

Fiscal Year 2015-2016 Budget Overview

Investing in Transportation for Today and Tomorrow

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Director of Transportation

APRIL 1, 2014

*San Francisco: great city,
excellent transportation choices*



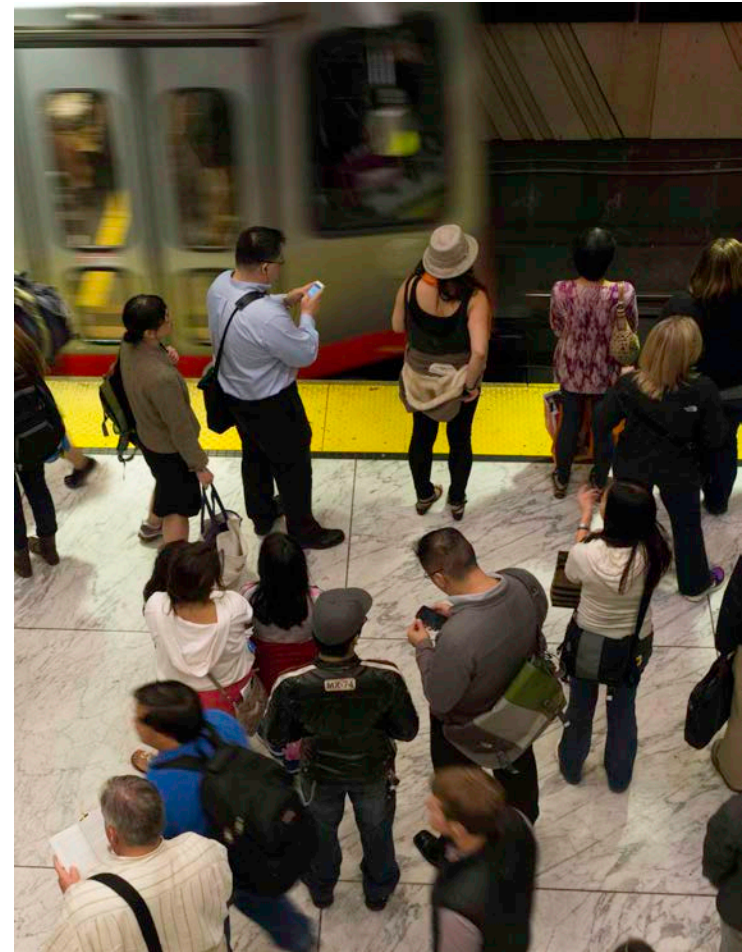
SFMTA
Municipal
Transportation
Agency

Core Values for Transportation

Mission: Working Together to Connect Communities through Transportation

Our Values

- Transit First
 - *Prioritization of transit, walking, bicycling, taxi, carsharing, and ridesharing*
- Complete and Green Streets
- Social Equity and Access



Fiscal Years 2015-2016

Overview

- Operating Budget
 - FY15: \$939.1 and FY16: \$967.0
- Capital Budget
 - FY15: \$720.4 and FY16: \$662.8

Goals

- Consistent high quality service
- Long term financial stability
- Affordable, socially equitable transportation

Key Factors

- Strong economy
- Labor contracts
- Transportation 2030 revenue measures



Financial Outlook

SFMTA Operating Budget Key Drivers

Revenues Drivers

- Indexed fares, fines and fees
- Local and State revenues

Expense Drivers

- Service increases
- Transit operations
- Resource realignment



Fares, Fines and Fees

Keeping Fares Affordable and Predictable

Muni Fares

- Most indexed to inflation
 - Fast Pass “A” and Visitor’s Pass proposed to increase above index
- No or Low fares proposed for those who can’t pay
 - Free Muni for youth aged 5-17
 - Free Muni for 18-year-olds, seniors, and people with disabilities*
 - Lifeline low income pass

Other Fines and Fees

- Indexed permits, fees and citations

**pending review of Agency fiscal capacity in 2015*



Enforcement

Managing Parking and Traffic with Amenities and Controls

Parking Meter Upgrades

- Smart Meters to replace old meters

Parking Enforcement

- Considering options on Sundays

Traffic Management

- Direct traffic - at special events and key pinch points

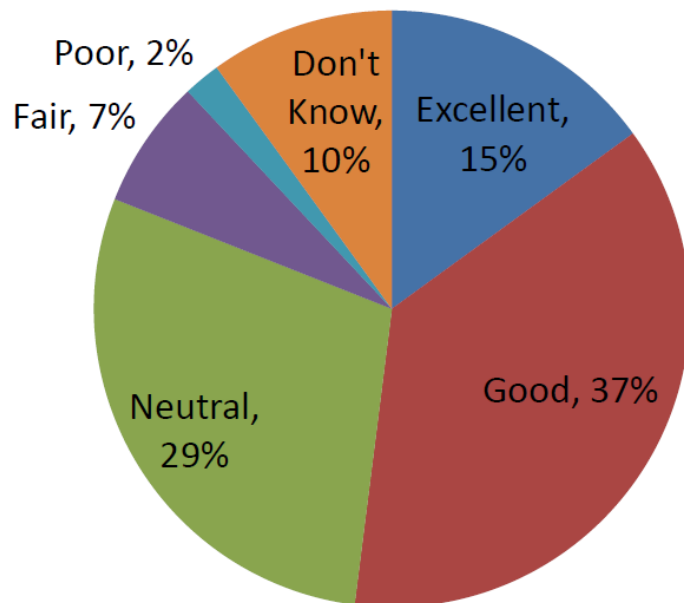


Muni Customer Feedback

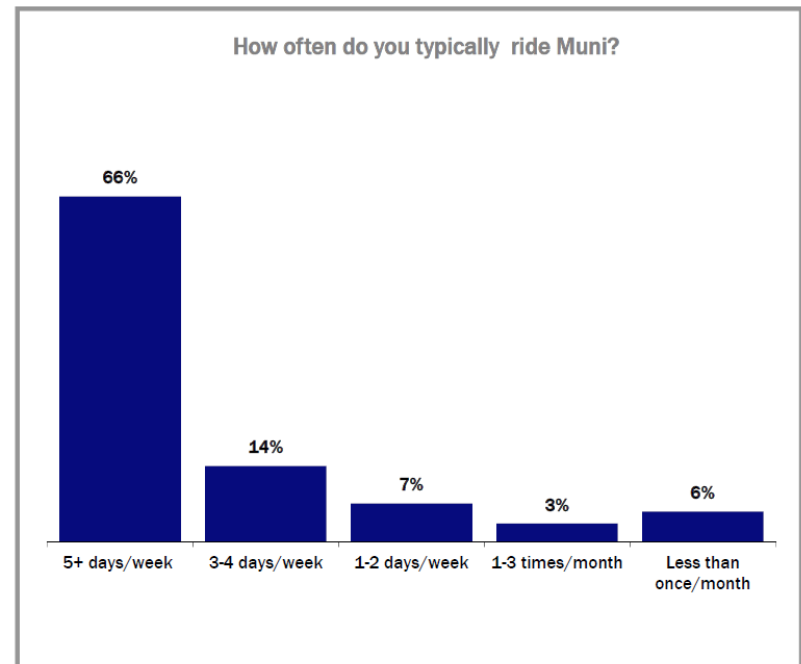
Widespread Usage and Satisfaction with Service

