
SURFACE TRACKWORK: OCEAN HOWTH AND 280	\$ 95,100	
SUBWAY GM4000A SWITCH MACHINE REPLACEMENT	\$ 1,117,000	
BACKUP BATTERY REPLACEMENT FOR 12 SUBSTATIONS	\$ 242,000	
SURFACE GM4000A SWITCH MACHINE REPLACEMENT	\$ 428,800	\$ 68,200
SURFACE T3 SWITCH MACHINE STUDY	\$ 853,000	
SURFACE T3 SWITCH MACHINE UPGRADE	\$ 2,452,000	
SIGNAL INTERLOCK REPLACEMENT PHASE 2	\$ 664,125	\$ 836,875
SUBWAY STATION MAIN SWITCHGEAR AND PANEL REPLACEMENT	\$ 1,673,126	\$ 2,740,918
CIVIC CENTER SUBSTATION	\$ 1,712,072	\$ 1,671,242
TWIN PEAKS TUNNEL BALLAST MONITORING AND REPAIRING	\$ 1,750,000	\$ 1,750,000
TRANSIT OPTIMIZATION & EXPANSION		
14 MISSION: DOWNTOWN TPP	\$ 17,205,074	
27 BRYANT: TRANSIT RELIABILITY PROJECT	\$ 550,000	\$ 1,355,030
TRANSIT RELIABILITY SPOT IMPROVEMENTS	\$ 1,054,033	\$ 1,099,589
GEARY BRT PHASE 2 (TO081)	\$ 787,463	\$ 1,633,635
E/F LINE IMPROVEMENTS: EXTENSION TO AQUATIC PARK	\$ 100,000	
BUS TSP	\$ 715,736	\$ 742,061
GENEVA/SAN JOSE M-LINE TERMINAL	\$ 498,000	\$ 1,208,408
BAYSHORE CALTRAIN STATION UPGRADES		\$ 2,000,000
EQUITY STRATEGY IMPROVEMENTS	\$ 90,000	\$ 90,000
30 STOCKTON: 3RD STREET TRANSIT PRIORITY PROJECT (TPP)		\$ 3,457,126
J CHURCH	\$ 3,619,003	
K INGLESIDE TPP		\$ 1,846,895
M OCEANVIEW TPP	\$ 1,182,843	\$ 2,277,157
N JUDAH: JUDAH STREET TPP	\$ 248,960	\$ 1,940,000



PROJECT BY PROGRAM	FY 2023 PROPOSED	FY 2024 PROPOSED
E/F LINE IMPROVEMENTS: FISHERMAN'S WHARF RELOCATION	\$ 1,450,000	
29 SUNSET MUNI FORWARD		\$ 8,592,772
POWELL STREET PLAZA & TRANSIT RELIABILITY IMPROVEMENTS	\$ 4,940,000	
TRANSBAY TRANSIT CENTER TRACTION POWER UPGRADE	\$ 1,600,000	
TRANSIT COLLISION REDUCTION SPOTS IMPROVEMENTS		\$ 200,000
N JUDAH: JUDAH STREET QUICK BUILD	\$ 3,165,888	
BUS STOP LIGHTING	\$ 282,980	\$ 113,990
BAYVIEW COMMUNITY SHUTTLE	\$ 1,451,396	\$ 3,191,396
GRAND TOTAL	\$423,562,211	\$388,179,699

FIGURE 45: PROJECTS BY CAPITAL PROGRAM



Fund Source by Capital Program

FUNDING BY PROGRAM	FY 2023 PROPOSED	FY 2024 PROPOSED
COMMUNICATION & IT		
GENERALFUNDPOPBASETRANSITFY22	\$ 530,968	\$ 200,000
GENERALFUNDPOPBASETRANSITFY24		\$ 1,947,581
OPERATINGNOSUBTYPEFY23	\$ 425,000	
OPERATINGNOSUBTYPEFY24		\$ 500,000
TSFMMAINTENANCEFUNDSFY24		\$ 646,451
FACILITY		
CCSF-LCFS-FY23	\$ 350,230	
GENERALFUNDPOPBASESTREETSFY24	\$ -	\$ 43,084
GENERALFUNDPOPBASETRANSITFY23	\$ 2,307,060	
GENERALFUNDPOPBASETRANSITFY24	\$ -	\$ 12,913,065
MISSIONROCKNOSUBTYPEFY23	\$ 486,068	\$ -
MISSIONROCKNOSUBTYPEFY24	\$ -	\$ 696,368
OPERATINGFACILITYFY20	\$ 4,500,000	\$ 2,500,000
OPERATINGFACILITYFY23	\$ 21,035,741	\$ 18,746,227
PIER70NOSUBTYPEFY23	\$ 608,449	\$ -
PIER70NOSUBTYPEFY24	\$ -	\$ 233,526
RAISEFY23	\$ 5,264,000	
RM3FLEETFACILITYFY23	\$ 5,000,000	\$ -
RM3FLEETFACILITYFY24		\$ 25,000,000
SALESTAX(PROPK)EP20M	\$ 2,800,000	\$ -
SB1SGRFY22	\$ 4,474,485	\$ 869,854
SB1SGRFY23	\$ 3,479,053	\$ 1,270,543
SB1SGRFY24	\$ -	\$ 4,375,462
TSFEXPANSIONFY23	\$ 1,065,344	\$ -
TSFEXPANSIONFY24	\$ -	\$ 891,149
FLEET		
5307NOSUBTYPEFY21	\$ -	\$ 2,347,043
5337FGFY18	\$ 677,611	\$ 509,962
5337FGFY21	\$ -	\$ 3,548,118
5339NOSUBTYPEFY22	\$ 1,205,805	\$ -
5339NOSUBTYPEFY23	\$ 1,551,445	\$ -
5339NOSUBTYPEFY24	\$ -	\$ 6,900,000
CAP&TRADELCTOPTPI	\$ 543,912	\$ 543,912
CCSF-LCFS-FY23	\$ 600,000	\$ -
CCSF-LCFS-FY24	\$ -	\$ 680,000
GENERALFUNDPOPBASESTREETSFY24	\$ -	\$ 15,364
GENERALFUNDPOPBASETRANSITFY22	\$ 39,747	\$ -
GENERALFUNDPOPBASETRANSITFY23	\$ 7,692,682	\$ 30,544
GENERALFUNDPOPBASETRANSITFY24	\$ -	\$ 10,163,783
LPPFORMULAFUNDS	\$ 1,150,000	\$ 1,656,690
MISSIONROCKNOSUBTYPEFY23	\$ 2,814,716	\$ -



MISSIONROCKNOSUBTYPEFY24	\$ -	\$ 4,913,833
OPERATINGFUNDBALANCE	\$ 82,000	\$ -
PIER70NOSUBTYPEFY23	\$ 2,736,096	\$ -
PIER70NOSUBTYPEFY24	\$ -	\$ 1,050,129
POTREROPOWERNOSUBTYPEFY23	\$ 5,218,800	\$ -
POTREROPOWERNOSUBTYPEFY24	\$ -	\$ 5,218,800
RM3FLEETFACILITYFY23	\$ 5,000,000	\$ -
RM3FLEETFACILITYFY24	\$ -	\$ 9,739,379
SALESTAX(PROPK)EP17M	\$ 8,214,867	\$ 2,173,815
SCHLAGELOCKNOSUBTYPEFY23	\$ 1,056,720	\$ -
SCHLAGELOCKNOSUBTYPEFY24	\$ -	\$ 960,010
TCPNOSUBTYPEFY22	\$ 132,843,021	\$ 2,588,000
TCPNOSUBTYPEFY23	\$ -	\$ 90,423,982
TSFEXPANSIONFY22	\$ 387,861	\$ -
TSFEXPANSIONFY24	\$ -	\$ 405,771
SECURITY		
TSGPNO SUBTYPEFY23	\$ 1,939,052	
TSGPNO SUBTYPEFY24		\$ 1,939,052
STREETS		
CAP&TRADEAHSCFY18	\$ 1,865,000	\$ -
CAP&TRADEAHSCFY21	\$ 582,903	\$ -
CAP&TRADEAHSCFY22	\$ 4,000,000	\$ -
CAPITALCONTINGENCYRESERVE	\$ 3,995,397	\$ 5,254,021
CCSFTNCFY23	\$ 5,415,824	\$ -
CCSFTNCFY24	\$ -	\$ 5,415,824
COMMUTERSHUTTLEREVENUENOSUBTYPEFY23	\$ 400,000	\$ -
COMMUTERSHUTTLEREVENUENOSUBTYPEFY24	\$ -	\$ 400,000
GENERALFUNDPOPBASESTREETSFY19	\$ 413,879	\$ -
GENERALFUNDPOPBASESTREETSFY20	\$ 5,143,232	\$ -
GENERALFUNDPOPBASESTREETSFY21	\$ 1,330,000	\$ -
GENERALFUNDPOPBASESTREETSFY22	\$ 3,569,637	\$ 106,090
GENERALFUNDPOPBASESTREETSFY23	\$ 11,156,396	\$ 853,004
GENERALFUNDPOPBASESTREETSFY24	\$ -	\$ 13,954,931
IPICMOFY21	\$ 395,000	
IPICSOMAFY23		\$ 921,950
IPICSOMAFY24		\$ 250,000
LPPFORMULAFUNDS	\$ 1,400,000	\$ -
MISSIONROCKNOSUBTYPEFY23	\$ 326,834	
MISSIONROCKNOSUBTYPEFY24		\$ 468,241
OPERATINGFUNDBALANCEANNUAL	\$ 300,000	\$ -
OTSNOSUBTYPEFY23	\$ 91,288	\$ -
OTSNOSUBTYPEFY24	\$ -	\$ 91,288
PLANNINGNOSUBTYPEFY23	\$ 392,335	
PLANNINGNOSUBTYPEFY24		\$ 392,335
PROPAAANOSUBTYPEFY23	\$ 1,000,000	



