



**SFMTA**  
Municipal  
Transportation  
Agency

# **PUBLIC HEARING FY 2017 AND FY 2018 OPERATING AND CAPITAL BUDGET**

March 24, 2016  
Citizens Advisory Committee

## Vision

- San Francisco: great city, excellent transportation choices

## Goals

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

# FY 2017 and FY 2018 Preliminary Budget Calendar

Item No.	Action	DATE
1	<i>SFMTA Board workshop</i> • <i>Equity Program</i>	<i>January 26, 2016</i> ✓
2	<i>Citizens' Advisory Council Meeting</i>	<i>February 4, 2016</i> ✓
3	<i>1st Public Hearing at SFMTA Board to consider changes to fees, fares and fines at SFMTA Board Meeting</i>	<i>February 16, 2016</i> ✓
4	<i>Citizens' Advisory Council Meeting</i>	<i>March 3, 2016</i> ✓
<b>6</b>	<b>2<sup>nd</sup> Public Hearing at SFMTA Board to consider changes to fees, fares and fines at SFMTA Board Meeting</b>	<b>March 15, 2016</b>
7	Interactive online budget presentation: <a href="http://www.sfmta.com/budgetwebinar">www.sfmta.com/budgetwebinar</a>	March 21, 2016
8	Budget Open House Meeting – 1 S. Van Ness Ave., 2 <sup>nd</sup> floor atrium, 6 p.m.	March 23, 2016
9	Citizens' Advisory Council Meeting – Budget Action	March 24, 2016
10	2 <sup>nd</sup> Budget Open House Meeting – 1 S. Van Ness Ave., 2 <sup>nd</sup> floor atrium, 11 a.m.	March 26, 2016
11	FY15 & FY16 preliminary budget book sent to SFMTA Board	March 31, 2016
<b>12</b>	<b>Board Action on Budget – 1<sup>st</sup> opportunity</b>	<b>April 5, 2016</b>
<b>13</b>	<b>Board Action on Budget – 2<sup>nd</sup> opportunity</b>	<b>April 19, 2016</b>
14	Submission of Approved Budget to Mayor and Board of Supervisors	April 30, 2016
15	Last day for Board of Supervisors to adopt FY 17 and FY 18 City Appropriation Ordinance	July 31, 2016

\* Italicized items already completed, Bold items represent SFMTA Board meetings

# Making Muni Better & Our Streets Safer

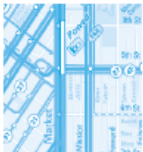
Investing in our operating and capital budgets over the last two years has made a difference for everyone we serve.



700+ new operators so buses and trains are on their routes



Buy tickets on your smartphone



10% more Muni service, including 2 new Muni lines (55 and E) and expanded service on existing routes



147 new buses in service as part of the nation's largest zero-emission bus fleet; 215 new trains on the way



Rapid Network with 12 miles of transit-only lanes built or approved and smart traffic signals that prioritize transit



More than 26 miles of safety improvements for people who walk and bike



200 safer crosswalks



New radio network nearly complete to improve service and safety

## Citywide Financial Picture

- Strong economy will eventually slow
- Citywide there are increased expenditures for employer retirement contributions and salaries
- Projected increases in operating costs citywide

## Budget Outlook

### Projected Operating Baseline Budget

- FY 2017 \$13.5 Million shortfall
- FY 2018 \$14.3 Million shortfall

### 5-Year Capital Improvement Plan (CIP) for FY 2017 – FY 2021

- Estimated at \$3.25B (Current CIP is \$3.3B)



## Tradeoffs and Priorities

**Tradeoffs will be  
part of budget**

**Face hard  
choices on  
spending and  
revenue**

**Preserve  
improvements  
we've made**

**Want public input  
on priorities**

# How Feedback Can Help Shape Budget

**Little Flexibility  
in some areas**

- Fares “indexed” – any proposed increase is tied to inflation and labor costs

**Flexibility In  
Areas Where  
Input Is  
Helpful**

- Discount for Clipper Card usage?
- Higher fares for express lines?
- Additional 2% increase in Muni service?
- Suggestions for other revenue?





# Proposed Operating Budget

*FY 2017 and FY 2018*

## Base Operating Revenues

FY 2015 Actuals and 2016 Year Amended Budget and Year End Projections  
 FY 2017 and FY 2018 Proposed Budget (\$M) as of Feb 1, 2016

Revenue Category	FY2015 Actuals	FY 2016 Amended Budget	FY 2016 Year End Projection	FY 2017 Baseline *	FY 2018 Baseline *	%
Transit Fares	214.7	201.0	202.2	205.9	207.9	19%
Operating Grants	146.6	132.0	136.4	144.8	147.1	14%
Parking and Traffic Fees & Fines	315.4	292.1	314.4	324.2	331.4	31%
Other (Advertising, Interest, Inter-departmental Recovery, Taxi)	41.5	42.8	30.2	49.0	50.4	5%
General Fund Transfer	272.3	272.0	277.0	282.6	294.1	27%
Transfer to Capital Projects	0.3	58.0	58.0	52.5	43.8	5%
Use of Reserves	20.0	20.0	20.0			
Carry-forward from prior year contracts (encumbered but not paid)			58.3			
<b>TOTAL</b>	<b>\$1,010.8</b>	<b>\$1,017.9</b>	<b>\$1,096.5</b>	<b>\$1,059.0</b>	<b>\$1,074.7</b>	<b>100%</b>