- Most customers are satisfied with Muni - *52% rate service excellent or good*
- Customers use Muni regularly - *Most trips are not for work*

Customer Satisfaction



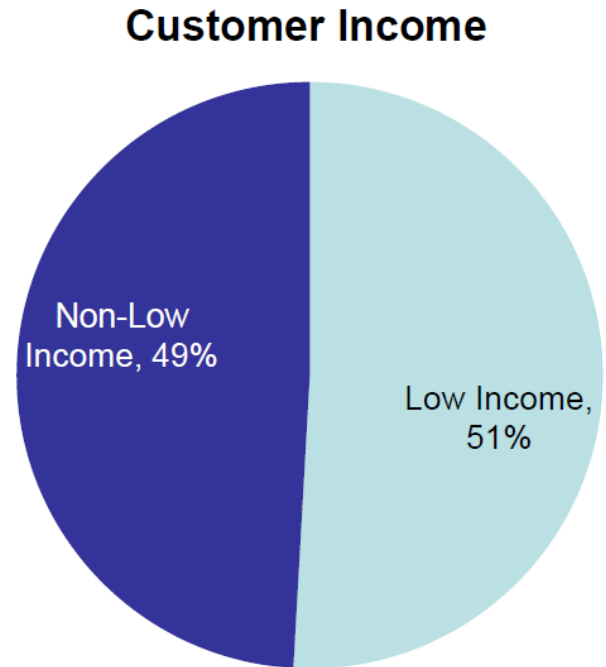
How often do you typically ride Muni?



Who Muni Serves

Muni is critical to low-income customers

- More than half of Muni customers are low income
 - Approximately 1 in 4 customers reported living in households making less than \$15,000 annually
- Almost 20% are 55 and older
- 53% of customers also reported not owning or having access to a vehicle



Moving *Muni Forward*

Operational Efficiencies that Benefit the Customer Experience

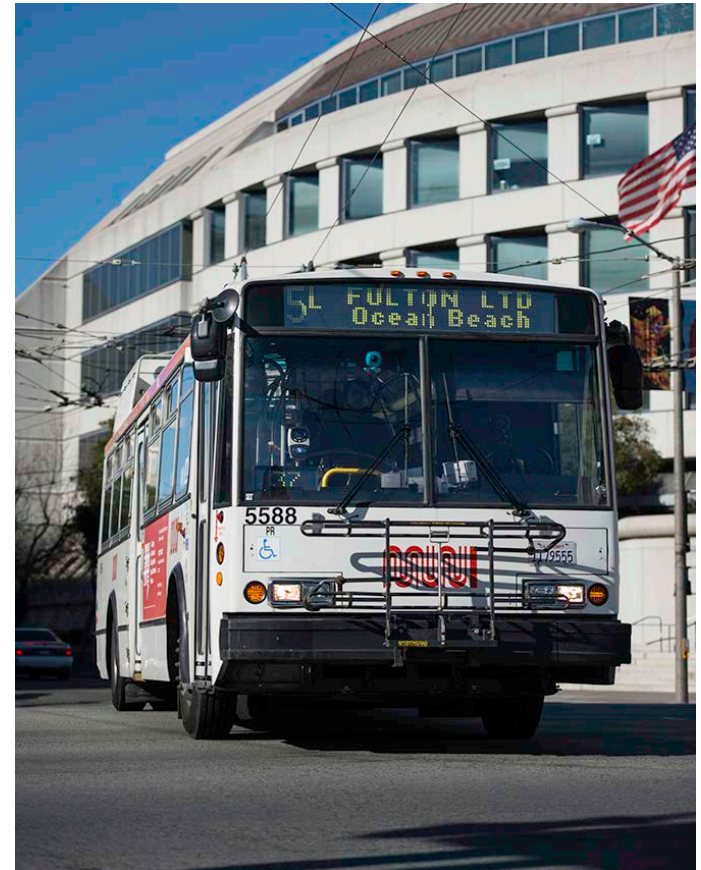
- Operational Improvements – *make it run better*
- Fleet Appearance – *make it more attractive*
- Safety Initiatives – *make it safer*
- Technology and Communications – *make it understandable and easier to use*