PROPAAANOSUBTYPEFY24		\$ 1,000,000
SALESTAX(PROPK)EP37	\$ 200,000	\$ 150,000
SALESTAX(PROPK)EP38	\$ 5,515,300	\$ 2,745,561
SALESTAX(PROPK)EP39	\$ 1,206,011	\$ 3,037,301
SALESTAX(PROPK)EP40	\$ 1,218,963	\$ 900,445
SALESTAX(PROPK)EP43	\$ 350,000	\$ 621,000
SHOPPNO SUBTYPE	\$ 2,115,000	\$ -
TDAARTICLE3FY23	\$ 465,964	
TDAARTICLE3FY24		\$ 465,964
TFCAPMFY23	\$ 449,393	
TFCAPMFY24	\$ -	\$ 252,749
TAXI		
5310NOSUBTYPEFY23	\$ 528,490	\$ -
GENERALFUNDPOPBASESTREETSFY24	\$ -	\$ 399
GENERALFUNDPOPBASETRANSITFY24	\$ -	\$ 27,215
SALESTAX(PROPK)EP23	\$ 125,000	\$ 125,000
TFCAPMFY24	\$ -	\$ 196,644
TSFMMAINTENANCEFUNDSFY24	\$ -	\$ 2,564
TRAFFIC/SIGNALS		
5M	\$ 2,000,000	\$ -
CAPITALCONTINGENCYRESERVE	\$ 206,090	\$ -
CCSFTNCFY23	\$ 2,897,009	\$ -
CCSFTNCFY24	\$ -	\$ 1,075,000
GENERALFUNDPOPBASESTREETSFY23	\$ 2,221,600	\$ -
GENERALFUNDPOPBASESTREETSFY24	\$ -	\$ 1,845,794
HSIPFY23	\$ 1,623,978	\$ -
MISSIONROCKNOSUBTYPEFY24	\$ -	\$ 5,210,805
PIER70NOSUBTYPEFY23	\$ 67,610	
PIER70NOSUBTYPEFY24		\$ 25,949
PROPAAANOSUBTYPEFY22	\$ 977,991	\$ -
SALESTAX(PROPK)EP31	\$ 3,600,000	\$ 300,000
SALESTAX(PROPK)EP33	\$ 2,884,667	\$ 4,760,243
TRANSIT FIXED GUIDEWAY		
5337FGFY19	\$ 4,481,145	\$ 5,946,546
5337FGFY20		\$ 1,396,935
5337FGFY21	\$ 4,724,780	\$ 5,157,601
AB664NOSUBTYPEFY21	\$ 7,174,775	\$ 850,566
BATAPROJECTSAVINGSNOSUBTYPEFY21	\$ 1,550,910	
CAP&TRADETIRCPCYCLEFY24		\$ 5,905,000
GENERALFUNDPOPBASESTREETSFY24		\$ 64,462
REVBONDNOSUBTYPE SERIES2021	\$ 9,267,505	\$ 24,699,114
SALESTAX(PROPK)EP22M	\$ 37,228,782	\$ 17,828,412
SB1SGRFY21	\$ 1,850,000	\$ 650,000
SB1SGRFY22	\$ 2,944,958	\$ 44,189
SB1SGRFY23	\$ 1,738,093	\$ 3,011,503



SB1SGRFY24		\$ 4,749,596
TCP_IJJA	\$ 3,648,813	\$ 3,073,459
TCPNoSUBTYPEFY22	\$ 5,433,820	\$ 3,618,180
TCPNoSUBTYPEFY23		\$ 2,301,897
TSFEXPANSIONFY23	\$ 360,122	
TSFEXPANSIONFY24		\$ 2,074,175
TSFMaintenanceFUNDSFY23	\$ 550,000	\$ 270,000
TSFMaintenanceFUNDSFY24		\$ 170,985
TRANSIT OPTIMIZATION & EXPANSION		
CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP)	\$ 4,440,000	
CAP&TRADEAHSCFY23	\$ 6,583,160	
CAP&TRADEAHSCFY24		\$ 3,223,760
CARBSTEPFY23	\$ 1,451,396	\$ 3,191,396
GENERALFUNDPOPBASESTREETSFY24		\$ 6,616,855
GENERALFUNDPOPBASETRANSITFY23	\$ 5,014,034	\$ 546,895
GENERALFUNDPOPBASETRANSITFY24		\$ 10,282,269
IPICHUBFY23	\$ 339,200	
IPICHUBFY24		\$ 135,524
IPICSOMAFY23	\$ 550,000	\$ 811,030
IPICSOMAFY24		\$ 544,000
PROPAAANoSUBTYPEFY23	\$ 1,000,000	
PROPAAANoSUBTYPEFY24		\$ 1,000,000
RM3CORECAPACITYFY23	\$ 461,157	
SALESTAX(PROPK)EP1	\$ 15,738,593	
SALESTAX(PROPK)EP10		\$ 728,295
SALESTAX(PROPK)EP11	\$ 1,550,000	\$ 1,008,866
SALESTAX(PROPK)EP13	\$ 498,000	\$ 1,208,408
SALESTAX(PROPK)EP2		\$ 3,590,810
SALESTAX(PROPK)EP22U	\$ 3,681,023	
SALESTAX(PROPK)EP27	\$ 605,151	\$ 2,000,000
SALESTAX(PROPK)EP32	\$ 715,736	\$ 742,061
SALESTAX(PROPK)EP44		\$ 1,656,191
TSFEXPANSIONFY23	\$ 3,054,534	
TSFEXPANSIONFY24		\$ 1,108,905
TSFSTREETSFY23	\$ 420,000	
TSFSTREETSFY24		\$ 420,000
GRAND TOTAL	\$423,562,211	\$388,179,699