\* Includes Automatic Indexing and Cost Recovery Projections

# Base Operating Expenditures by Category

FY 2015 Actuals and 2016 Year Amended Budget and Year End Projections  
 FY 2017 and FY 2018 Proposed Budget (\$M) as of Feb 1, 2016

Expenditure Category	FY2015 Actuals	FY 2016 Amended Budget	FY 2016 Year End Projection (includes \$58M carry forward)	FY 2017 Baseline Budget *	FY 2018 Baseline Budget *	%
Salaries & Benefits	572.2	599.2	597.3	649.6	673.4	61%
Contracts and Other Services	112.2	114.7	138.7	140.7	140.9	13%
Materials & Supplies	70.7	80.2	92.6	76.0	76.0	7%
Equipment & Maintenance	17.6	14.5	34.8	10.6	10.6	1%
Rent & Building	6.4	6.8	7.3	11.8	12.8	1%
Insurance, Claims & Payments to Other Agencies	68.7	62.5	66.0	66.0	66.0	6%
Work Orders	58.4	62.0	67.6	65.3	65.5	6%
Transfer to Capital Projects	32.5	71.0	16.4	52.5	43.8	4%
<b>TOTAL</b>	<b>\$938.7</b>	<b>\$1,010.9</b>	<b>\$1,027.7</b>	<b>\$1,072.5</b>	<b>\$1,089.0</b>	<b>100%</b>

\* Does not include Capital Projects that are funded through grants and other sources coming directly to SFMTA – only includes capital projects funded through local sources (e.g. Population Baseline, development fees)

# Revenue Sources And Options

*Exploring current and potential sources  
of new revenues*

## Automatic Indexing – Fares (in Baseline Budget)

<b>Automatic Index</b>	=	<b>(CPI Increase ÷ 2)</b>	+	<b>(Labor Increase ÷ 2)</b>
<b>FY17 Rate: 3.9%</b>	=	(2.8% ÷ 2)	+	(5% ÷ 2)
<b>FY18 Rate: 3.5%</b>	=	(2.5% ÷ 2)	+	(5% ÷ 2)

	FY16	FY17	FY18
<b>Automatic Indexing Implementation Plan (AIIP) Rate:</b>		<b>3.9%</b>	<b>3.5%</b>
<b>Adult Cash Fare</b>	\$ 2.25	\$2.25	\$2.50
<b>Discount Cash Fare (Youth, Senior and Disabled)</b>	\$ 1.00	\$1.00	\$1.25
<b>Cash Fare - Low/Moderate Income Youth, Senior and Disabled -Clipper® card</b>	\$ 0.00	\$0.00	\$0.00
<b>Adult “A” Fast Pass with Ride on BART in SF</b>	\$ 83.00	\$86.00	\$89.00
<b>Adult “M” Fast Pass Muni Only</b>	\$ 70.00	\$73.00	\$75.00
<b>Disabled/Youth/Senior Monthly Pass Muni Only</b>	\$ 24.00	\$25.00	\$26.00
<b>Monthly Pass-Low/Mod. Income Youth, Senior and Disabled -Clipper® card</b>	\$ 0.00	\$0.00	\$0.00
<b>Lifeline Monthly Pass (Low Income)</b>	\$ 35.00	\$36.00	\$38.00
<b>Cable Car Cash</b>	\$ 7.00	\$7.00	\$7.00
<b>One-Day Passport</b>	\$ 20.00	\$21.00	\$22.00
<b>Three-Day Passport</b>	\$ 31.00	\$32.00	\$33.00
<b>Seven-Day Passport</b>	\$ 40.00	\$42.00	\$43.00
<b>Tokens (Pack of 10)</b>	\$ 22.50	\$22.50	\$25.00
<b>Special Cable Car Fare for Seniors and Disabled from 9:00PM to 7:00AM</b>	\$ 3.00	\$3.00	\$3.00
<b>Adult Inter-Agency Transfer Cash Fare (Clipper Only)</b>	\$ 1.75	\$1.75	\$2.00
<b>Class Pass (monthly)</b>	\$ 29.00	\$30.00	\$31.00
<b>BART Daly City Transfer to Muni (Clipper Only/14L, 28, 28L,54 , 2 rides)</b>	\$ 0.00	\$0.00	\$0.00
<b>School Coupon Booklet (15 tickets)</b>	\$ 15.00	\$15.00	\$18.75
<b>Special Event Service (discontinued for 49ers, Bay to Breakers)</b>	\$ 14.00	\$0.00	\$0.00