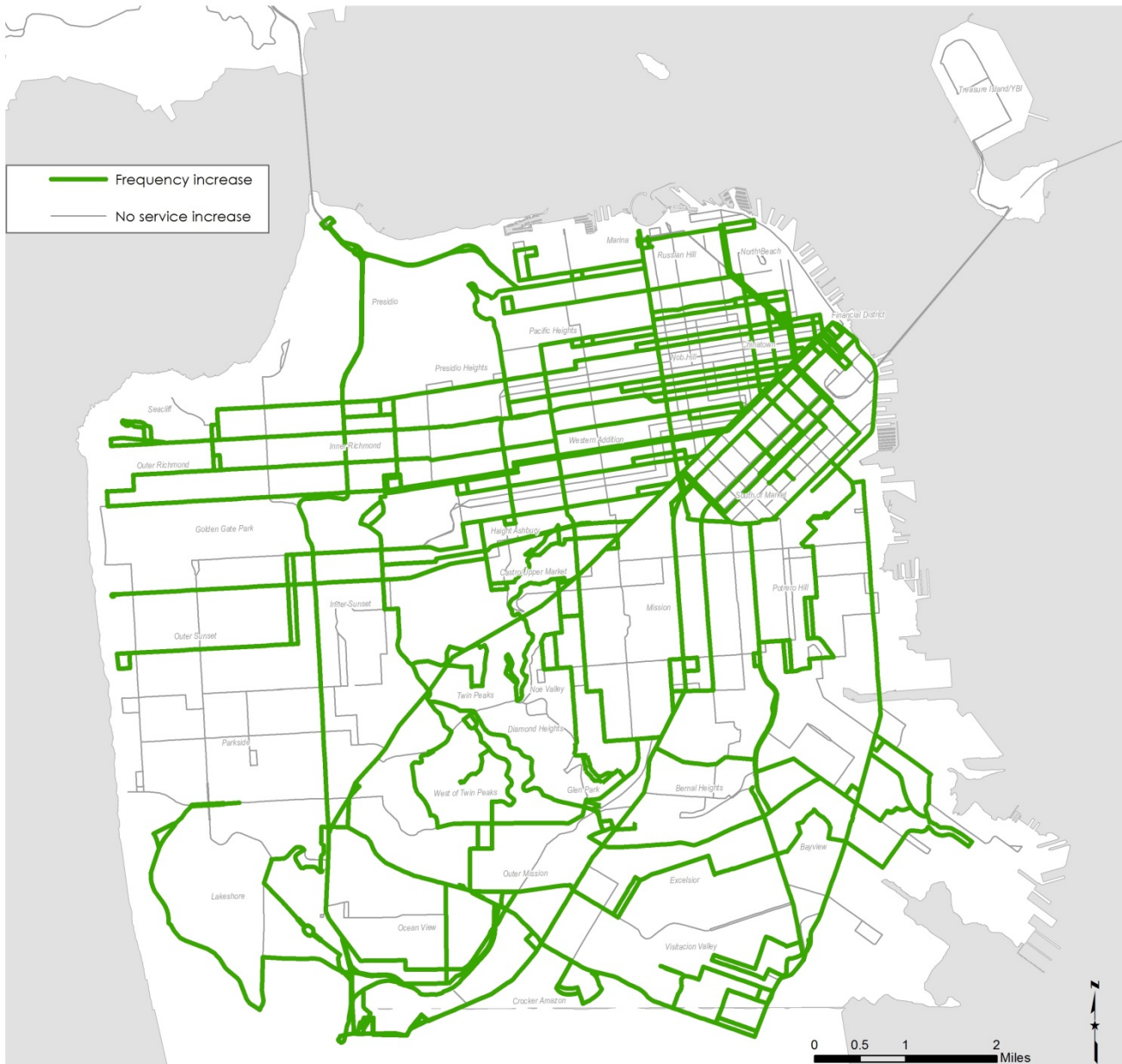


Moving *Muni* Forward

More Frequency, Comprehensive Coverage, and Reduced Crowding

- 10% Service Increase!
- Increased Service Across City
 - More than 50% of lines will get increased service
 - Expanded Limited service
- Better Neighborhood Connections
 - Corner to corner with one transfer





Increase Frequency on Most Routes

Day: 1, 5/5L, 8X/AX/BX, 9/9L, 10, 14L, 14X, 17, 21, 22, 24, 28/28L, 29, 30, 30X, 31, 35, 37, 38/38L, 41, 43, 44, 47, 54, 71L, F, J, K, L, M, N, T

Evening: 8X, 10, 14L, 17, 28, 29, 30, 38/38L, 44, 54, 71L

Moving *Muni* Forward

Investments to Improve Muni Reliability and Travel Time



- **Rapid Network Improvements**
 - Transit only lanes, signal priority and safety improvements for passengers
 - 40 miles of enhancements on busiest routes
 - Accessible stops
- **New and Rehabilitated Fleet**
 - More than 200 replacement buses
 - 57 additional buses; 6 light rail vehicles
 - Regular mid-life overhauls
 - Improved fleet appearance
- **Infrastructure Maintenance**
 - Enhanced repair and maintenance of rails, overhead wires and facilities
 - Improved reliability and travel time through subway

Safe and Complete Streets

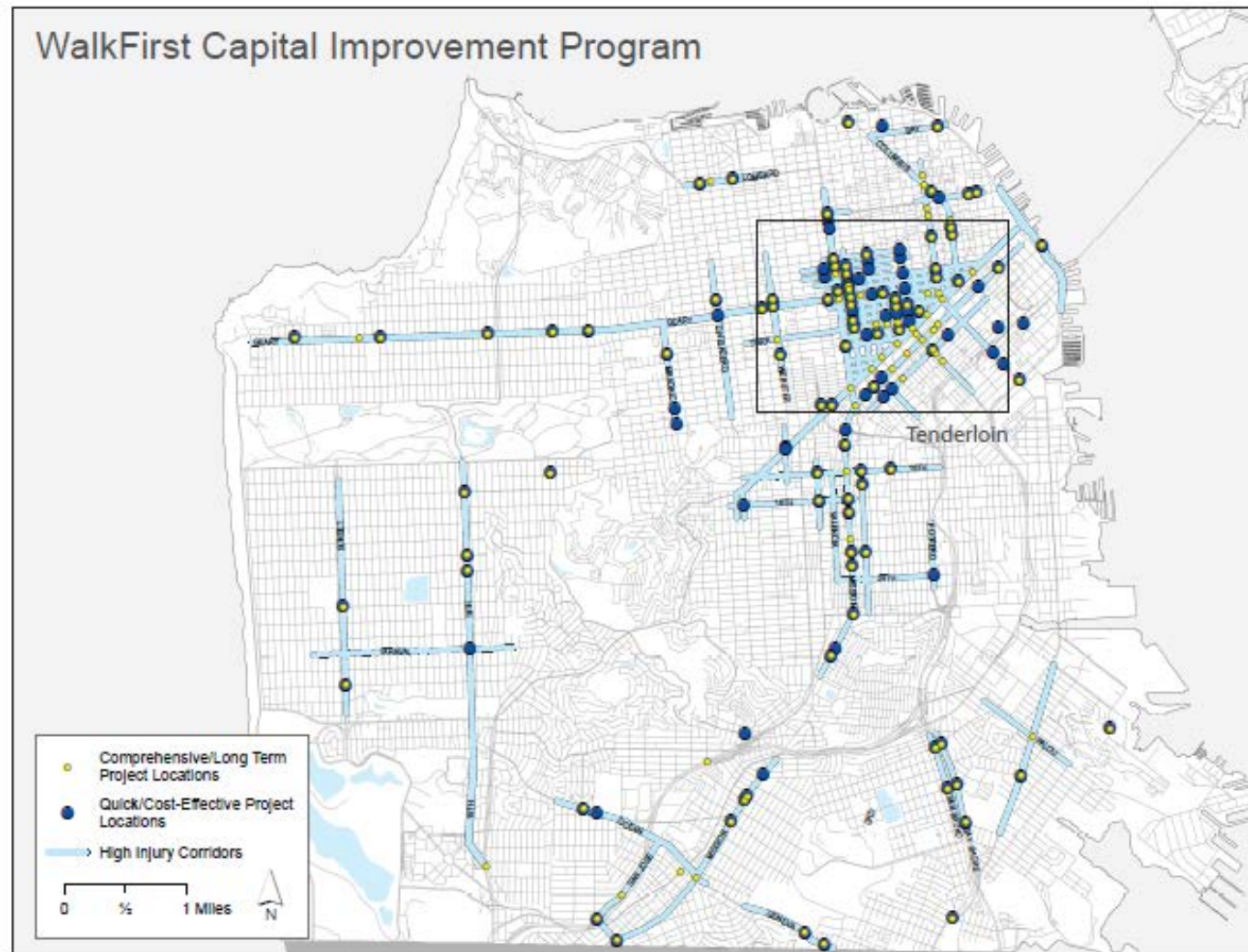
Safer Streets for Urban Lifestyles

- **WalkFirst** – *make streets safer for people walking*
- **Bicycle Strategy** – *increase comfort for people bicycling*
- **Follow the Paving** – *coordinate with city paving projects*
- **Safety Education; Signage & Wayfinding** – *help people get to destinations safely*