FIGURE 46: FUND SOURCE BY CAPITAL PROGRAM



Description of Capital Funds

Capital Fund	Description
California Transit Security Grant Program (CTSGP)	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved as Proposition 1B, authorized issuing \$19.925 billion in general obligation bonds over ten years. Those sales fund transportation capital projects that relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. The CTSGP, funded with \$1 billion of the \$19.925, is one of several programs created by Prop 1B and is administered by the California Governor's Office of Emergency Services. Funding from the CTSGP is for projects that protect critical transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies. These funds are appropriated annually by the Legislature to the State Controller's Office and allocated by Public Utilities Code formula. Half go to Local Operators based on fare-box revenues and half to Regional Entities according to their population. In the San Francisco Bay Area, the regional entity is the Metropolitan Transportation Commission. Any interest earnings can be spent on projects that are eligible under the program.
Caltrans Active Transportation Program (ATP) - Regional	This funding is administered by the Metropolitan Transportation Commission (MTC) and is competitively awarded to local and regional agencies. For details see Caltrans – ATP - State.
Caltrans Active Transportation Program (ATP) - State	The Active Transportation Program, created in 2013 by California Senate Bill 99 and California Assembly Bill 101, encourages active modes of transportation such as bicycling and walking. Both capital projects and non-infrastructure programs are eligible for funds if they encourage biking and walking, increase safety and mobility of non-motorized transportation, promote greenhouse gas reduction, enhance public health, or benefit disadvantaged communities. The ATP is administered by Caltrans Local Assistance and funds allocated by the California Transportation Commission (CTC). Program finances come from various federal and state funds through the State Budget, and include: the federal Transportation Alternative Program, the Highway Safety Improvement Program (HSIP), new SB1 proceeds and the State Highway Account. 40% of ATP funds go to Metropolitan Planning Organizations (MPOs), and half are awarded through grant applications to MPOs and transit agencies throughout California. Most ATP grants require an 11.47% local match.
Caltrans Cap & Trade	In 2006, California passed climate law AB 32, establishing the goal to reduce greenhouse gas emissions to 1990 levels by 2020. To reach this goal, the State initiated a cap-and-trade program to generate revenue by selling carbon credits. This revenue supports investments in renewable energy, low-carbon transportation, and sustainable community development. Cap-and-trade revenue is managed through the Greenhouse Gas Reduction Fund (GGRF). Funding available through the GGRF includes the competitive Transit & Intercity Rail Capital Program (TIRCP) and the formula-based Low Carbon Transit Operations Program (LCTOP).
Caltrans Cap & Trade - Transit & Intercity Rail Capital Program (TIRCP)	The TIRCP is a competitive grant financed by California cap-and-trade. Eligible uses include capital or operational investments to modernize intercity, commuter, and urban rail systems to reduce greenhouse gas emissions and vehicle miles traveled (VMT) throughout California. TIRCP works to provide at least 25 percent of funds to projects that directly and meaningfully benefit disadvantaged communities.
Caltrans Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a federal program which aims to significantly reduce traffic fatalities through a data-driven, strategic approach to public road safety improvements. Eligible uses include strategies, activities or projects on our roads that improve safety and are consistent with the State Strategic Highway Safety Plan (SHSP). The HSIP program focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified by crash experience, potential, rate, or other data-supported means. California's HSIP funding is administered by Caltrans Local Assistance and eligible projects must meet a minimum Cost/Benefit ratio. The ninth cycle of HSIP funds will be in May 2018.
Caltrans Proposition 1B PTMISEA	The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B - the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Transportation has \$19.925 billion available, of which, \$3.6 billion dollars was allocated to PTMISEA for transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, bus and rail car procurement, rehabilitation or replacement. Funds are appropriated annually by the Legislature to the State Controller's Office (SCO), then allocated by Public Utilities Code formula: half to Local Operators based on fare-box revenue and half to Regional Entities based on population. The Budget Act of 2016 extended the deadline for a final cycle of allocations until June 2018.
Caltrans Proposition 1B PTMISEA - Interest	Interest earned from Caltrans Proposition 1B PTMISEA funding (see Caltrans Proposition 1B PTMISEA) that can be spent on any eligible project.



Capital Fund	Description
Caltrans State of Good Repair (SB1-SGR)	The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicles registrations. In collaboration with the State Controller's office (SCO), Caltrans is tasked with the management and administration of the SGR Program. The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems. Eligible projects include transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, the design, acquisition and construction of new vehicles or facilities that improve existing transit services, or transit services that complement local efforts for repair and improvement of local transportation infrastructure.
Caltrans State Highway Operations and Protections Program (SHOPP)	SHOPP provides State of Good Repair funds to preserve and protect the State Highway System. Eligible capital improvements do not add capacity but target emergency, safety, and fix-it-first needs. SHOPP funds will pay for the pavement overlay of the Van Ness Corridor Improvement project, which is eligible because it lies along State Highway 101.
Caltrans The State Transportation Improvement Program (STIP)	The STIP is the five-year plan adopted by the California Transportation Commission (CTC) every two years that allocates transportation funds for major transportation investments. These include: improvements to state highways, intercity rail networks, and both local and regional transportation systems. Within San Francisco, funding decisions are made by the Transportation Authority, then forwarded to MTC and included in the Bay Area's Regional Improvement Program (RIP). The MTC-approved RIP is incorporated into the full STIP by the CTC, which presents the STIP to the Legislature and Governor.
Caltrans Sustainable Transportation Planning (CSTP) Grant Program	In addition to \$9.5M of state and federal grants, the CSTP receives \$25 million in funds annually from SB1. It encourages local and regional planning to reach goals and use best practices from the California Transportation Commission's regional transportation plan guidelines. These planning grants provide funds to support regional strategies to reduce greenhouse gasses in the state to 40 percent below 1990 levels by 2030, and 80 percent below by 2050. Two programs relevant to the SFMTA have Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity objectives. <p data-bbox="475 949 1507 1033">1. Sustainable Communities - Competitive Grants State funds of approximately \$17 million will be distributed through a competitive program. Cities, counties, and transit agencies are eligible. Awards will range from \$50,000 to \$1 million and require a local match of 11.47 percent.</p> <p data-bbox="475 1062 1507 1230">2. A. Strategic Partnerships - Federal funds of \$1.5 million will be available to localities, cities, counties, and transit agencies eligible as sub-applicants to the Metropolitan Transportation Commission. Transportation planning studies conducted with Caltrans as a partner that address regional, interregional and statewide needs of the State highway system can receive funds, as well as those that contribute to the Caltrans Mission and Grant Program Overarching Objectives. Awards will range from \$100,000 to \$500,000 and require a local match of 11.47 percent.</p> <p data-bbox="475 1260 1507 1398">B. Strategic Partnerships - Transit: FTA Section 5304 Federal funds will provide \$2.8 million for multi-modal planning study grants that partner with Caltrans and have a transit focus, are of regional, interregional and statewide significance, and help achieve the Caltrans Mission and Grant Program Overarching Objectives. Awards will range from \$100,000 to \$500,000 and require a local match of 11.47 percent.</p> <p data-bbox="475 1428 1507 1692">3. Adaptation Planning Grant Program - Governor Brown Jr. signed Senate Bill 1 (SB 1) into law in 2017, which has allocated \$20 million in grants to local and regional agencies to plan for climate change adaptation. Seven million dollars were allocated for the fiscal years 2017-18 grant cycle, seven million will be available in 2018-19, and another six million in 2019-20. Climate change adaptation anticipates and prepares for climate change impacts in order to reduce the damage from both climate change and extreme weather events. Adaptation is distinct from, but complements, climate change mitigation, which works to reduce greenhouse gas emissions. This funding is for adaptation planning on California's transportation infrastructure, including but not limited to roads, railways, bikeways, trails, bridges, ports, and airports. Eligible projects must have a connection to transportation.</p>
Caltrans - Systemic Safety Analysis Report Program (SSARP)	A new safety analysis program, the SSARP received \$10 million for implementation. The SSARP helps local agencies perform collision analysis, identify safety issues on their roadway network, and develop a list of low-cost system countermeasures. These items can be used to prepare future HSIP or other safety program applications.



Capital Fund	Description
Central Freeway Proceeds	In 1998 and 1999, San Francisco voters passed propositions to demolish the Central Freeway north of Market Street and replace it with a ground-level boulevard along Octavia. All funds from newly available parcels are required to go to the Octavia Boulevard project, and to transportation options supporting it. These funds are managed by the San Francisco County Transportation Authority, the San Francisco Municipal Transportation Agency and other city agencies. The Market and Octavia Community Advisory Committee (MO CAC) and the City's Interagency Plan Implementation Committee (IPIC) have oversight of projects financed by Central Freeway.
Developer Fee Revenue - 5M	Revenue from developer fees for the San Francisco 5M project.
Developer Fee Revenue - California Pacific Medical Center (CPMC)	Revenue from developer fees for the California Pacific Medical Center (CPMC).
Developer Fee Revenue - the Hub	Revenue from developer fees for the Hub.
Developer Fee Revenue - Mission Rock	Revenue from developer fees for Mission Rock.
Developer Fee Revenue - Parkmerced	Revenue from developer fees for Parkmerced construction improvements to the M Oceanview Muni line.
Developer Fee Revenue - Pier 70	Revenue from developer fees for Pier 70.
Developer Fee Revenue – Various	Revenue from various consolidated developer fees.
General Fund ERAF	Educational Revenue Augmentation Fund, remaining local property taxes that are returned to the City after the state shifts a portion of local property taxes to the public-school system.
General Fund Proposition B Population Baseline (Transit & Street)	Proposition B was approved by San Francisco voters in 2014. This San Francisco Charter amendment requires the city to increase General Fund contributions to the SFMTA by a percentage equal to the City's annual population increase, accounting for both daytime and nighttime populations. Prop B also requires 75 percent of the population-based increase go to projects that improve Muni's reliability, frequency of service, as well as pay for Muni repairs; the remainder goes to capital street safety improvements.
General Obligation (GO) Bond	In 2014, San Francisco voters approved a \$500 million General Obligation (GO) bond that funds critical capital investments to upgrade the transit system, improve service, enhance safety and accessibility, and renovate Muni's maintenance and storage facilities.
General Obligation (GO) Bond - Complete Streets	Complete Streets funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Corridor Improvements	Corridor improvements funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Facility Improvements	Facility improvements funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond, above.
General Obligation (GO) Bond - Muni Forward	Muni Forward funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Pedestrian Safety	Pedestrian safety funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Signals	Signals funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Caltrain Series 2020	Caltrains funding from the 2020 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Muni Forward Series 2020	Muni Forward funding from the 2020 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Pedestrian Safety Series 2020	Pedestrian safety funding from the 2020 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
Interagency Planning Implementation Committee (IPIC)	The San Francisco Board of Supervisors passed legislation in 2006 to formalize interagency coordination to implement citywide Area Plans by establishing the Interagency Plan Implementation Committee (IPIC). IPIC manages programming of Development Impact Fees within Area Plan jurisdictions, coordinates with Citizen Advisory Committees (CACs), and provides a forum for collaboration on capital planning and implementation. Specific Area Plan neighborhoods under IPIC's purview include Balboa Park, Central SoMa, Eastern Neighborhoods, Financial District, SoMA, Market Octavia, the Hub, Transit Center District and the Visitation Valley.