## Fees (in Baseline Budget) \* (\$Mil)

<b>Description **</b>	<b>Fiscal Year 2016</b>	<b>Fiscal Year 2017</b>	<b>Fiscal Year 2018</b>
Residential Parking Permit (Annual)	\$111	\$127	\$128
Contractor Permit (Annual)	\$938	\$1,167	\$1,280
Color Curb – White or Green Zones, Application Processing , Flat Rate	\$804	\$1,735	\$2,083
Color Curb - Driveway Red Zone Tips, Application Processing	\$190	\$217	\$233
Temporary Street Closure – Neighborhood Block Party, Notice 60 days	\$177	\$230	\$299
Special Traffic Permit (Base Permit Fee)	\$180	\$227	\$295
Project 20 Processing Fee - may change with new contract	\$27	\$28	\$29
Boot Removal Fee	\$316	\$445	\$465
Tow Fee - Admin - subject to new contract approval	\$261	\$261	\$269
Special Collection Fee (After the 1st payment due date)	\$30	\$31	\$32
Cable Car Rental, 2-hours	\$873	\$748	\$785
Parklet Installation Fee (up to two spaces)	\$1,355	\$1,808	\$1,942
Taxi Driver Renewal Application Fee	\$103	\$109	\$117
Taxi Color Scheme Renewal - 1 to 5 medallions	\$1,559	\$1,653	\$1,768
Parking Meter Use Fee	\$9	\$10	\$11
Vehicle Press Permit	\$58	\$60	\$62
Temporary No-Parking Sign Posting Fee, 1-4 signs	\$182	\$239	\$247
Citation, Residential Parking Violation	\$78	\$81	\$84
Citation, Street Sweeping Violation	\$68	\$71	\$73
Citation, Parking Meter, Outside Downtown Core Violation	\$68	\$71	\$73
Shuttle Bus Permit Fee (per stop) – subject to program approval	\$3.67	\$7.31	\$TBD

*\*Based on either Cost Recovery Methodology or CPI Increase*

*\*\*Cost Recovery is calculated using known labor, material and other costs required to administer and enforce programs*

## Proposed Revenue Sources (not in Baseline Budget) (\$Mil)

Item	Description	Annual Revenue Impact FY 17	Annual Revenue Impact FY 18
Change Youth Definition	Increase Youth Age to 18 from 17 – similar to the Free Muni Program for Low and Moderate Income Youth and in support of the Regional definition	(2.2)	(2.2)
Set Discount Fares at 50% of Adult Fares	Establish senior, youth and disabled discount fares at 50% of the adult fares (FTA requires senior fares be set no higher than 50% of adult fares). Low and moderate income seniors, youth and disabled riders have the Free Fare programs and low income adults have access to the Lifeline Program	1.4	1.5
Discount for Clipper Users	To encourage use of Clipper® - those using Clipper will pay \$0.25 less than cash paying customers. This will reduce dwell times and improve farebox performance.	3.8	3.9

*All fare proposal subject to Title VI equity analysis prior to approval.*



## Proposed Revenue Sources (not in Baseline Budget) (\$Mil)

Line Item	Description	Annual Revenue Impact FY17	Annual Revenue Impact FY18
Increase Vendor Commissions	Vendor commissions have not been increased in many years. The current vendor commission is \$0.50 per fare item and maps. Increasing the commission to \$0.75 for fare products and \$1.50 for maps will encourage vendors to sell these items.	(0.1)	(0.1)
Monthly “A” pass increase (BART)	Increase “A” pass \$5 above indexed price (covers 5.5% BART pass-through increase per trip).	0.7	0.7
Tokens and Passes for needy Populations	Provide 50% discount to non profit agencies	(1.0)	(1.0)
Tow Fees	Per Board of Supervisor’s recommendation reduce tow fees and create a low income discount program	(3.5)	(3.5)

*All fare proposal subject to Title VI equity analysis prior to approval.*



## Disparate Impact & Disproportionate Burden Analysis All Fare Changes Combined

Change	% Minority Impacted	System-wide Average: Minority	Disparate Impact?	% Low-Income Impacted	System-wide Average: Low-Income	Disproportionate Burden?
All Fare Decreases	61%	58%	No	86% <sup>1</sup>	51%	No
All Fare Increases	57%	58%	No	50%	51%	No

<sup>1</sup>Low-income customers would disproportionately benefit from the fare decreases; as a result there is not a disproportionate burden impact.

## Set Discount Fares at 50% of Adult Fares

### Demographic Analysis

Fare Category	% Minority Impacted	% Low-Income Impacted
Youth*	89%	80%
Senior*	45%	50%
Disabled*	64%	83%

\* Data come from the 2013 Systemwide On-Board Survey. Since then, many of these customers have transitioned to the Free Muni program, so the impact would be significantly less than indicated in the table.

- Since the SFMTA collected demographic data, most low- and moderate-income youth, seniors and people with disabilities have already transitioned to the Free Muni program
- This has also included a significant minority population (for example, 94% of Free Muni for Youth public high school students were members of an ethnic minority or mixed race)

## Clipper Card Cash Value vs. On-Board Cash Payment Demographic Analysis

Fare Category	Clipper Card Cash Value % Minority	On-Board Cash % Minority	Clipper Card Cash Value % Low Income	On-Board Cash % Low Income
Adult	49.4%	58.1%	36.3%	60.6%
Youth*	79.9%	88.3%	65.1%	78.6%
Senior*	42.7%	43.9%	45.6%	56.0%
Disabled*	57.7%	50.0%	71.9%	86.0%

\* Discount fare customers at or below the median Bay Area household income are eligible for Free Muni programs. Data come from the 2013 Systemwide On-Board Survey. Since then, many of these discount fare customers have transitioned to the Free Muni program.