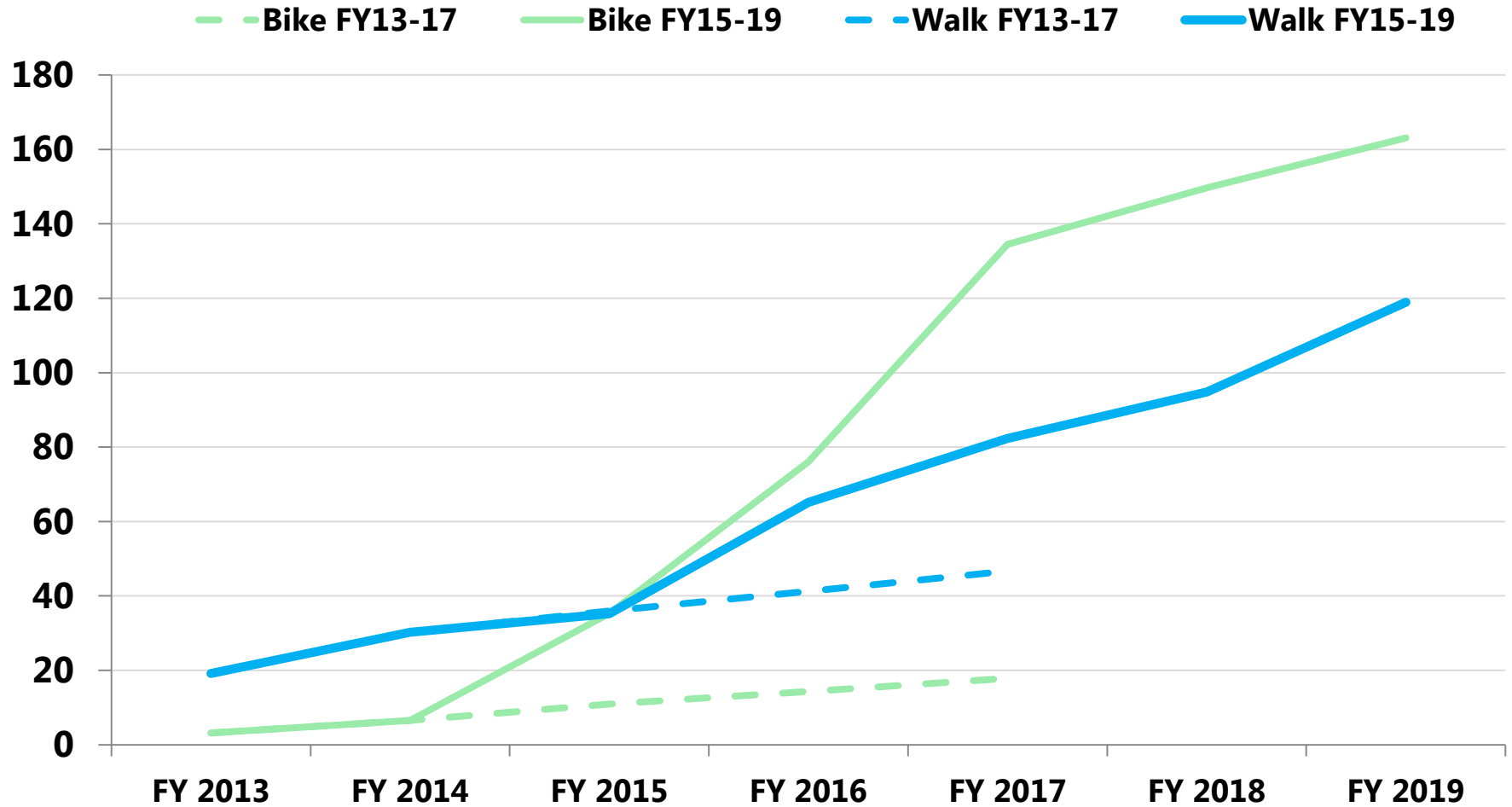


Moving Towards Vision Zero

- WalkFirst Pedestrian Safety Initiatives
- Traffic Calming
- School Safety



BICYCLING AND WALKING INVESTMENTS - COMPARISON



Moving Toward Vision Zero – Implementing WalkFirst

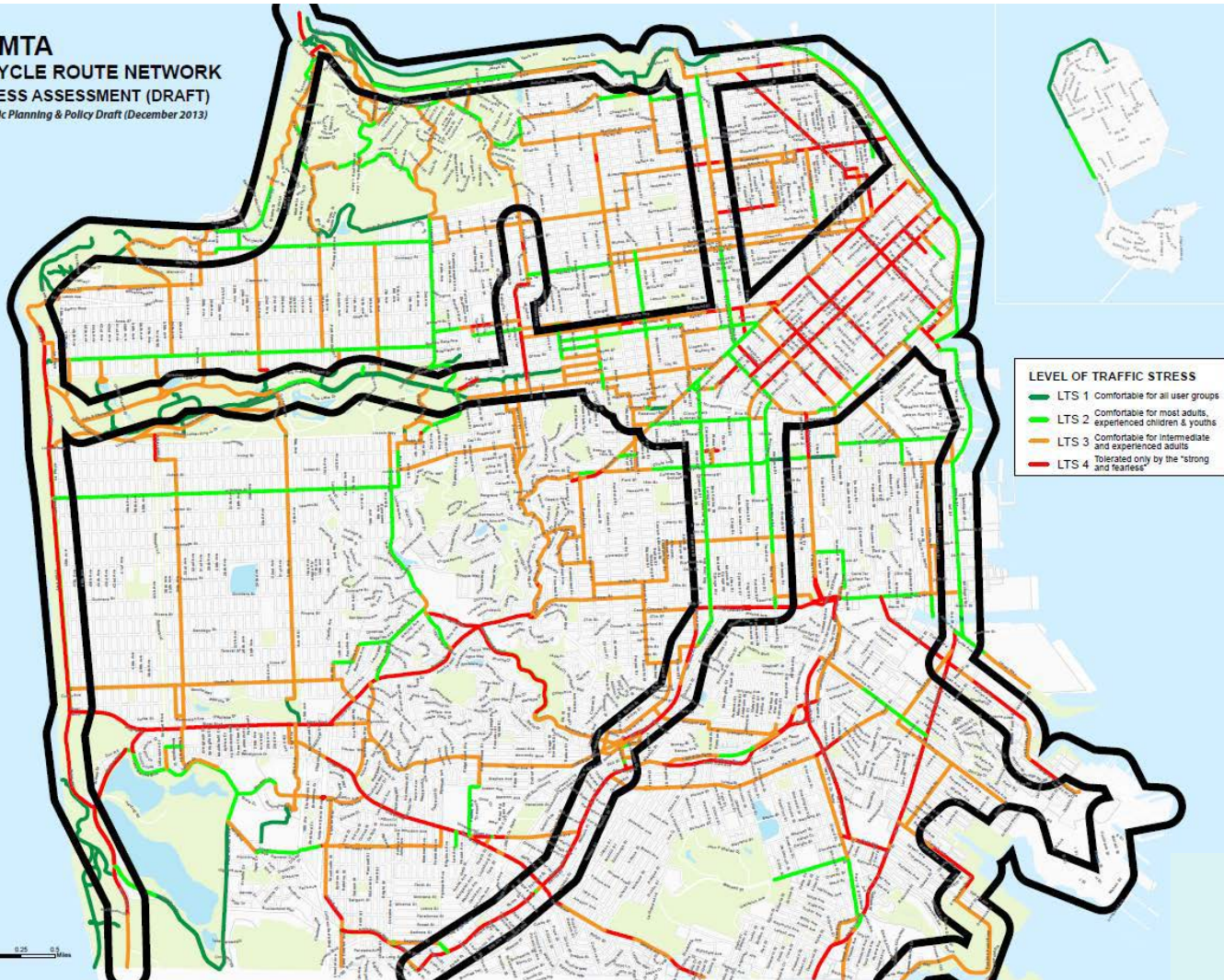
WalkFirst Full Implementation

Estimated Cost WalkFirst: \$240 million
 Vision Zero: 10 years (FY 14 – FY 24)

Current CIP Recommendation – Pedestrian/Traffic Calming/School Programs

5-Year CIP Proposed Funding: \$131 million (FY 15 – FY 19)
2-Year Budget:
 FY 15 = \$12.3 million
 FY 16 = \$29.6 million

Goal	Objective	CIP Recommendation
Engineering Improvements	Strategic Plan Objective: Identify and design and build short-term treatments at high priority intersections	Design and Construct 170 Intersections
Education	Vision Zero: Create a mandatory driver safety curriculum	Active Transportation Funding and Proposition K Funding for Safety Education (min \$1 million)
Enforcement	SF Pedestrian Strategy: Target enforcement of high-risk behaviors (i.e., speeding, red-light running, failing to yield to pedestrians)	LIDAR Equipment Automated Speed Enforcement



2013 Bicycle Strategy

- Focus on Safety
- Upgrade 50 miles of primary corridors

LEVEL OF TRAFFIC STRESS

- Dark Green LTS 1 Comfortable for all user groups
- Light Green LTS 2 Comfortable for most adults, experienced children & youths
- Orange LTS 3 Comfortable for intermediate and experienced adults
- Red LTS 4 Tolerated only by the "strong and fearless"

2013 Bicycle Strategy Implementation

Bicycle Strategy - Strategic Plan Scenario

Estimated Cost: \$190 million
 Estimated Delivery: 6 years (FY 13 – FY 18)

Current CIP Recommendation – Bicycle Capital Improvement Program

5-Year CIP Proposed Funding: \$162 million (FY 15 – FY 19)*
2-Year Budget:
 FY 15 = \$25.2 million
 FY 16 = \$40.0 million

** Assumes \$30 million planned for major corridor bicycle improvements; does not include \$24 million for bike share.*

Goal	Objective	CIP Recommendation