Capital Fund	Description
Interagency Planning Implementation Committee (IPIC) - Balboa Park	See Interagency Planning Implementation Committee (IPIC).
Interagency Planning Implementation Committee (IPIC) - Central SoMa	See Interagency Planning Implementation Committee (IPIC).
Interagency Planning Implementation Committee (IPIC) - Eastern Neighborhoods	See Interagency Planning Implementation Committee (IPIC).
Interagency Planning Implementation Committee (IPIC) - Financial District	See Interagency Planning Implementation Committee (IPIC).
Interagency Planning Implementation Committee (IPIC) - Market Octavia	See Interagency Planning Implementation Committee (IPIC).
Interagency Planning Implementation Committee (IPIC) - the HUB	See Interagency Planning Implementation Committee (IPIC).
Interagency Planning Implementation Committee (IPIC) - Transit Center	See Interagency Planning Implementation Committee (IPIC).
San Francisco General Fund	Revenue from the San Francisco General Fund.
Stabilization Funds	The South of Market Community Stabilization Fund is administered by the Mayor's Office of Housing and Community Development (MOHCD) and used to stabilize the community and promote equity through strategies that mitigate the impact of development. Objectives of the fund include strengthening community cohesion and neighborhood planning, supporting economic and workforce development for low-income residents and businesses that serve the South of Market community, increasing access to affordable housing opportunities for existing South of Market residents, and improving infrastructure and the physical environment.
Transportation Sustainability Fee (TSF)	The TSF replaced the Transportation Impact Development Fee (TIDF) in 2015. The TSF is a citywide fee on new development in San Francisco to address the impact created by all uses on the transportation system. The TSF expanded the TIDF to include market-rate residential development and certain large institutions.
FHWA Advanced Transportation and Congestion Management Technologies Deployment Funds	The Fixing America's Surface Transportation (FAST) Act established the Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The FAST Act funds the program through a set-aside from the Highway Research and Development, Technology and Innovation Deployment, and Intelligent Transportation System Research Programs.
FTA 5307 Formula Funds	The Federal Section 5307 Urbanized Area Formula program provides funds to urbanized areas and state Governors for transit capital and operating assistance, and for transportation-related planning. Eligible uses include planning, engineering, design and evaluation of transit projects; technical transportation-related studies; capital investments in bus and bus-related activities; capital investments in new and existing fixed guideway systems; and signals, communications, and computer hardware and software. The Federal Transit Administration administers 5307 grants. These formula-based grants are awarded on population, population density, passenger miles, and revenue/route miles for various modes. Grant awards typically require a minimum of 20 percent local match. Distribution of these funds is through the MTC Transit Capital Priorities process.
FTA 5309 - Core Capacity	The 5309 Core Capacity program funds substantial corridor-based investments in existing fixed-guideway systems. Core Capacity grants are financed by federal transportation funds and administered by the Federal Transit Administration. Projects must: 1) Be located in a corridor that is at or over capacity - or will be in five years; 2) Increase capacity by 10 percent; and 3) Not include project elements designated to maintain a state of good repair in order to be eligible. Grants are awarded by project and are evaluated by improvements to mobility, environmental benefit, cost-effectiveness, and economic development.



Capital Fund	Description
FTA 5309 - Fixed Guideway Modernization Program	The 5309 Fixed Guideway Modernization program funded upgrades of existing light, heavy, rapid, and other fixed guideway rail systems to modern standards. Fixed Guideway Modernization grants were financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Grants were awarded by a formula allocation based on system size. Eligible activities included capital projects to modernize or improve existing systems (which may include purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals); upgrades to security equipment, maintenance facilities and operational equipment. These Modernization grants required a minimum 20 percent local match. These funds were subject to the MTC's Transit Capital Priorities (TCP) process. This program has been replaced by the FTA 5337 Fixed Guideway program.
FTA 5309 - New Starts	The 5309 New Starts program funds new and expanded fixed guideway and bus rapid transit systems to improve options in key corridors. New Starts grants are financed by federal transportation funds and administered by the Federal Transit Administration. To be eligible, the project must cost more than \$300 million and must be seeking New Starts funding of \$100 million or more. Eligible recipients include states, local governments and public agencies. Grants are awarded by project and are evaluated by improvements to mobility, environmental benefit, cost-effectiveness, and economic development.
FTA 5309 - Small Starts	The 5309 Small Starts program funds new or expanded fixed guideway and bus rapid transit systems to improve transportation choices in key corridors. Small Starts grants are financed by federal transportation funds and administered by the Federal Transit Administration. Eligible projects must cost less than \$300 million and Small Starts funding requested must be less than \$100 million. Eligible recipients include state and local governments and public agencies. Grants are awarded by project and are evaluated by improvements to mobility, environmental benefit, cost-effectiveness, and economic development.
FTA 5310 - Enhanced Mobility	The 5310 program for the Enhanced Mobility of Seniors and Individuals with Disabilities improves mobility by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation service plans, designs, and construction to meet the special transportation needs of seniors and individuals with disabilities in large urbanized (more than 200,000), small urbanized (50,000 - 200,000), and rural (fewer than 50,000) areas. Eligible projects include both traditional capital investment and non-traditional investment which go beyond the Americans with Disabilities Act complementary paratransit services.
FTA 5337 - Fixed Guideway	The 5337 State of Good Repair Grant program funds are used to rehabilitate, replace, and maintain "high intensity" fixed guideway transit systems. Funding is limited to fixed guideway systems (including rail, bus rapid transit and passenger ferries) and high intensity bus systems. Eligible projects include replacing or rehabilitating rail infrastructure; passenger facilities; signals and communications upgrades; maintenance and operating support. The program is financed by federal transportation funds and administered by the Federal Transit Administration. Eligible recipients include operators of transit systems that meet the "high intensity" threshold. Grants typically require a local match of 10 to 20 percent. Distribution of these funds is through the MTC's Transit Capital Priorities process.
FTA 5339 - Bus & Bus Facilities Program	The Bus and Bus Facilities program funds new and replacement buses in addition to bus-related equipment and facilities. Eligible projects include fleet or service expansions, maintenance and transfer facilities, terminals, passenger shelters, the bus-portion of intermodal facilities, computers, garage equipment and bus rebuilds. Grants are awarded by the Federal Transit Administration to states and local governments, as well as to sub-recipients such as public agencies, private companies and non-profit organizations in public transportation. The program is discretionary, and aimed at supplementing formula funding in both urbanized and rural areas. This program replaced the previous Section 5309 - Bus and Bus Facilities program.
Transit Capital Priorities	The Metropolitan Transportation Commission (MTC) is the nine-county Bay Area's federally-designated Metropolitan Planning Organization, responsible for programming federal transportation funds from numerous sources. Within the area's urban core, there are not enough federal funds to maintain all transit needs to remain in a state of good repair. To meet the region's highest priority needs, the MTC bases its decisions on its Transit Capital Priorities. Funds distributed through this regional process include Sections 5307, 5337, 5339 and STP/CMAQ.
Low Carbon Fuel Standard	The LCFS is designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits.
MTC AB664 Bridge Toll Funds	The AB664 Net Bridge Toll Revenue Program provides local funds for Bay Area public transportation capital improvements. The program is part of the Streets and Highway Code 30884, and financed by 16 percent of base toll revenues from the SF-Oakland Bay, San Mateo, and Dumbarton Bridges. Funds are administered by the MTC.