Compared to Clipper Card cash value users, adult on-board cash payers are:

- 9% more likely to be minority
- 24% more likely to be low income\*
- Have an estimated annual median income of under \$35,000 (vs. \$70,000)

\*The Lifeline Pass is an alternative for customers who ride often enough to make a pass purchase worthwhile and who earn less than twice the Federal Poverty Level; however, a full-time worker earning San Francisco's \$12.25 minimum wage would not meet income eligibility thresholds

# FARE COMPARISONS

Agency	Adult Fare	Senior/Disabled Fare	Youth Fare
MTA New York City Transit (City Subway & Bus)	<p><u>Single Fare</u> - \$2.75 (Metro Card); \$3.00 (SingleRide ticket)</p> <p><u>Monthly Pass</u> - \$116.50</p>	<p><u>Single Fare</u> - \$1.35 (50% off adult fare)</p> <p><u>Monthly Pass</u> - \$58.25</p>	<p><u>Single Fare</u> - Not available</p> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Up to three children 44 inches tall and under ride free when accompanied by an adult.</li> <li>- Additional children or those traveling alone pay full fare.</li> <li>- Free Subway Certificates provided to certain youth-serving organizations.</li> </ul>
Chicago Transit Authority	<p><u>Single Fare</u> - \$2.00 bus (\$2.25 for contactless bankcard/cash); \$2.25 "L" train</p> <p><u>Monthly Pass</u> - \$100</p>	<p><u>Single Fare</u> - \$1.00 (bus); \$1.10 ("L" train)</p> <p><u>Monthly Pass</u> - \$50</p> <ul style="list-style-type: none"> <li>- Disabled customers ride free per State law.</li> </ul>	<p><u>Single Fare</u> - \$0.75 non college student 20 and under fare valid from 5:30am to 8:30pm weekdays only.</p> <p><u>Monthly Pass</u> - \$50</p> <ul style="list-style-type: none"> <li>- Children under 7 ride free with a paid adult.</li> </ul>
Los Angeles County Metropolitan Transit Agency	<p><u>Single Fare</u> - \$1.75</p> <p><u>Monthly Pass</u> - \$100</p>	<p><u>Single Fare</u> - \$0.75 (peak); \$0.35 (off-peak)</p> <p><u>Monthly Pass</u> - \$20</p>	<p><u>Single Fare</u> - \$1.00 (K-12)</p> <p><u>Monthly Pass</u> - \$24</p>
Washington Metro Area Transportation Authority	<p><u>Single Fare</u> - \$1.75 (bus); \$2.15 to \$5.90 (rail - peak); \$1.75 to \$3.60 (rail -off-peak)</p> <p><u>Monthly Pass (rail)</u> - \$237 unlimited</p> <p><u>7-Day Pass</u> - \$36 to \$59.25 depending on zone/time of use</p>	<p><u>Single Fare</u> - \$0.85 (bus); 50% off peak fare (rail)</p> <p><u>Monthly Pass</u> - Not available; \$8.75 weekly pass (bus)</p>	<p><u>Single Fare</u> - Not available</p> <p><u>Monthly Pass</u> - \$30</p> <ul style="list-style-type: none"> <li>- "DC One Student Card" allows eligible DC students 5-22 years old (non-college) to ride buses free during morning and afternoon weekdays.</li> <li>- Up to two children, four years or younger, ride free with each paying adult.</li> </ul>
Southeastern Pennsylvania Transportation Authority - City and Suburban Transit	<p><u>Single Fare</u> - \$2.25</p> <p><u>Monthly Pass</u> - \$91</p>	<p><u>Single Fare</u> - All Seniors (65+) ride free; \$1.00 per trip for disabled customers</p> <p><u>Monthly Pass</u> - Not available</p>	<p><u>Single Fare</u> - Not available</p> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Weekday Student Pass - \$3.62 per valid day for travel to and from school between 5:30a.m. and 7:00p.m.</li> <li>- Up to two children under 5 traveling with an adult are free.</li> <li>- Additional children or those traveling without an adult are full fare.</li> </ul>
San Francisco Municipal Transportation Agency	<p><u>Single Fare</u> - \$2.25</p> <p><u>Monthly Pass</u> - \$83</p>	<p><u>Single Fare</u> - \$1.00</p> <p><u>Monthly Pass</u> - \$24</p> <ul style="list-style-type: none"> <li>- Free Muni service for seniors (65+) and people with disabilities at, or below, 100% Bay Area Median Income.</li> </ul>	<p><u>Single Fare</u> - \$1.00</p> <p><u>Monthly Pass</u> - \$24</p> <ul style="list-style-type: none"> <li>- Free Muni service for youth 5-18 at, or below, 100% Bay Area Median Income.</li> <li>- Children under five ride for free.</li> </ul>