Promoting Safety	Bicycle Strategy Strategic Plan: Reduce Collisions	Improve safety and comfort – fund various spot improvements
Network Comfort & Gaps	Bicycle Strategy Strategic Plan: Upgrade 10 miles per year to increase level of comfort/year	1.9 mile new lanes/year 4.5 miles upgraded lanes/year
Bicycle Parking	Bicycle Strategy Strategic Plan: 3500 spaces per year	2,163 spaces per year

2013 Bicycle Strategy Implementation

Bicycle Strategy - Strategic Plan Scenario

Estimated Cost:

\$190 million

Estimated Delivery:

6 years (FY 13 – FY 18)

GETTING TO THE BICYCLE STRATEGY STRATEGIC PLAN SCENARIO:

- Focusing on Network Comfort
+ Targeted Network Spot Improvements
- Continuing to advocate and plan for
+ Expanded Bicycle Sharing (est. \$24 m)
- Plan for funding bicycle improvements on
+ major corridor(s) (est. \$32 m)
- Build **new miles** and **network upgrades**

8 - 10 % 
Mode Share
Strategic
Plan Goal

Est.
\$187 million
Investment

Transportation System Funding Needs

\$10 BILLION TRANSPORTATION FUNDING NEED TO 2030

\$3.7 BILLION IN
EXISTING FUNDING

\$3 BILLION IN TTF FUNDING

\$3.3 BILLION
UNFUNDED

\$500 M
GO Bond

\$500 M
GO Bond

\$1B
VLF

\$1B
SALES TAX

\$500 M
GO Bond

\$1B
Vehicle License
Fee

Charter Amendment for a General Fund
Allocation

Revenue Measures
for November 2014

Transportation 2030

Potential Ballot Measures Critical to Funding SFMTA Projects

- Muni Rapid Network improvements
- New vehicles and overhauled facilities
- Complete, safe and accessible streets
- Opportunity for matching regional funds
- Better efficiencies and service delivery

Revenues	GO Bond	General Fund
FY15-FY16 Budget	\$80.8	\$114.1

TRANSPORTATION 2030
ROADS + TRANSIT + SAFETY

Central Subway

Project Delivery On Time and On Budget

Largest Capital Project in Since 2007

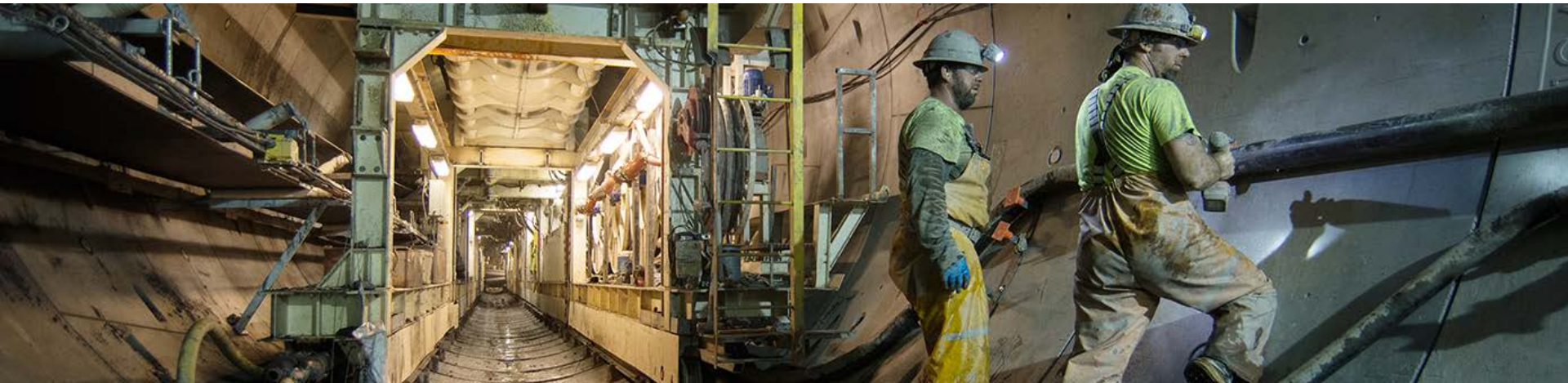
- \$1.6 billion in federal, state funding