Capital Fund	Description
Bay Area Toll Authority (BATA) Project Savings	BATA is comprised of the members of the Metropolitan Transportation Commission, who have the responsibility to maintain and improve all area toll bridges, with the exception of the Golden Gate Bridge. Recent savings from toll bridge projects have been available for transit capital projects, including the SFMTA's.
MTC Climate Initiatives Program	The Climate Initiatives Program provides grants to Bay Area public agencies, businesses and community organizations. These grants allow implementation of innovative transportation-related greenhouse gas emission reduction strategies. Climate Initiatives grants are financed by federal Congestion Mitigation and Air Quality Improvement Program funds. All projects funded by these grant programs must meet federal fund eligibility and project delivery requirements. Climate Initiatives funds have recently been directed to car sharing and electric vehicle investments. The local match is typically 11.47 percent.
MTC Community-Based Transportation Plan	The Community-Based Transportation Planning program, or CBTP, brings local residents, community organizations and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. Each county receives a CBTP planning grant based on its share of the region's low-income population.
MTC Lifeline Program	The Lifeline Transportation Program (Lifeline) funds projects that expand mobility options for all Bay Area residents. Lifeline grants are administered by the countywide Congestion Management Agencies (CMAs). The SFCTA serves as San Francisco's CMA. Lifeline has two funding sources - FTA Section 5307 funds and State Transit Assistance. The program goal is to fund transportation projects that are developed by a collaborative, inclusive process to meet mobility and accessibility needs in the Bay Area's low-income communities. Lifeline projects must address transportation gaps or barriers identified by community-based transportation plans or other local planning efforts in those neighborhoods.
Regional Measure 3 - Muni Fleet Expansion and Facilities	Regional Measure 3 (RM3) is a ballot measure approved in July 2018 that raises tolls on Bay Area bridges to fund projects and programs determined to reduce congestion or to make improvements to travel in the toll bridge corridors. The law created a \$4.45 billion expenditure plan that includes \$140 million for MUNI Fleet Expansion and Facilities. These funds are only available to the SFMTA and may be used to replace or expand the MUNI vehicle fleet and associated facilities.
Regional Measure 3 - Core Capacity Transit Improvements	The RM 3 expenditure plan includes \$140 million for Core Capacity Transit Improvements to implement recommendations from the Core Capacity Transit Study and maximize person throughput in the Transbay corridor. Although AC Transit projects will receive priority consideration for the use of these funds, the SFMTA may submit its own projects from the Core Capacity Transit Study for consideration as well.
MTC Transit Performance Initiatives (TPI) - Incentive	The TPI program provides performance-based funding for transit improvements. TPI funds are administered by the MTC and use Surface Transportation Program and Congestion Mitigation and Air Quality Improvement funds. The TPI has two programs, the Incentive program described here and the Investment program. Incentive program funds are distributed by formula and have historically funded SFMTA vehicle rehabilitation.
MTC Transit Performance Initiatives (TPI) - Investment	The TPI-Investment program funds transit performance improvements in major Bay Area corridors. Eligible projects include signal priority changes, transit vehicle rehabilitation, stop consolidation, and roadway modifications along major transit corridors. The Investment program is competitive and has funded Muni Forward capital projects.
MTC Transportation Development Act (TDA) Article 3	The TDA Article 3 Pedestrian/Bicycle Project funds pedestrian and bicycle facilities within the Metropolitan Transportation Commission region. Eligible capital projects include pedestrian/bicycle bridges, bike lanes, and roadway or intersection safety improvements. Article 3 is financed by a statewide quarter-cent sales tax; a portion of the tax is returned to individual counties based on the amount collected in them. San Francisco funds are split between the SFMTA and SF Public Works.
Federal Transit Security Grant Program (TSGP)	The Transit Security Grant Program provides funds to owners and operators of transit systems. This funding is used to protect critical surface transportation infrastructure and the traveling public from acts of terrorism and to increase transit infrastructure resilience. Eligible projects include operational activities, Top Transit List remediation, operational packages /surge patrols, infrastructure protection, asset protection and capital procurements such as intrusion detection, visual surveillance and passenger recognition software.
Office of Traffic Safety (OTS) Grant Program	OTS grants fund projects and programs that help to enforce traffic laws, educate the public about traffic safety, and provide varied, effective means to reduce fatalities, injuries and economic loss from collisions. OTS grants receive federal transportation funds and are competitively awarded by the California Office of Traffic Safety and the California State Transportation Agency. Only local or state public agencies are eligible for awards. OTS grants prioritize projects and programs in ten areas: Alcohol-Impaired Driving, Distracted Driving, Drug-Impaired Driving, Occupant Protection, Pedestrian and Bicycle Safety, Traffic Records, Emergency Medical Services, Roadway Safety, Police Traffic Services and Motorcycle Safety.



Capital Fund	Description
One Bay Area Grant (OBAG) Program	The One Bay Area Grant Program was established to better integrate the Bay Area's federal transportation program with California climate law (SB 375, 2008) and the Sustainable Communities Strategy. Eligible projects and programs include support for Priority Development Areas and Priority Conservation Areas, promoting the Regional Housing Need Allocation process, and transportation investments such as Transportation for Livable Communities, bicycle and pedestrian improvements, and planning activities. OBAG grants are managed by the Metropolitan Transportation Commission (MTC) and financed by a mix of federal and local funds. Those include the Surface Transportation Program, Congestion Mitigation and Air Quality Improvement and Transportation Alternatives Programs. The MTC distributes OBAG funds to county Congestion Management Agencies by formula based on population, housing growth and prioritization of low-income housing. OBAG is now in its second cycle as OBAG2, with funds programmed through 2022.
Proposition AA Vehicle Registration Fee	Proposition AA is a ten-dollar San Francisco Vehicle Registration Fee that generates about \$5 million a year for transportation since it was passed in 2010. Funds are distributed by the San Francisco County Transportation Authority (SFCTA) to local projects in three program areas: Street Repair and Reconstruction 50%; Pedestrian Safety 25%; and Transit Reliability and Mobility Improvements 25%. The Prop AA Strategic Plan includes a detailed "5-year prioritized program of projects" (5YPP) for each of the program areas. Prop AA 5YPPs are developed by the SFCTA and partner agencies to provide clear guidance to prioritize and allocate these funds.
Proposition D Traffic Congestion Mitigation Tax (TNC Tax)	The measure imposes a 1.5% business tax on shared rides and a 3.25% business tax on private rides for fares charged by commercial ride-share and driverless-vehicle companies until November 5, 2045, raising an estimated \$30-35 million annually, to fund improvements in Muni service and bicycle and pedestrian safety. Revenues generated are split between the SFMTA and the San Francisco County Transportation Authority (SFCTA).
SFCTA Lifeline Program (LTPY)	The Lifeline Transportation Program funds projects that: focus on Communities of Concern; improve mobility and accessibility in low-income communities; address gaps or barriers identified through community-based transportation plans or other substantive, collaborative, and inclusive planning efforts involving focused outreach to low-income populations. San Francisco's Lifeline Transportation Program is supported by the Metropolitan Transportation Commission with State Transit Assistance funds. The Transportation Authority administers Lifeline Transportation Program funds.
SF Proposition K Sales Tax - EP 1	Proposition K Expenditure Plan 1's Bus Rapid Transit (BRT), Transit Preferential Streets (TPS) and Muni/Metro Network funds implement BRT and TPS programs. Eligible uses include dedicated transit lanes in primary corridors, real-time transit information systems, transit-priority signals, and streetscape improvements to create an integrated citywide network of fast, reliable bus and surface light rail. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 10 - 16	Proposition K Expenditure Plans 10-16: Transit Enhancements (EP10-16) funds programmatic transit improvements that promote system connectivity and accessibility, close service gaps, improve and expand transit service levels. Eligible uses include ridership studies, preliminary engineering studies, and capital projects to provide new or extended service. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 17M	Proposition K Expenditure Plan 17M: New and Renovated Vehicles, MTA (EP17M) funds the upgrade, rehabilitation and replacement of transit vehicles, spare parts and onboard equipment of SFMTA's Muni transit fleet. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 20M	Proposition K Expenditure Plan 20M: Facilities, MTA (EP20M) funds the rehabilitation, upgrades, and/or replacement of existing SFMTA facilities for maintenance and operations, rail stations, and facilities for administration. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 20U	Proposition K Expenditure Plan 20U: Facilities - Undesignated, funds the rehabilitation, upgrades, and/or replacement of existing facilities for maintenance and operations, rail stations, and facilities for administration. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 22M	Proposition K Expenditure Plan 22: Guideways, MTA (EP22M) funds the rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems within the SFMTA. EP22 implements Transit Preferential Streets standards whenever rehabilitation, upgrade or replacement projects are done. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 23	Proposition K Expenditure Plan 23: Paratransit, MTA (EP23) funds paratransit projects. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.