# FARE COMPARISONS

Agency	Adult Fare	Senior/Disabled Fare	Youth Fare
Metropolitan Atlanta Rapid Transit Authority	Single Fare - \$2.50 Monthly Pass - \$95	Single Fare - \$1.00 Monthly Pass - Not available	Single Fare - Not available Monthly Pass - Not available - Two children under 46" ride free per adult. - Full fare for all other children. - 10 trip books available for \$14.40 through participating schools only for K-12 students (travel to and from school only).
King County Metro Transit (Seattle)	Single Fare - \$2.50 Monthly Pass - Not available	Single Fare - \$1.00 Monthly Pass - \$63 (Disabled customers only)	Single Fare - \$1.50 Monthly Pass - Not available -Up to four children 5 and under ride free with a paying person or adult fare.
Metro Transit Authority of Harris County (Houston)	Single Fare - \$1.25 Monthly Pass - Not available - Daily fare capped at \$3.00 when using Day Pass	Single Fare - \$0.60 Monthly Pass - Not available - Seniors 70 years of age and older ride free	Single Fare - \$0.60 Monthly Pass - Not available
Bay Area Rapid Transit District	Single Fare - \$1.95 to \$7.75 Monthly Pass - Not available	Single Fare - 62.5% off adult fare Monthly Pass - Not available	Single Fare - 62.5% off adult fare for youth ages 5-12. 50% off for students ages 13-18 for trips to and from school, Monday - Friday. Monthly Pass - Not available
Tri-County Metropolitan Transportation District (Portland, Oregon)	Single Fare - \$2.50 Monthly Pass - \$100	Single Fare - \$1.25 Monthly Pass - \$28	Single Fare - \$1.25 Monthly Pass - \$28
San Diego Metropolitan Transit System	Single Fare - \$2.25 (bus); \$2.50 (trolley) Monthly Pass - \$72	Single Fare - \$1.10 (bus); \$1.25 (trolley) Monthly Pass - \$18	Single Fare - \$2.25 (bus); \$2.50 (trolley) Monthly Pass - \$36
Denver Regional Transit District	Single Fare - \$2.60 Monthly Pass - \$99	Single Fare - \$1.30 Monthly Pass - \$49	Single Fare - \$1.30 Monthly Pass - \$49 -Up to three youth under 6 ride free with paying adult.
Santa Clara Valley Transportation Authority	Single Fare - \$2.00 Monthly Pass - \$70	Single Fare - \$1.00 Monthly Pass - \$25	Single Fare - \$1.75 Monthly Pass - \$45 -Children under five ride free with paying adult.
Alameda Contra-Costa Transit	Single Fare - \$2.10 (cash); \$2.00 (Clipper) Monthly Pass - \$75.00	Single Fare - \$1.05 (cash); \$1.00 (Clipper) Monthly Pass - \$20.00	Single Fare - \$1.05 (cash); \$1.00 (Clipper) Monthly Pass - \$20.00
Golden Gate Transit	Single Fare - \$4.75 Monthly Pass - Not available	Single Fare - \$2.25 Monthly Pass - Not available	Single Fare - \$2.25 Monthly Pass - Not available -Children under five ride for free.
San Mateo County Transit District	Single Fare - \$2.25 (cash); \$2.05 (Clipper) Monthly Pass - \$65.60	Single Fare - \$1.10 (cash); \$1.00 (Clipper) Monthly Pass - \$27	Single Fare - \$1.10 (cash); \$1.00 (Clipper) Monthly Pass - \$37



# Proposed Expenditure

*Exploring current and potential sources of new expenditures  
not included in the baseline*

## Expenditures Requests (not in Baseline Budget) (\$Mil)

Proposal	Description	Annual FY 17	Annual FY 18
2% Service Increase	Increase transit service hours by an additional 2% above the 10% already increased in the FY 16 and FY 17 budget	\$5.22	\$10.10
Transit Performance Enhancement	(1) Collision Reduction Imperative; (2) Storage Tank - Comply with Settlement and regulatory Requirements; (3) Independent Quality Assurance Unit; (4) Transit Management Center Full Facility Operational; (5) Maintenance Engineering Technical Support to Units; (6) Dedicated Transit PCO's; (7) Overtime Reduction and Balanced Staffing;	\$11.39	\$17.12
Vision Zero Education	Vision Zero program education outreach	\$0.32	\$0.42
Sustainable Streets Division Maintenance	Sign worker and traffic survey technician positions and supplies needed as part of the preventive maintenance program	\$0.59	\$1.77
Parking Management	Provide support and enhancing existing parking related applications (e.g. to accommodate new parking meters and Garage Revenue Control system); perform neighborhood outreach, planning and marketing for the City-wide relaunch of the SFpark program	\$2.25	\$2.40

