



SFMTA

San Francisco Municipal Transportation Agency

Fiscal & Management Update

SFMTA Board of Directors
August 2, 2022

The SFMTA FY 2023 and FY 2024 budget is now in effect.

No later than August 1, the Board of Supervisors may allow the Agency's budget to take effect without any action on its part or it may reject but not modify the Agency's budget by a seven-elevenths' vote.

The Board of Supervisors on July 26th took final action on the City and County of San Francisco Annual Appropriation Ordinance and Annual Salary Ordinance.

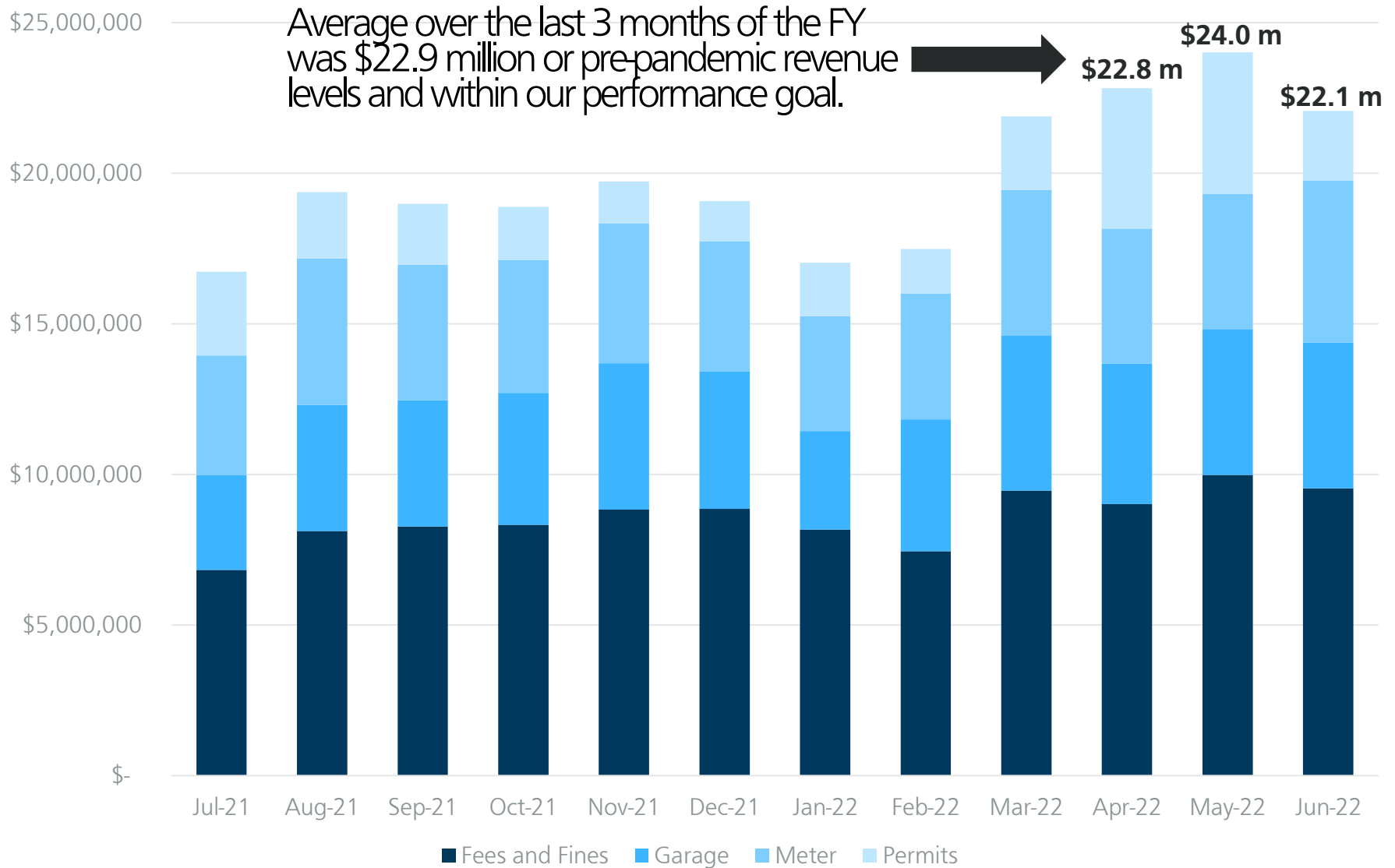
The agency will now work to fully implement the recommendations and programs funded through the 2-year budget process within revenue constrains.