Capital Fund	Description
SF Proposition K Sales Tax - EP 27	Proposition K Expenditure Plans 26-30: New and Upgraded Streets (EP26-30) funds the upgrade and extension of streets and other facilities so they meet current standards, adds Transit Preferential Streets treatments to transit corridors and constructs of major bicycle and pedestrian facilities. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 30	Proposition K Expenditure Plans 26-30: New and Upgraded Streets (EP26-30) funds the upgrade and extension of streets and other facilities so they meet current standards, adds Transit Preferential Streets treatments to transit corridors and constructs major bicycle and pedestrian facilities. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 31	Proposition K Expenditure Plan 31: New Signals and Signs (EP31) funds program improvements such as new traffic signs and signals (including pedestrian and bicycle signals), implements transit priority systems on select corridors, and installs new pavement markings. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 32	Proposition K Expenditure Plan 32: Advanced Tech Info Systems (EP32) funds program improvements installing advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 33	Proposition K Expenditure Plan 33: Signals and Signs Maintenance and Renovation (EP33) funds program improvements that involve maintaining and upgrading traffic signs and signals. Eligible uses include installing new mast arms, LED signals, conduits, wiring, pedestrian signals, left-turn signals, transit pre-empts, and bicycle route signs and signals. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 37	Proposition K Expenditure Plan 37: Pedestrian and Bicycle Facility Maintenance (EP37) funds capital projects and repairs that facilitate walking and bicycling. Eligible uses include sidewalk repair and reconstruction, bike lane repair and reconstruction, pedestrian facility improvements (such as stairways, retaining walls, guardrails), and Muni passenger boarding island improvements. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 38	Proposition K Expenditure Plan 38: Traffic Calming (EP38) funds program improvements that make neighborhood streets safe and livable for all users: pedestrians, cyclists, transit, and autos. Eligible uses include projects and programs that reduce auto speeds and improve safety conditions for pedestrians and cyclists. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 39	Proposition K Expenditure Plan 39: Bicycle Circulation/Safety (EP39) funds program improvements that enhance the transportation system's usability and safety for cyclists. Eligible uses include infrastructure improvements, support for bicycle outreach, and educational programs. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 40	Proposition K Expenditure Plan 40: Pedestrian Circulation/Safety (EP40) funds programmatic improvements that enhance the transportation system's usability and safety for pedestrians. Eligible uses include renovation or construction of crosswalks, pedestrian islands on major thoroughfares, sidewalk bulb-outs, sidewalk widening, and improved pedestrian circulation around transit stations. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 43	Proposition K Expenditure Plan 43: Transportation Demand Management/Parking Management (EP43) funds the development and support of Transportation Demand Management (TDM) programs and parking requirements for downtown buildings, special event sites, and schools and universities. Eligible uses include programs and projects that can reduce single-occupant vehicle dependence and encourage alternative modes such as bicycling, and walking. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 44	Proposition K Expenditure Plan 44: Transportation and Land Use Coordination (EP 44) funds the development of studies and planning efforts to support transit-oriented development and neighborhood transportation planning. Eligible uses include programs and projects that can support transit-oriented development and provide improvements for transit, bicyclists, and pedestrians, including streetscape beautification improvements. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.
Transportation Fund for Clean Air (TFCA)	TFCA funds bicycle, pedestrian and public transit projects that promote clean air and reduced motor vehicle emissions in the Bay Area. TFCA is financed by a \$4 vehicle surcharge collected by the Department of Motor Vehicles on registrations in the nine-county Bay Area and are distributed by the Bay Area Air Quality Management District. Forty percent of TFCA funds are divided evenly between the nine Bay area counties, with the remaining 60 percent available on a competitive basis for projects. The San Francisco County Transportation Authority is responsible for administering competitive TFCA funds within San Francisco County.



Capital Fund	Description
SFMTA Commuter Shuttle Program	SFMTA Commuter Shuttle Program: In August 2014, the SFMTA began a pilot of the Commuter Shuttle Pilot Program ("Program"). Fees are collected from private employee shuttle buses so that they can pick and drop off their patrons at designated SFMTA Muni stops as well as shuttle-only white zones. The program was approved to continue indefinitely in February 2017. Beyond compensating SFMTA's program operation costs, the Program generates revenues for capital projects with a strong nexus to the Program.
SFMTA Operating Funds	Discretionary SFMTA operating funds come from sources like farebox revenues, parking fees, and other operational sources.
SFMTA Operating Funds - Fund Balance	SFMTA Operating Fund Revenue - Reserve Funding for Capital Projects
SFMTA Revenue Bond	San Francisco voters authorized the SFMTA to issue revenue bonds in 2007 with their passage of Proposition A, and the first set of bonds for new projects and financing existing debt was issued in 2012. Funds raised by bond sales fund transportation improvement projects, with a focus on Muni service and related facilities, parking garages, as well as pedestrian safety and bicycle infrastructure. Revenue Bond funds must be spent within three years of issuance.
SFMTA Revenue Bond - 2014	See SFMTA Revenue Bond.
SFMTA Revenue Bond - 2017	See SFMTA Revenue Bond.
SFMTA Revenue Bond - 2019	See SFMTA Revenue Bond.
SFMTA Revenue Bond - 2021	See SFMTA Revenue Bond.
SFMTA Revenue Bond – Interest	See SFMTA Revenue Bond.
SGC- Cap & Trade - AHSC	Affordable Housing and Sustainable Communities Program (AHSC) Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds. The AHSC Program is administered by the Strategic Growth Council (SGC); California Department of Housing and Community Development (HCD) implements the transportation, housing, and infrastructure components of the AHSC Program. AHSC provides grants and/or loans to projects that will achieve GHG reductions and benefit Disadvantaged Communities and Low-Income Communities by increasing accessibility of affordable housing, employment centers and Key Destinations via low carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking.

FIGURE 47: DESCRIPTION OF CAPITAL FUNDING SOURCES



Budget Resolution

SAN FRANCISCO

MUNICIPAL TRANSPORTATION AGENCY

BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The FY 2023 and FY 2024 Operating and Capital Budgets for the SFMTA are being prepared in accordance with the City Charter Section 8A.106 with the Operating Budget in the amount of \$1,356.1 million and \$1,406.9 million respectively; \$36.4 million in FY 2023 and \$66.7 million in FY 2024 for capital expenditures for a total combined appropriation for operating and capital expenditures of \$1,392.5 million in FY 2023 and \$1,473.5 million in FY 2024; and the Capital Budget in the amount of \$424 million and \$388 million respectively; and,

WHEREAS, The FY 2023 and FY 2024 Operating Budgets include a \$136 million and \$141 million Contingency Reserve, representing 10% of operating expenditures, pursuant to the Contingency Reserve Policy established in SFMTA Board Resolution 07-038; and,

WHEREAS, under Charter Section 8A.106(b) the SFMTA Board has received various presentations, staff reports and comments from the public and certifies that the budget is adequate in all respects to make substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for the fiscal years covered by the budget; and,

WHEREAS, The SFMTA's FY 2023 and FY 2024 Operating Budget includes the revenue and expenditure adjustments to reflect the Municipal Railway fare change for free service on New Year's Eve 2023 and 2024; and,

WHEREAS, the Board finds that authorizing the Director of Transportation to implement short-term experimental transit fares and parking rates for up to six months, will enable the SFMTA to respond effectively to community requests and public health and safety emergencies; and,

WHEREAS, The Director of Transportation should be authorized to make any necessary technical and clerical corrections to the approved budgets of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating and capital budget, provided that the Director of Transportation return to the SFMTA Board of Directors for approval of technical or clerical corrections or that allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget that, in aggregate, exceed ten percent of the total SFMTA FY 2023 or FY 2024 operating or capital budgets respectively; and,

WHEREAS, The SFMTA is proposing changes to various fines, fees, rates, and charges by amending the Transportation Code for the fiscal years beginning July 1, 2022 and July 1, 2023; and,