## Expenditures Requests (not in Baseline Budget) (\$Mil)

Proposal	Description	Annual FY 17	Annual FY 18
Human Resources analysts	To address staffing shortages in Human Resources operational unit for various personnel actions.	\$0.14	\$0.19
Safety Specialists	To meet additional safety and environmental compliance demands and to ensure compliance with the FTA requirements	\$0.49	\$1.00
Taxi Investigators	Additional Investigators to assist with enforcement of Illegal motor vehicles for hire	\$0.21	\$0.28
Security	Risk and Vulnerability Mitigation (Lighting, Fire, Safety); Emergency Communications, Power and Common Operating Picture	\$3.70	\$0.80
Storekeepers	To provide storeroom staff to support Islais Creek	\$0.55	\$0.73
Outreach staffing	Develop and maintain a comprehensive social media strategy; outreach support for Project Delivery; outreach support for Transit Priority Construction	\$0.53	\$0.70
Caltrain Operating Contribution	Caltrain has requested increased operating contribution from the JPB partners	\$0.88	\$1.28




## Expenditures Requests (not in Baseline Budget) (\$Mil)

Proposal	Description	Annual FY 17	Annual FY 18
Cable Car Program	Improve maintenance and repair of cable cars	\$2.5	\$3.5
Maintenance of Way	Shift coverage and facility improvements	\$2.2	\$2.9
Islais Creek Bus Yard	Staffing including maintenance staff	\$2.3	\$15.0
Support Needs	Staff in Safety, Human Resources, Information Technology, Governmental Affairs and Workforce Development	\$3.5	\$4.4
Taxi and Accessible Services	Monitoring staff for Drug Testing and Insurance for Taxi Drivers and Paratransit	\$0.2	\$0.3
Sustainable Streets	Staffing in Parking, Planning, Traffic Engineering, Livable Streets, Enforcement, Signage and Shops	\$3.0	\$6.2
Transit Division	Various needs including fleet management, signal improvements, support shops, shift coverages, street operations,	\$11.4	\$16.9
Central Subway	Ramp up for Central Subway services		\$2.0
<b>TOTAL</b>		<b>\$51.4</b>	<b>\$88.0</b>

## One Time Uses of Fund Balance (not in Baseline Budget) (\$Mil)

Proposal	Description	
New Fareboxes	The total cost is \$25 million – gap is \$10 million.	\$10.0
Parking Garages	Elevator Modernization (\$5) and Life Safety Upgrades (\$1)	\$6.0
Signal Priority	J Church (\$6.4), K Ingleside (\$9.6), T Third (\$2.3)	\$18.3
Cable Car	Safety Improvements on Powell (\$3), Automatic Transfer Switch (\$6.1), Turntable (\$6.4)	\$15.5
Transit switches	Surface Switch Replacement	\$10.0
Facility Needs	Bancroft Roof (\$8), Underground Storage Tanks (\$6), Other Facility improvements (\$3)	\$17.0
Automated Speed Enforcement	Infrastructure to implement speed enforcement	\$0.5
Outreach - TDM	To support new TSP /TDM efforts	\$0.3
Technology Equipment	Servers, Switches, Network	\$8.0
Other Equipment	Replacing Old Equipment	\$5.0
Non Revenue Vehicles	Replace old non revenue vehicles	\$20.0
Predictive software	Replace NextMuni with newer technology and display signs	\$12.0
Parking Sensors	To support variable demand pricing program	\$1.0
<b>TOTAL</b>		<b>\$123.6</b>