Adopted FY 23 Performance Measures

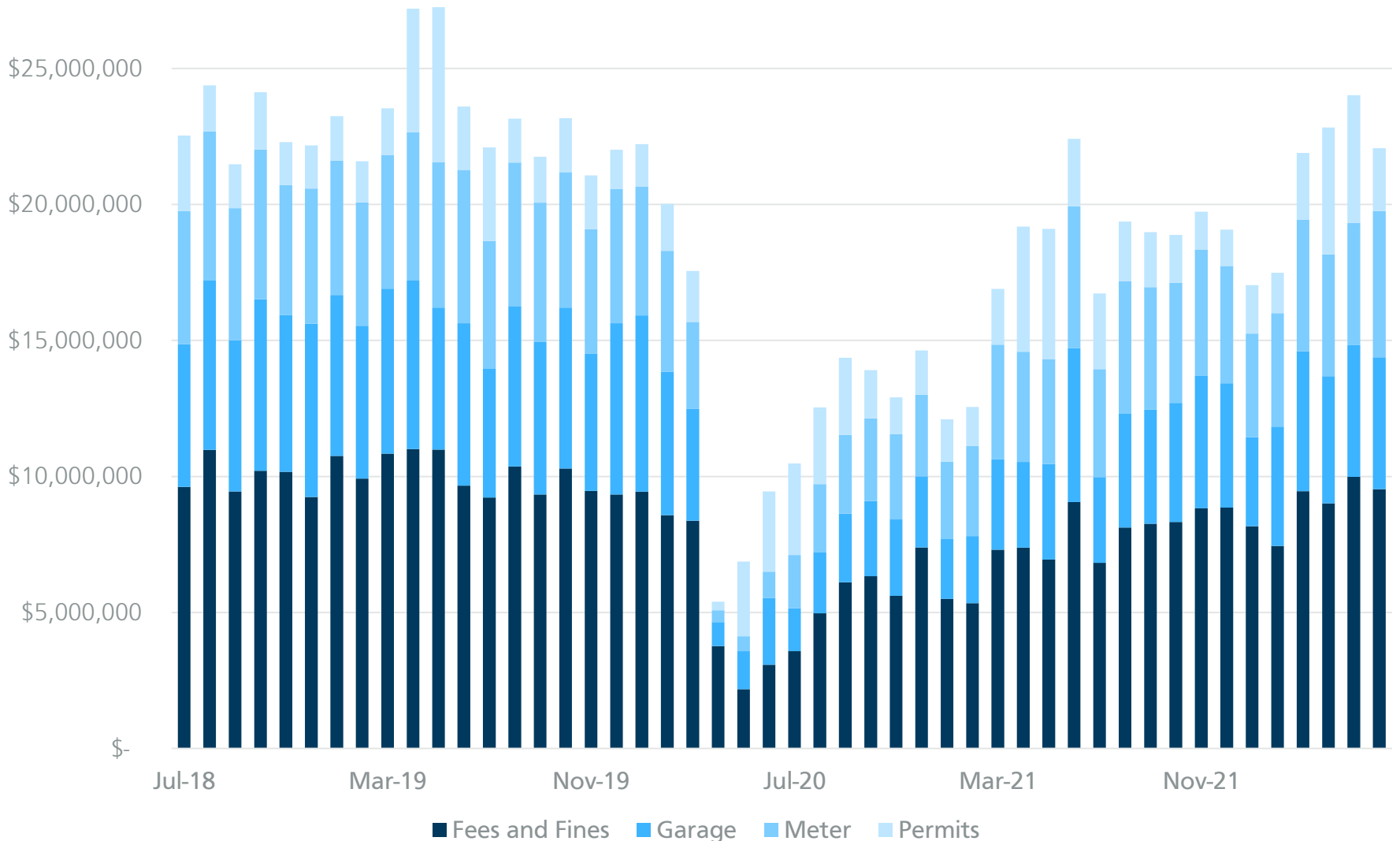
In fiscal year 2023, these **policy controls are in place** before new expenditures are initiated.