WHEREAS, The proposed amendments to the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2022, and July 1, 2023, include, among other things, decrease to the boot removal and on-street shared vehicle fees in FY 2023, increases for Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, community service processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), non-standard vehicle permit fees, electric vehicle charging station user fee, planning/development

transportation analysis review fee, development project review fee, places for people application fee, citywide variable parking meter rates, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; ISCOTT permit fees, and establishing a new color curb fee for applicants located more than 1,000 feet from the no-parking zone; and,

WHEREAS, The SFMTA is proposing to suspend AIIP increases to Municipal Railway fare changes; extend the Free Muni for all Youth under 19 years of age; implement new fares for monthly fare capping and a discounted 10-trip pass, and authorizing all fare changes for FY 2023 to take effect the first day of the next month that is at least thirty days after the FY 2023 budget takes effect pursuant to Charter section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor; and,

WHEREAS, The changes in various fees, fares, rates and charges are necessary to meet SFMTA operating expenses, including employee wages and benefits or to purchase and lease essential supplies, equipment and materials; and,

WHEREAS, Since Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any schedule of rates or charges which affect the public and the Board's Rules of Order require that the advertisement run for at least five days and not less than five days prior to the public hearing, advertisements were placed in the City's official newspaper on March 23-25, 27, 30 and 31, 2022, to provide notice of the public hearings held on April 5, 19, and 26, 2022, to consider the above modifications; and,

WHEREAS, The SFMTA held public hearings, in-person and online meetings to hear public comment on the two-year Operating and Capital Budgets, and the SFMTA's Citizens Advisory Committee and Finance & Administration Committee also held meetings to consider the two-year Operating and Capital Budget; and,

WHEREAS, As a result of the extensive outreach campaign, the SFMTA collected over 1,250 instances of feedback, questions, comments, and concerns on its FY 2023 and FY 2024 budget; and, in response to some of these questions and concerns, adjusted its policy proposals and budget recommendations; and,

WHEREAS, On April 7, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the SFMTA Consolidated Capital and Operating Budget for Fiscal Years 2023 and 2024 is not a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, Title VI of the Civil Rights Act of 1964 applies to programs and services receiving federal funding and prohibits discrimination based on race, color, or national origin from federally funded programs such as transit and in order to remain compliant with Title VI requirements and ensure continued federal funding, the SFMTA must analyze the impacts of fare changes on minority and low-income populations in compliance with the FTA's updated Circular 4702.1B; and,

WHEREAS, The SFMTA prepared a Title VI analysis of the impact of the proposed fare changes on low-income and minority communities in San Francisco and has determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations and,

WHEREAS, Section 10.104.15 of the San Francisco Charter allows City departments to contract for services where such services can be practically performed under private contract at a lesser cost than similar work performed by employees of the City and County, as determined by the Controller and approved annually by the Board of Supervisors; and,

WHEREAS, The SFMTA has ongoing contracts for parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services; and,

WHEREAS, The Controller has determined, or is expected to determine, that for FY 2023 and FY 2024, parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than if they were performed by employees of the City; and,

WHEREAS, Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 of each even year to the Mayor and Board of Supervisors; and now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the San Francisco Municipal Transportation Agency FY 2023 and FY 2024 Operating Budget, in the amounts of \$1,356.1 million and \$1,406.9 million respectively; \$36.4 million in FY 2023 and \$66.7 million in FY 2024 for capital expenditures for a total combined appropriation for operating and capital expenditures of \$1,392.5 million in FY 2023 and \$1,473.5 million in FY 2024; and the Capital Budget in the amounts of \$424 million and \$388 million, respectively; and be it further

RESOLVED, That in accordance with the requirements of Charter Section 8A.106(b), the SFMTA certifies that the FY 2023 and FY 2024 Operating and Capital budgets are adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for 2017 and 2024; and be it further

RESOLVED, That the SFMTA Board authorizes changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2022, and July 1, 2023, and approving the SFMTA's Title VI Fare Equity Analysis for the proposed fare changes; and be it further

RESOLVED, That the SFMTA Board approves the Title VI analysis of the impact of the proposed fare change on low-income and minority communities in San Francisco, which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; and be it further

RESOLVED, That the SFMTA Board of Directors approves suspending AIP increases to Municipal Railway fare changes; extend the Free Muni for all Youth under 19 years of age; implement new fares for monthly fare capping and a discounted 10-trip pass, and authorizes all fare changes for FY 2023 to take effect the first day of the next month that is at least thirty days after the FY 2023 budget takes effect pursuant to Charter section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor; and be it further

RESOLVED, That the SFMTA Board and Parking Authority Commission approves the additional increases to various fines, fees, rates, and charges including service vehicle rental fees, bus rerouting fees, and parking garage and lot fees; and be it further

RESOLVED, That the SFMTA Board amends Transportation Code Division II to include, among other things, increases and decreases for parking penalties, late payment penalties, special collection fees, and boot removal fees; color curb, general loading, and red zone driveway fees; towing and storage fees; community service plan processing fees; parking meter use fee; temporary no-parking sign posting fee; signs and parking space removal/relocation fee; intellectual property license fee (film permits); non-standard vehicle permit fees; planning and development transportation analysis and project review fees; citywide variable parking meter rates; and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, on-street shared electric moped parking, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT) and bus substitution fees; waiving all taxi permit fees for FY 23 and FY 24; amending various provisions of the Residential Parking Permit program; and adding a fee for color curb no parking zone where the applicant is more than 1,000 feet from the no parking zone; and be it further

RESOLVED, That the SFMTA Board approves a waiver of fares on New Year's Eve 2023, between 8 PM on December 31, 2022 and 5 a.m. January 1, 2023 and on New Year's Eve 2024, between 8 PM on December 31, 2023 and 5 a.m. January 1, 2024; and be it further

RESOLVED, That the Director of Transportation is authorized to implement short-term experimental fares and parking rates up to six months which enable the SFMTA to respond effectively to community requests and public health and safety emergencies; and be it further

RESOLVED, That the SFMTA Board of Directors concurs with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and be it further

RESOLVED, That the SFMTA Board will continue to work diligently with the Board of Supervisors and the Mayor's Office to develop new sources of funding for SFMTA operations pursuant to Charter Section 8A.109; and be it further

RESOLVED, That the FY 2023 and FY 2024 Operating Budget includes \$136 million in FY 2023 and \$141 million in FY 2024 Contingency Reserves, representing 10% of operating expenditures, pursuant to the Contingency Reserve Policy established in SFMTA Board Resolution 07-038; and be it further

RESOLVED, That the Director of Transportation is hereby authorized to make any necessary technical and clerical corrections to the approved FY 2023 and FY 2024 Operating and Capital budgets of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections or that allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget that, in aggregate, exceed a ten percent change to the SFMTA operating budget.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors and the Parking Authority Commission at their meeting of April 19, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



Appendix Items

Operating Revenue Trends

Since FY 2019-20, federal relief has balanced SFMTA’s operating budget. In FY 2021-22 the Agency is projected to use \$298 million in federal funds for operating purposes, which will be the second largest source following City General Fund transfers. The use of available federal relief is planned to be tapered in FY 2023 and FY 2024 to preserve operational stability as the local economy recovers.

The SFMTA’s enterprise revenues continue to be severely impacted by the pandemic and the pace of economic recovery in San Francisco, manifested in a decline in daytime population and significant decline in the number of daily commuters to the downtown core who were once reliable transit riders, parking customers, consumers of advertising, and patrons of concessionaires.

In FY 2018-19, the last full fiscal year prior to the pandemic, the SFMTA collected \$197.1 million in transit fare revenues and \$283.4 million in parking and traffic fees and fines. The SFMTA is projecting that the Agency will not exceed FY 2018-19 nominal revenue levels for parking until FY 2024-25. Nominal transit fare revenues are not expected to reach prior levels within the budget period. Total enterprise revenues are projected to decline in their relative shares of the SFMTA’s operating budget.

Projections of the General Fund transfers are consistent with the March 2022 Controller’s Office Joint Report Update forecast of General Fund revenues: General Fund Aggregate Discretionary Revenue (ADR)-based operating baselines (Prop A, November 2007); Proposition B Population Adjustment baseline; Mission Bay Transportation Improvement Fund (MBTIF). Baselines have been adjusted for the addition of new service in the Central Subway. The MTA is assumed to receive the same proportion of total MBTIF revenues (86%) as it did in FY 2020-21.

This operating budget continues the use of \$30.0 million per year of Proposition B Population baseline for operations. Prior to the FY 2020-21 budget year, all Prop B funds have used to support capital expenditures. Allocation of Prop B funds between capital and operational needs is a policy choice.