Phase II of T Third Line

- 1.7 mile tunnel alignment
- Connects Visitacion Valley to Chinatown

Progress on Schedule

- Mom Chung and Big Alma on route to North Beach
- 11,000 Feet of tunnel
- Three stations under construction



Milestones in 2014

May 20 – Last day to introduce Transportation 2030 legislation

May 28 – Deadline for labor contract approval

July 22 – Last day to place Transportation 2030 on ballot

Sept 1 - Indexed Fares take effect

Nov 4 – Transportation 2030 measures election day



Key Budget Dates



- **Feb 4** – SFMTA Board Workshop
- **Feb 28 & Mar 5** - Budget Town Halls
- **Mar 14 & Apr 1** – SFMTA Board Presentations
- **Mar 20** – CAC Budget Presentation
- **Apr 9** –Budget Hearing at BOS Budget & Finance
- **Apr 15** - SFMTA Budget Approval
- **May 1** – Submission to Mayor and Board of Supervisors
- **May 15** - Budget Hearing at BOS Budget & Finance
- **Jul 31** –Last day for Board of Supervisors to deliberate on SFMTA Budget

Budget Financials

APPENDIX



FY15 – FY16 Operating Budget

Revenue Category	FY 2015 Proposed Budget	FY 2016 Proposed Budget
Transit Fares	204.3	210.4
Operating Grants	123.8	128.2
Parking & Traffic Fees and Fines	288.8	293.4
Other (Advertising, Interest, Service Fees)	41.8	42.8
General Fund Transfer	243.7	253.9
Capital Projects	16.8	18.2
Use of Reserves	20.0	20.0
TOTAL	939.1	967.0

Expenditure Category	FY 2015 Proposed Budget	FY 2016 Proposed Budget
Salaries & Benefits	583.7	607.6
Contracts and Other Services	109.8	110.4
Materials & Supplies	73.5	77.4
Equipment & Maintenance	13.5	14.5
Rent & Building	7.0	6.8
Insurance, Claims & Payments to Other Agencies	67.9	64.8
Work Orders	61.9	62.2
Transfer to Capital Projects	21.8	23.2
Rainy Day Reserve Build Up	0.0	0.0
TOTAL	939.1	967.0

Monthly Passes – Regular and Discounted Pass Price Comparison

City	Monthly Pass				Discount compared to Adult Fare		
	Adult	Senior	Disabled	Youth	Senior	Disabled	Youth
Atlanta, GA	\$95.00	NA	NA	NA	NA	NA	NA
Baltimore, MD	\$64.00	\$16.50	\$16.50	NA	74%	74%	NA
Boston, MA	\$70.00	\$28.00	\$28.00	\$28.00	60%	60%	60%
Chicago, IL	\$100.00	\$50.00	\$50.00	NA	50%	50%	NA
Denver, CO	\$72.00	\$39.50	\$39.50	\$39.50	45%	45%	45%
Houston, TX	NA	NA	NA	NA	NA	NA	NA
Los Angeles, CA	\$75.00	\$14.00	\$14.00	\$24.00	81%	81%	68%
Miami, FL	\$112.50	\$56.25	\$56.25	\$56.25	50%	50%	50%
Minneapolis, MN	\$85.00	NA	NA	NA	NA	NA	NA
New York, NY	\$112.00	\$56.00	\$56.00	NA	50%	50%	NA
Oakland, CA	\$75.00	\$23.00	\$23.00	\$23.00	69%	69%	69%
Philadelphia, PA	\$91.00	\$0.00	NA	NA	100%	NA	NA
Portland, OR	\$100.00	\$26.00	\$26.00	\$30.00	74%	74%	70%
San Carlos, CA	\$64.00	\$25.00	\$25.00	\$36.00	61%	61%	44%
San Diego, CA	\$72.00	\$18.00	\$18.00	\$36.00	75%	75%	50%
San Francisco, CA (FY15 proposed)	\$68.00	\$24.00	\$24.00	\$24.00	65%	65%	65%
San Francisco, CA (FY16 proposed)	\$70.00	\$35.00	\$35.00	\$35.00	50%	50%	50%
San Jose, CA	\$70.00	\$25.00	\$25.00	\$40.00	64%	64%	43%
San Rafael, CA	\$80.00	\$40.00	\$40.00	\$40.00	50%	50%	50%
Seattle, WA	\$90.00	\$27.00	\$27.00	\$45.00	70%	70%	50%
Washington, DC*	\$72.00	\$36.00	\$36.00	\$30.00	50%	50%	58%
* Notes							

Washington, DC (buses only) - 4.5 weekly bus passes used to calculate the price of a monthly pass for adults, seniors and disabled

Daily and Weekly Passes – Comparison with Base Fares

City	Base Fare	Pass Prices			Number of Rides to Break Even		
	Adult	1-Day	3-Day	7-Day	1-Day	3-Day	7-Day
Atlanta, GA	\$2.50	\$9.00	\$16.00	\$23.75	3.6	6.4	9.5
Baltimore, MD	\$1.60	\$3.50	NA	\$16.50	2.2	NA	10.3
Boston, MA*	\$2.00	\$11.00	NA	\$18.00	5.5	NA	9.0
Chicago, IL*	\$2.00	\$10.00	\$20.00	\$28.00	5.0	10.0	14.0
Denver, CO	\$2.25	\$6.75	NA	NA	3.0	NA	NA
Houston, TX	\$1.25	\$3.00	NA	NA	2.4	NA	NA
Los Angeles, CA	\$1.50	\$5.00	NA	\$20.00	3.3	NA	13.3
Miami, FL	\$2.25	\$5.65	NA	\$29.25	2.5	NA	13.0
Minneapolis, MN*	\$2.25	NA	NA	\$22.00	NA	NA	9.8
New York, NY	\$2.25	NA	NA	\$30.00	NA	NA	13.3
Oakland, CA	\$2.10	\$5.00	NA	NA	2.4	NA	NA
Philadelphia, PA	\$2.25	\$12.00	NA	\$24.00	5.3	NA	10.7
Portland, OR	\$2.50	\$7.00	NA	\$26.00	2.8	NA	10.4
San Carlos, CA	\$2.50	\$5.00	NA	NA	2.0	NA	NA
San Diego, CA	\$2.25	\$5.00	\$12.00	NA	2.2	5.3	NA
San Francisco, CA (regular service) (FY15 proposed)*	\$2.25	\$17.00	\$26.00	\$35.00	7.6	11.6	15.6
San Francisco, CA (cable cars) (FY15 proposed)*	\$6.00	\$17.00	\$26.00	\$35.00	2.8	4.3	5.8
San Francisco, CA (regular service) (FY16 proposed)*	\$2.25	\$20.00	\$31.00	\$40.00	8.9	13.8	17.8
San Francisco, CA (cable cars) (FY16 proposed)*	\$7.00	\$20.00	\$31.00	\$40.00	2.9	4.4	5.7
San Jose, CA	\$2.00	\$6.00	NA	NA	3.0	NA	NA
San Rafael, CA	\$2.00	\$5.00	NA	\$20.00	2.5	NA	10.0
Seattle, WA	\$2.50	NA	NA	NA	NA	NA	NA
Washington, DC*	\$1.95	\$14.00	NA	\$35.00	7.2	NA	17.9