Performance Measures	Metric/Measure	FY22 Target	FY 22 Actual	FY23 Target	FY 23 Trend
Use of One-Time Funds FY23	Percent of one-time funds for operations in FY23	23.6% (\$309M)	23.0% (\$286M)	16.6% (\$225M)	
SGR Needs Met FY 2023-27	Percent of SGR needs met	80.0%	85.0%	100%	
TERM Score	Age-based condition score	3.30	3.30	3.30	
Fare Revenue Recovery	Current month over FY19 monthly average	54.9% (\$9M)	31.4% (\$5M)	56.8% (\$9M)	
Parking Fine and Fees Revenue Recovery	Current month over FY19 monthly average	92.8% (\$22M)	84.1% (\$20M)	92.6% (\$22M)	

Parking Revenue Trend: FY 2022

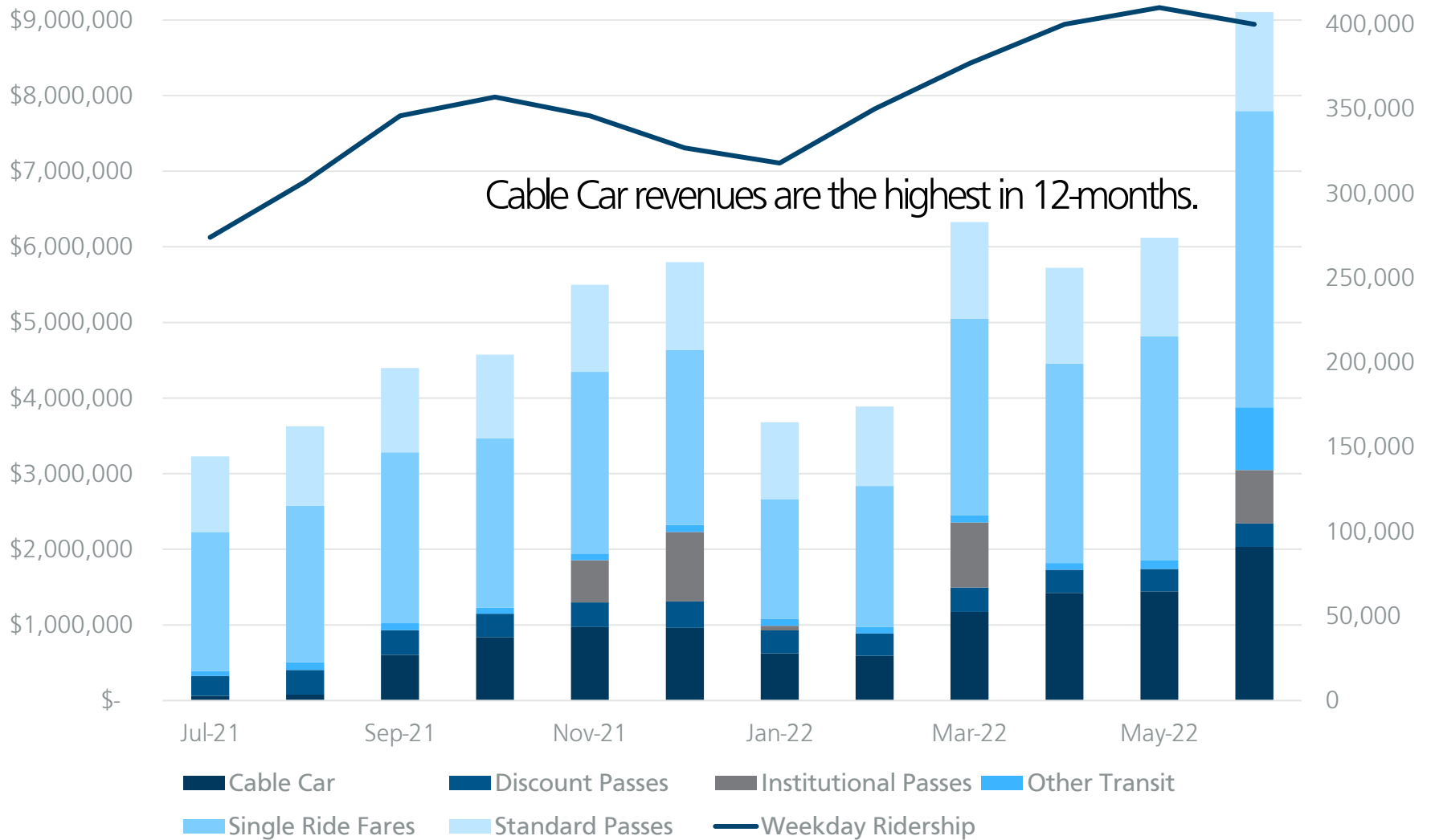


Parking Revenue Trend: FY 2019 to present

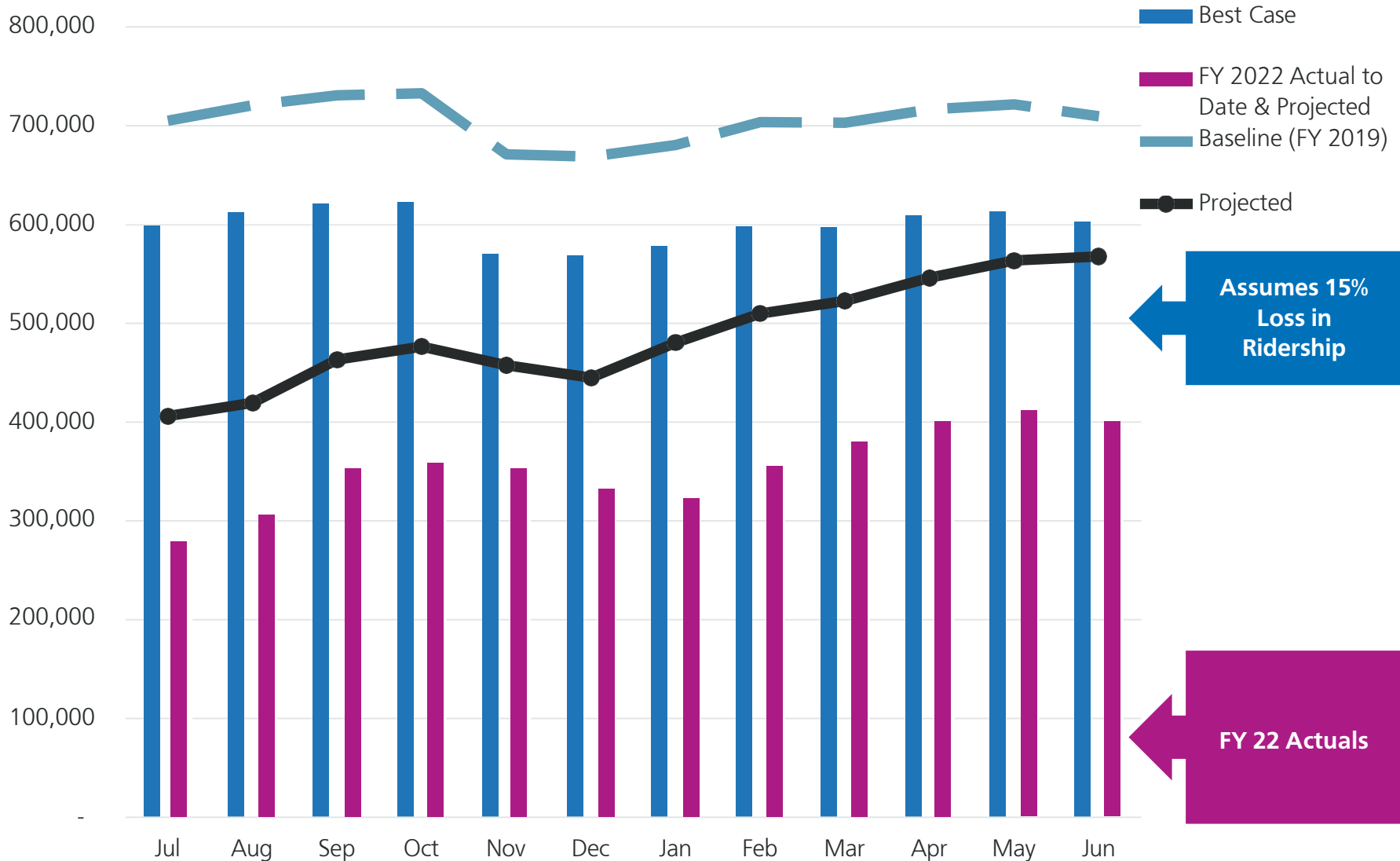


[Detailed Parking Data by Account Code](#)