While parking revenues will continue to grow, opportunities for increasing the rate of collection will be capped by natural factors such as capacity and demand. The recovery in current year parking revenue is largely driven by residents. Projected growth in revenue is dependent on visitors to the City. Visitors can be defined as tourists, regional commuters, or those within the region who do occasional business in San Francisco.

Operating Expenditure Trends

New Positions

The following table illustrates new FTEs that have been included in the budget in FY2023 and FY2024. The following table showcases these new positions by classification per Division.

Division Description	Class	Job Class Title	FY 2023 FTE	FY 2024 FTE
Director of Transportation	1230	Instructional Designer	1.58	2.00
	1310	Public Relations Assistant	0.79	1.00
	1312	Public Information Officer	0.00	0.79
	1820	Junior Administrative Analyst	0.52	1.00
	1823	Senior Administrative Analyst	0.79	1.00



	1842	Management Assistant	7.11	9.00
	5278	Planner II	0.79	1.00
	1230	Instructional Designer	1.58	2.00
	1310	Public Relations Assistant	0.79	1.00
	1312	Public Information Officer	0.00	0.79
	1820	Junior Administrative Analyst	0.52	1.00
	1823	Senior Administrative Analyst	0.79	1.00
Director of Transportation Total			11.58	15.79
Finance and Information Technology	1042	IS Engineer-Journey	1.58	2.00
	1043	IS Engineer-Senior	1.58	2.00
	1053	IS Business Analyst-Senior	0.79	1.00
	1222	Senior Payroll and Personnel Clerk	1.58	2.00
	1634	Principal Account Clerk	0.79	1.00
	1654	Accountant III	2.62	4.00
	1820	Junior Administrative Analyst	1.31	2.00
	1822	Administrative Analyst	1.58	2.00
	1823	Senior Administrative Analyst	0.79	1.00
	1842	Management Assistant	1.31	2.00
	5278	Planner II	0.79	1.00
	5502	Project Manager I	4.74	6.00
	5504	Project Manager II	1.58	2.00
	8168	Administrative Hearing Supervisor	0.52	1.00
Finance and Information Technology Total			21.56	29.00
Human Resources	1052	IS Business Analyst	1.58	2.00
	1230	Instructional Designer	0.79	1.00
	1232	Training Officer	3.16	4.00
	1404	Clerk	0.52	1.00
	1802	Research Assistant	0.79	1.00
	1822	Administrative Analyst	0.00	0.79
Human Resources Total			6.84	9.79
Sustainable Streets	1091	IT Operations Support Administrator I	0.79	1.00
	1406	Senior Clerk	0.79	1.00
	1408	Principal Clerk	2.37	3.00
	1822	Administrative Analyst	0.79	1.00
	1824	Principal Administrative Analyst	1.58	2.00
	1842	Management Assistant	0.00	0.79
	5203	Assistant Engineer	3.16	4.00
	5207	Associate Engineer	3.95	5.00
	5211	Engineer/Architect/Landscape Architect Senior	0.79	1.00
	5277	Planner I	1.58	2.79
	5288	Transportation Planner II	4.45	8.58
	5289	Transportation Planner III	2.89	4.79
	5290	Transportation Planner IV	0.79	1.79
	5302	Traffic Survey Technician	1.58	2.00
	7331	Apprentice Maintenance Machinist II	0.79	1.00
	7346	Painter	10.27	13.00
	7432	Electrical Line Helper	1.58	2.00
	7444	Parking Meter Repairer	0.00	0.79
	7457	Sign Worker	5.53	8.58
	8216	Senior Parking Control Officer	4.74	6.00
	9145	Traffic Signal Electrician	1.58	2.00



	9179	Manager V, MTA	0.79	1.79
	9940	Pre-Apprentice Automotive Mechanic	1.58	2.00
Sustainable Streets Total			52.37	75.90
Transit	1312	Public Information Officer	2.37	3.00
	1822	Administrative Analyst	5.53	7.00
	1823	Senior Administrative Analyst	5.26	7.00
	1840	Junior Management Assistant	1.58	2.00
	1842	Management Assistant	2.10	3.00
	5203	Assistant Engineer	0.52	1.00
	5207	Associate Engineer	0.52	1.00
	5241	Engineer	1.04	2.00
	5277	Planner I	0.79	1.00
	5288	Transportation Planner II	5.53	7.00
	5289	Transportation Planner III	0.79	1.00
	5290	Transportation Planner IV	0.79	1.00
	7110	Mobile Equipment Assistant Supervisor	0.52	1.00
	7219	Maintenance Scheduler	1.04	2.00
	7223	Cable Machinery Supervisor	0.79	1.00
	7235	Transit Power Line Supervisor I	1.58	2.00
	7241	Senior Maintenance Controller	0.79	1.00
	7251	Track Maintenance Worker Supervisor I	2.37	3.00
	7253	Electrical Transit Mechanic Supervisor I	1.04	2.00
	7262	Maintenance Planner	0.79	1.00
	7263	Maintenance Manager	0.79	1.00
	7309	Car And Auto Painter	3.12	6.00
	7315	Automotive Machinist Assistant Supervisor	0.79	1.00
	7318	Electronic Maintenance Technician	7.84	13.00
	7327	Apprentice Maintenance Machinist I	3.16	4.00
	7329	Electronic Maintenance Technician Asst Supervisor	1.83	3.00
	7332	Maintenance Machinist	0.52	1.00
	7340	Maintenance Controller	3.16	4.00
	7354	Apprentice Power Line Worker 1	1.31	2.00
	7357	Apprentice Power Line Worker 2	1.04	2.00
	7364	Power House Operator	1.04	2.00
	7365	Senior Power House Operator	2.08	4.00
	7371	Electrical Transit System Mechanic	10.40	20.00
	7380	Electrical Transit Mechanic, Assistant Supervisor	1.04	2.00
	7381	Automotive Mechanic	5.20	10.00
	7382	Automotive Mechanic Assistant Supervisor	0.79	1.00
	7383	Apprentice Automotive Mechanic 1	6.32	8.00
	7430	Assistant Electronic Maintenance Technician	5.74	10.00
	7458	Switch Repairer	1.58	2.00
	7473	Wire Rope Cable Maintenance Mechanic Trainee	2.08	4.00
	7514	General Laborer	0.52	3.37
	9102	Transit Car Cleaner	30.00	30.00
	9104	Transit Car Cleaner Assistant Supervisor	3.16	4.00
	9136	Transit Training Specialist	14.70	21.00
	9139	Transit Supervisor	14.56	28.00
	9153	Transportation Controller	0.52	1.00
	9160	Transportation Operations Specialist	6.76	13.00
	9166	Transit Ambassador	11.44	22.00
	9172	Manager II, MTA	1.56	3.00
	9174	Manager IV, MTA	0.79	1.00



	9177	Manager III, MTA	3.41	5.00
	9182	Manager VIII, MTA	0.79	1.00
Transit Total			183.78	281.37
Taxi and Accessible Services				
	1822	Administrative Analyst	0.79	1.00
	1823	Senior Administrative Analyst	0.79	1.00
	1844	Senior Management Assistant	0.79	1.00
	5289	Transportation Planner III	0.52	1.00
	5290	Transportation Planner IV	1.31	2.00
	9144	Investigator, Taxi and Accessible Services	0.79	1.00
Taxi and Accessible Services Total			4.99	7.00
Grand Total			299.44	441.85

Acknowledgements

The Budget, Financial Planning and Analysis Section

The San Francisco Municipal Transportation Agency's Budget, Financial Planning and Analysis Section works to align, optimize, and manage staff and financial resources at one of the most unique public agencies in the world. The section includes the Budget and Financial Analysis Offices, Asset Management Unit, Funding, Strategy, and Programs Office, and the Grants Administration Office. Combined, these offices guide the Agency's financial planning efforts; support the prioritization of services, programs, and projects; lead the development of the SFMTA's operating budget, capital budget and other management plans and reports; and support special programs and projects.

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Jeffrey Tumlin, Director of Transportation
 Jonathan Rewers, Acting Chief Financial Officer
 Julie Kirschbaum, Director of Transit
 Tom Maguire, Director of Streets
 Deanna Desedas, Interim Director External Communications,
 Marketing & Outreach
 Kimberly Ackerman, Chief People Officer
 Melvyn Henry, Director of Safety
 Kate Toran, Director of Taxis, Access & Mobility Services
 Kate Breen, Director of Government Affairs
 Viktoriya Wise, Chief of Staff