*** Notes**

Boston, MA - rail fare with Charlie Card

Chicago, IL - with Ventra Card or Transit Card

Minneapolis, MN - peak prices

San Francisco, CA - Passport prices tied to cable car fares.

Seattle, WA - peak prices

Washington, DC - minimum peak rail fare with SmartTrip card

Public Benefits Across Capital Programs


SAFE & COMPLETE STREETS



Bicycle
Pedestrian
Traffic Calming
School
Accessibility
Traffic/Signals

- Bicycle Network Upgrades/Spot Improvements
- Pedestrian Countdown Signals, WalkFirst
- Road Diets and Corridor Speed Reductions
- Safe Routes to School
- Wayfinding
- Safety Education Programs

ACCESSIBLE AND RELIABLE TRANSPORTATION

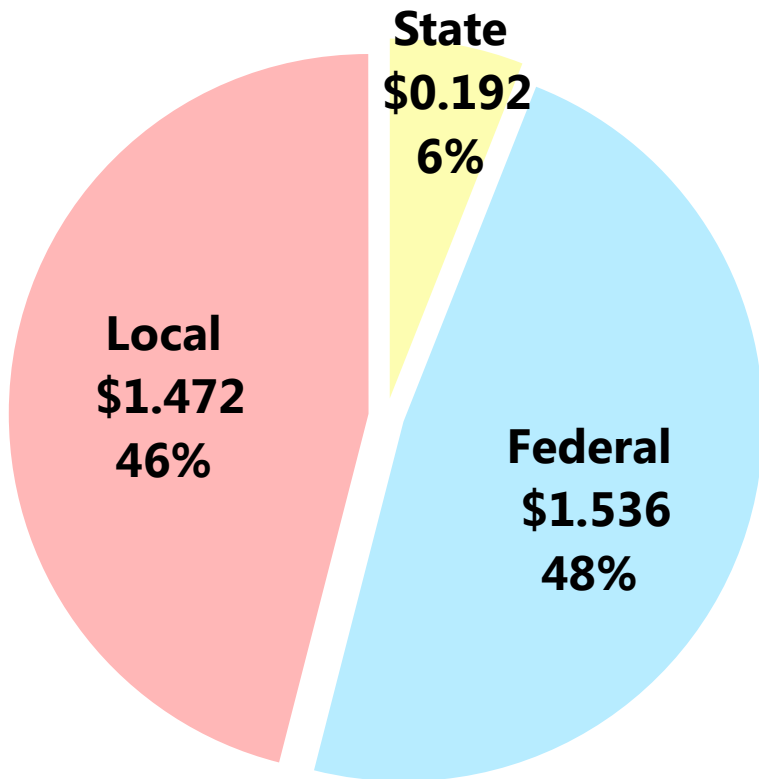


Accessibility
Transit Fixed
Traffic/Signals
Fleet
Transit Opt.-
Expansion

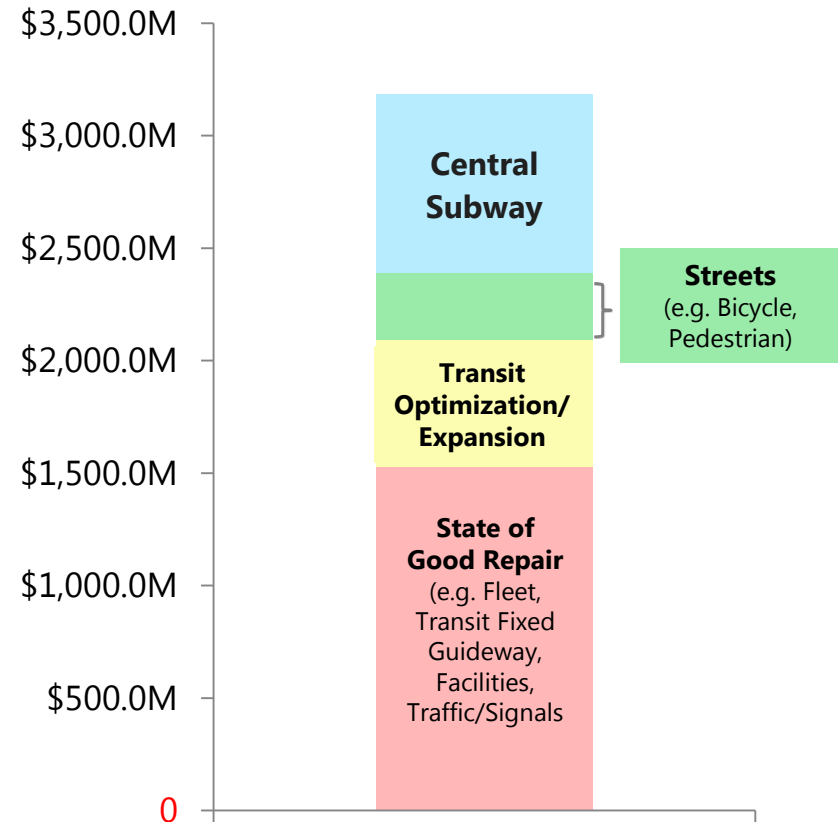
- Improved Elevators
- Accessible Key Stops
- Audible Pedestrian Signals
- Low-Floor Transit Vehicles
- Reliable Infrastructure and Transit
- Boarding Islands and Improvements

FY 2015 – 2019 CIP Fund Source Breakdown (in billions)

Revenue Sources: \$3.2B



Uses: \$3.2B



FY 2015 & 2016 Capital Budget

(Includes TTF Measures)