Transit Fare Revenue Trend: FY 2022



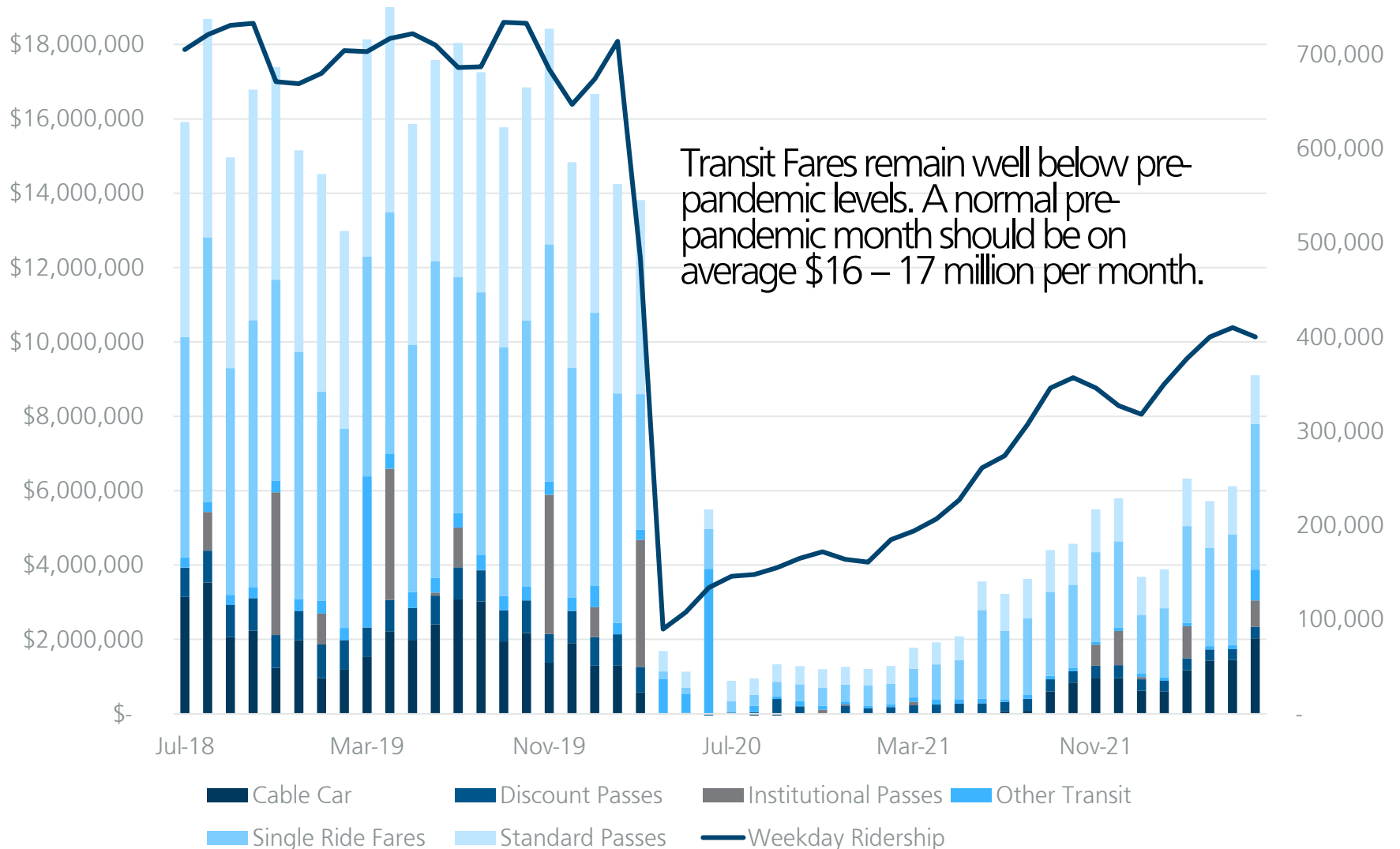
Muni Ridership Projections FY 2023



Assumes 15% Loss in Ridership

FY 22 Actuals

Transit Fare Revenue Trend: FY 2019 to present



The FY 2023 – 2027
Capital Improvement Program (CIP)
was largely stable growing
in total 3% from the prior.



The CIP also included **first CIP+ a targeted and prioritized investment plan** for advocacy and capital revenue growth.

This included the potential of an additional 28% based on the new Federal Infrastructure Bill, State surplus designed for transportation and ballot initiatives including the 2022 Proposition A Muni Reliability and Street Safety Bond.

We continue to be aggressive in applying for state and federal grants.

Applications
(since April 2022)

\$10.6 m

Awards
(since April 2022)

\$120.8 m

Application	Project	Application	Award
Caltrans Sustainable Transportation Planning	Muni Metro Modernization Planning	\$500,000	\$500,000
FTA Seniors & Disabled (5310)	Enhanced Mobility	\$614,108	\$124,000
ARP Transit Route Restoration & Planning	Muni Systemwide Transit Service Plan	\$936,000	\$514,000
Transportation Fund for Clean Air	Bike Racks	\$847,000	\$847,000
State Office of Traffic Safety	Motorcycle Safety Education	\$85,426	\$75,000
Community Project Funding Request (Earmark-Phil Ting)	Sloat @ Skyline intersection safety improvements	\$2,700,000	\$2,700,000
State Transit and Inter City Rail Program (TIRCP)	Core Capacity Program	\$190,000,000	\$116,076,000