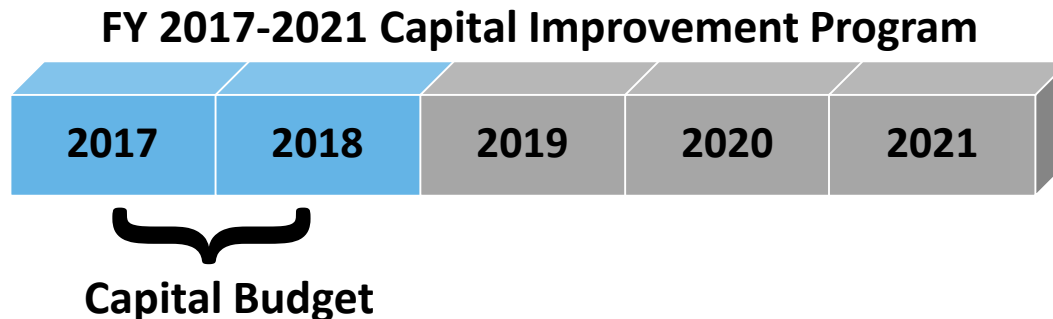


# Proposed Capital Budget

*FY 2017 and FY 2018*

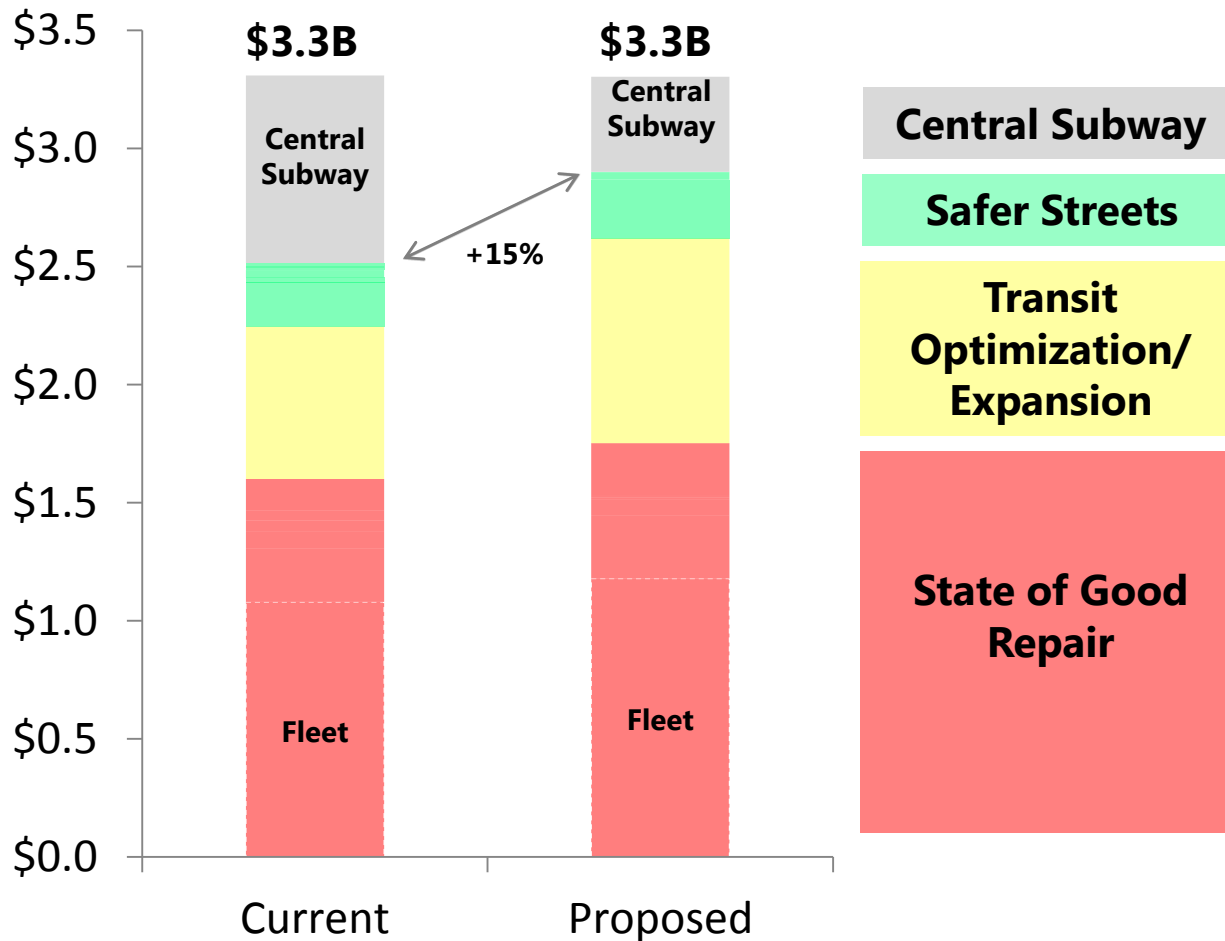
## What is the Capital Improvement Program(CIP)?

1. A **financially constrained** 5-year program of **capital projects**
2. An **implementation plan** for regional, citywide, and agency-wide **strategies** and **policy goals**
3. The **Capital Budget** is the first two years of the Capital Improvement Program (CIP)



# Capital Improvement Program Revenue Overview

Preliminary FY17-21 CIP (\$B)



## The Proposed CIP Now Includes Revenue from Potential 2016 and 2018 Ballot Measures

- New revenue sources currently under consideration are needed to fill critical gaps in the agency's capital program.
- Seeking to advance new revenue measures in 2016 and 2018, consistent with Mayor's 2013 Transportation Task Force recommendations
- Specific measure and expenditure plan are under development

**\$10 BILLION TRANSPORTATION FUNDING NEED THRU 2030**

**\$3.7 BILLION IN EXISTING FUNDING**

**\$3 BILLION IN TTF RECOMMENDATIONS**

**\$3.3 BILLION UNFUNDED**

- ✓ 1<sup>st</sup> GO Bond: \$500M
- Sales Tax: \$1B
- VLF: \$1B
- 2<sup>nd</sup> GO Bond: \$500m

## The CIP Currently Assumes \$45M to 65M per Year from New Revenue Sources

- New revenue is assumed to begin in FY18
- Range is assumed given the uncertainties of the measures and expenditure plans
- Initial allocation is driven by current funding gaps for high priority programs
  - Focus on transit investments, such as fleet, that are difficult to fund with other sources
  - Advance critical state of good repair, enhancement and safety needs
  - Future years will have a greater emphasis on streets, which receive significant funding from G.O. Bond and Prop B over the CIP period

### Transit (FY 18-21)

\$45M per year for FYs 18 & 19  
\$55M per year for FYs 20 & 21

- Fleet Expansion (Motor Coach and Light Rail Vehicles)
- Facilities (Upgrades and Enhancements)
- Transit Optimization (Muni Forward, Major Corridor and Rail Capacity Strategy Projects)