CAPITAL PROGRAM In \$Millions	FY 15	FY 16	2-Year Total
Central Subway	191.6	191.6	383.2
Security	4.4	10.1	14.5
Bicycle	25.2	40.0	65.2
Pedestrian	3.7	14.7	18.4
Transit Optimization/Expansion	103.2	102.4	205.7
Traffic/Signals	14.7	20.5	35.1
Transit Fixed Guideway	3.4	16.8	20.2
Fleet	279.2	184.9	464.1
Facility	37.4	60.9	98.3
Traffic Calming	4.9	8.0	12.8
Parking	22.1	6.9	29.0
School	3.7	4.5	8.1
Taxi	0.2	0.6	0.8
Accessibility	0.0	1.1	1.1
Communications/IT Infrastructure	26.7	0.0	26.7
Total	720.4	662.8	1,383.2

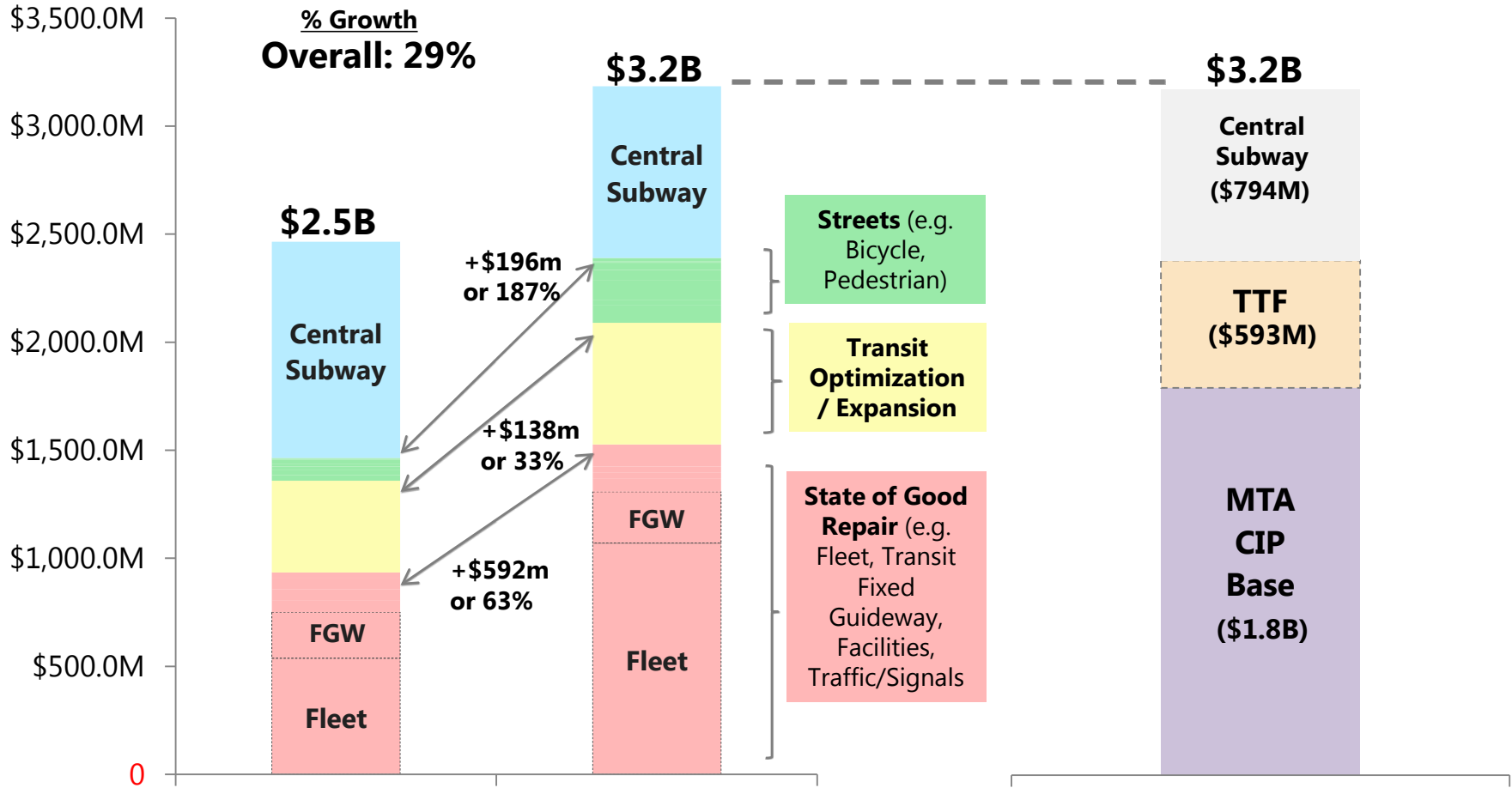
Figures include the following sources from the **Mayor's Transportation Task Force (TTF)** that require voter approval

FY 2015 – 2019 Capital Improvement Program Revenue Projections

CAPITAL PROGRAM (in \$Millions)	Prior Year Balance	FY 15	FY 16	FY 17	FY 18	FY 19	2-Year Total + Prior Year	5-Year Total + Prior Year
Central Subway	0.0	191.6	191.6	150.0	161.7	99.4	383.2	794.2
Security	0.7	3.0	10.1	10.1	3.0	3.0	13.7	29.8
Safety	7.9	8.4	7.1	1.3	1.3	1.3	23.5	27.4
Bicycle	6.2	24.4	18.6	22.9	14.8	4.8	49.3	91.7
Pedestrian	6.5	11.8	22.0	22.8	13.6	3.2	40.3	79.9
Transit Optimization/Expansion	14.2	82.7	95.9	298.2	31.6	39.8	192.8	562.4
Traffic/Signals	11.2	16.6	9.8	7.0	10.9	7.1	37.6	62.6
Transit Fixed Guideway	90.3	22.7	20.0	35.9	35.9	32.7	133.0	237.5
Fleet	26.7	307.0	202.7	219.8	210.8	103.3	536.3	1070.1
Facility	8.0	10.0	70.0	5.1	0.0	9.0	88.0	102.1
Traffic Calming	9.0	23.9	6.4	2.2	1.5	2.6	39.4	45.6
Parking	0.0	29.0	0.0	0.0	0.0	0.0	29.0	29.0
School	0.9	2.5	0.3	2.0	0.0	0.0	3.8	5.9
Taxi	0.5	1.2	0.7	1.2	0.7	0.7	2.4	5.0
Accessibility	0.5	0.4	1.2	4.2	3.6	5.6	2.1	15.5
Communications/IT Infrastructure	9.9	14.3	0.4	0.4	0.4	0.4	24.6	25.8
Total	\$192.6	\$749.5	\$656.8	\$783.1	\$489.8	\$312.7	\$1,598.9	\$3,184.6

Proposed 2015 – 2019 CIP (Total & Comparison)

Transportation Task Force Impact on the SFMTA CIP
 TTF Revenue Measures Funding: **\$593M**
 % Capital Improvement Program: **18.5%**



FY2013-2017

FY2015-2019
 SFMTA FY2015-16 Budget Presentation

FY2015-2019