Proposition A the Muni Reliability and Street Safety Bond was on the June 6, 2022 ballot.

Unfortunately, the proposed GO Bond was not passed by the voters securing 65.1% of the vote or about 1.57% short of the two-thirds requirement.

MTA staff are evaluating the results of the election and specifically looking at areas of the City, where the bond did not get at minimum majority support. Lessons learned will be evaluated.

The lack of cashflow that would have resulted from the bond, created immediate project and programmatic risks.

Proposition A Proposed Funding Programs

GO BOND COMPONENTS	
Make the Transportation System Work Better	Amount (\$m)
<i>Speed up Muni repairs and keep public transit moving by repairing, upgrading and maintaining aging bus yards, facilities and equipment</i>	\$250
<i>Enable faster, more reliable and more frequent Muni service by improving on-street infrastructure for public transit</i>	\$26
<i>Increase subway capacity, reduce delays, and deliver dependable, high-frequency transit by modernizing the Muni train control system</i>	\$10
Improve Street Safety and Traffic Flow	
<i>Improve safety and visibility at intersections by upgrading traffic signals, signage, and crossings</i>	\$42
<i>Increase safety for walking and bicycling and access for Muni connections along major corridors by redesigning streets and sidewalks</i>	\$42
<i>Slow speeds and reduce crashes by implementing traffic calming and speed reduction tools</i>	\$30
TOTAL	\$400