### Streets (FY 18-21)

\$10M per year for FYs 20 & 21 to support Vision Zero:

- WalkFirst
- Bicycle Strategy
- Streetscape Projects
- Signals



# Capital Improvement Program Revenue Overview

Preliminary FY17-21 CIP by Capital Program (\$M)

CAPITAL PROGRAM	FY 17	FY 18	FY 19	FY 20	FY 21	2-Year Total	5-Year Total
Central Subway	154.0	150.0	98.5	0.0	0.0	304.0	402.5
Communications/IT	6.7	0.4	0.5	0.5	0.5	7.1	8.6
Facility	104.9	13.6	38.9	10.5	50.5	118.5	218.4
Fleet	503.6	342.2	158.9	101.3	73.2	845.8	1,179.2
Parking	0.3	0.0	10.0	0.0	0.0	0.3	10.3
Security	12.0	10.1	3.0	3.0	3.0	22.0	31.0
Streets	37.2	42.0	75.5	43.4	49.9	79.1	248.0
Taxi	0.4	0.4	0.4	0.4	0.4	0.8	2.0
Traffic/Signals	22.1	13.6	13.8	8.0	12.8	35.7	70.4
Transit Fixed Guideway	34.5	45.4	86.7	40.3	57.7	79.8	264.5
Transit Optimization/Expansion	192.9	182.0	238.8	164.0	90.4	374.9	868.1
<b>Total</b>	<b>1,068.5</b>	<b>819.6</b>	<b>744.9</b>	<b>371.4</b>	<b>338.6</b>	<b>1,868.1</b>	<b>3,302.9</b>

**Capital Budget**



## Key Capital Projects

### Central Subway

- Project to be completed in 2019

### Transit Fixed Guideway

- Muni Metro Twin Peaks Tunnel Track Replacement Project
- Rail Signal Upgrades at Priority Locations
- Key projects addressing train control throughout the Muni Metro
- Subway Track Fastener Replacement
- Overhead Line Repair at Priority Locations
- Market Street F-Line Track Pavement Repair
- Replacement of Surface Trackwork and Rail
- Substation Upgrades at several locations

### Transit Optimization & Expansion

- Continued rollout of Muni Forward transit priority projects (e.g. 14 Mission, 22 Fillmore, 28 19<sup>th</sup> Avenue, 30 Stockton)
- Geary Bus Rapid Transit – Near Term Improvements
- Rail and Bus Transit Signal Priority
- Near-term Rail Capacity Strategy projects
- Construction of Van Ness Bus Rapid Transit Project
- Design for the Better Market Street Project
- Transit Signal Priority for Rail and Bus
- Muni Metro Subway Station Enhancements



## Key Capital Projects

### Facility

- Implementation of employee life and safety projects including fall protection systems, hoist safety upgrades and fire detection system upgrades
- Installation of a new Castro Station Elevator
- Support for a Facility Management Team to direct strategic planning for vehicle storage and maintenance solutions
- Upgrades to the Burke Facility
- Completion of the Islais Creek Facility Project



### Fleet

- Continued support for fleet replacement:
  - Motor Coaches to be replaced by beginning of 2018
  - Trolley Coaches to be replaced by end of 2019
  - First of new LRVs to arrive in 2016
- Replacement of 1,200+ fare boxes for entire fleet
- Paratransit fleet will be replaced in 2017-18 and expanded during these same years
- Targeted overhaul of motor coaches and LRVs



## Key Capital Projects

### Complete Streets

- Initial phases of Major Corridor projects including Taylor Street, Folsom-Howard, 6th Street, 7th and 8th Street
- Vision Zero improvements coordinated with Muni Forward project implementation
- Bicycle Strategy Corridors
- Bike safety and connectivity spot improvements
- WalkFirst Quick & Effective Projects
- Upper Market Street Pedestrian Improvements (Construction)
- Permanent Painted Safety Zone Conversion



### Traffic & Signals

- Walkfirst Pedestrian Signal Countdowns
- NoMa/SoMa Signal Retiming & Upgrades
- 19<sup>th</sup> Avenue Signal Upgrades Phase III
- Gough Street Traffic Signals Upgrades
- Webster Street Pedestrian Signals Upgrades
- Golden State Warriors Traffic Signals Mitigations Measures

## Key Capital Projects

### Communications & IT

- Implementation of agency-wide Wifi Infrastructure and VoIP/Lync Telephony
- Continued support for Enterprise Asset Management System (EAMS)
- Procurement of Paratransit Scheduling Software

### Taxi

- Continued incentive programs for “green” taxi technology, such as rebates for alternative fuel taxis
- Planning for potential taxi capital projects such as taxi driver restrooms or taxi stand expansion and renovation

### Security

- Development of cost estimates for a capital program pipeline

### Parking

- Ellis/O’Farrell Garage Seismic Upgrade
- Lighting System Upgrades – Multiple Garages







# Thank You!

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*We're keeping the Future  
in Focus.*