Program & Project Risks

State & Federal Grants – CIP+

- Proposition A GO Bond Funding was meant to be a source to leverage against California State Surplus funds for Transportation and competitive grants resulting from the new Federal Infrastructure Bill.
- **With less local match, San Francisco Grants will be less competitive,** reducing the amount the SFMTA could receive from these sources

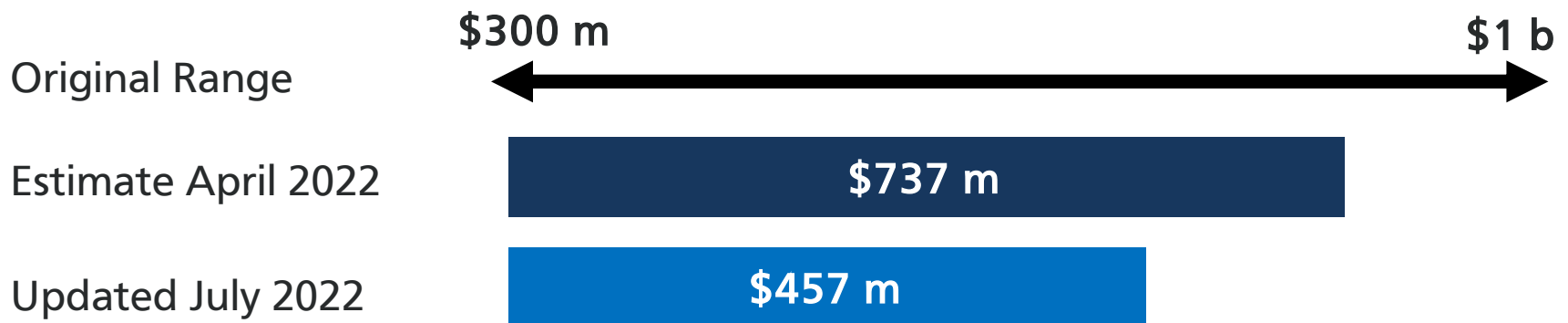
Muni Fleet Electrification & Facility State of Good Repair

- The SFMTA is regulatorily required to transition to an all-electric transit fleet; a key element to achieve this goal is charging stations and upgraded facility electric infrastructure.
- This is achieved through the following projects: Potrero Modernization, Kirkland Modernization, 1399 Marin Trolley Facility and Muni Metro East Expansion.
- Lack of bond funds will **lead to programmatic cashflow constraints, delays and cost escalation** due to time or cost of financing.

Street Safety Projects

- \$24 million was set aside for Quick-Build Projects along the high injury network; the agency will now need to count on other sources and competitive grants, creating delays.
- The bond included a significant investment in Traffic Signal Infrastructure; lack of bond funds will result in increased deferred maintenance.
- **Lack of bond funds will lead to project delays** due to lack of immediate cashflow and leveraging local match on potential state and federal grants.

CIP+ is a revenue estimate of what the SFMTA could achieve by implementing the funding strategy laid out in Transportation 2050 (T2050).



Without the GO Bond, our estimate of CIP+ revenue potential is reduced to \$457 million over the 5-year CIP period, if achieved that would be an additional 17% in CIP capital revenues to advance critical infrastructure investments and close backlogs.

Here are our planned upcoming updates:

- **Annual SFMTA State of Good Repair Report** update on our overall infrastructure, state of good repair cost needs, infrastructure backlog and aged based condition analysis.
- **Update on Transportation 2050** revised 5-year financial plan, and 30-year financial plans; update on funding gaps for on-going operations and capital infrastructure needs; update on strategies to close funding gaps including short- and long-term actions.
- **Fiscal & Management Update - 1st Quarter Financial Review** the MTA Board requested a financial review prior to the initiation of new expenditures approved in the budget controlled by specific financial performance metrics; an update will be provided in FY 2023 revenue trends with recommendation to initiate new or expanded programs.

Thank you.



SFMTA