



FY2020-21 FY2021-22 Consolidated Budget

San Francisco Municipal Transportation Agency

**FINAL PROPOSED
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How to Use This Book

The San Francisco Municipal Transportation Agency's (SFMTA's) proposed Fiscal Years (FY) 21/22* 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: FY2019-20 budgeted, and the proposed FY2020-21 and FY2021-22 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 21/22 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.

** The consolidated budget spans two fiscal years. FY2020-21 refers to the period July 1, 2020 to June 30, 2021, and FY2021-22 refers to the period July 1, 2021 to June 30, 2022.*



Letter from the Director of Transportation

I am honored to present the proposed San Francisco Municipal Transportation Agency (SFMTA) operating budget for Fiscal Years (FY) 2020-21 and FY2020-21-22. The proposed budget for FY 2020-21 is \$1.28 billion and the proposed budget for FY2020-21-22 is \$1.34 billion, supporting a dedicated staff of over 6,500 to deliver high-level services to the City of San Francisco. Pursuant to a wide-ranging outreach campaign and public process, the proposed budget reflects priorities and goals identified by the Mayor's Office, SFMTA Board of Directors, SFMTA Division Directors, community stakeholders, and the public. The budget also reflects recommendations of the Muni Reliability Working Group, sponsored by the Mayor's Office and Supervisor Aaron Peskin and Rafael Mandelman, which convened local and national transportation experts between July and December 2019 to advise the City on how to improve Muni performance.

The life-saving transportation services the SFMTA provides are more critical than ever. I am so proud of our SFMTA employees who have risen to the occasion of the public health emergency, adapting on the fly to unprecedented challenges to make sure that San Francisco's transportation system continues to operate for those most in need.

As I write this letter, we are living through an extraordinary worldwide coronavirus (COVID-19) pandemic, with great economic dislocations. Most SFMTA sources of revenue, including fares, parking revenues, and citations have practically disappeared during the shelter in place order imposed in response to the pandemic, and we do not know when they will return to pre-emergency levels, or how far federal emergency assistance will go to temporarily offset revenue losses.

In response to this financial challenge we are taking immediate actions informed by three main goals: preserving critical and safe transportation services; preserving existing jobs; and supporting a quick, city-wide recovery. Our immediate response includes eliminating all unscheduled overtime work, reducing the purchasing of goods and service to immediately needed essentials, and significantly slowing down hiring to address only urgent staffing needs.

In the face of this economic uncertainty, our budget remains a statement of the SFMTA values: running a safe, equitable transportation system; limiting our carbon footprint; and creating a workplace that delivers excellent customer service. We are committed to providing excellent transportation choices to San Francisco within an equity framework that prioritizes those most in need of our services. While we cannot know what the future will bring, this budget represents the reference point for where the Agency intends to go.

The budget plans for measures to stabilize our existing service and provide a more equitable structure to our fares and fees.

The budget includes the following initiatives with the following equity focus:

- Expands our Free Muni program to all youth and to people certified by the City as experiencing homelessness;
- Avoids raising the single ride cash fare (which remains at \$3.00);
- Recognizes the hardship faced by the taxi industry by waiving taxi fees for the two-year period of the budget;

- Creates a new one-time boot and tow fee waiver program for people certified by the City as experiencing homelessness, and lowers these fees for other low income individuals.

The budget also includes initiatives aimed at improving services:

- Authorizes the hiring of additional transit and support staff to improve reliability of our existing transit service;
- Authorizes hiring of additional parking control officers to assist with managing parking and traffic congestion in the City.
- Authorizes expansion of parking meter enforcement hours during evenings and Sundays—targeted where parking congestion occurs and with extensive community outreach.

The proposed budget does not include all of the Muni Reliability Working Group recommendations to expand service, nor other Agency initiatives that address future transportation demands. During this budget period, we will be working with all stakeholders to explore on-going long-term funding sources to fund the transformative transportation system improvements that the City of San Francisco deserves.

In light of the economic challenges the City and the Agency are facing, we have recently revisited how to fund Agency operations and achieve a balanced budget. As a result of the strong advocacy of the City, SFMTA, and transit agencies around the country, the federal economic relief plan (CARES Act) includes \$1.3 billion projected to be distributed amongst the Bay Area transit agencies. We will use the SFMTA's share of this funding to offset immediate revenue losses through June 30, 2020, and to support our operations during the FY2020-21 and FY 2021-22 fiscal year. This budget maintains the SFMTA's 10 percent contingency reserve at \$134 million, built up during the past decade of economic expansion. If economic circumstances require us to recommend using the reserve, we will do so only after full disclosure and communication with our Board of Directors, and with a plan as to how to maintain essential services for the long term. Finally, we will continue controlling our expenditures, which we will be monitoring more closely than ever so that they are restricted to the level of actual revenues coming into the Agency.

We are also working to lay the groundwork for recovery. This means finalizing shovel-ready projects so we can receive potential capital stimulus dollars, continuing delivery of quick-build projects, and taking advantage of opportunities to do subway maintenance and completing construction projects while traffic volumes are low.

I am confident that the SFMTA will emerge from this period of economic uncertainty stronger than ever and well positioned to meet San Francisco's transportation needs into the future.

Sincerely,



Jeffrey P. 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 current version of 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. The Strategic Plan 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 – through the workplace values of respect, inclusion, and integrity. With these values to guide us and performance metrics to track our progress, hold the Agency accountable for its operations, project delivery, and communications to improve the Agency and help everyone who lives, works, and plays in San Francisco.

SFMTA Strategic Plan: www.sfmta.com/sfmta-strategic-plan

Vision and Mission Statement

The SFMTA's vision statement describes our organization's future desired state, and our mission statement describes our organization's overall purpose and function.

VISION: EXCELLENT TRANSPORTATION CHOICES FOR SAN FRANCISCO.

MISSION: WE CONNECT SAN FRANCISCO THROUGH A SAFE, EQUITABLE, AND SUSTAINABLE TRANSPORTATION SYSTEM.

Agency Values

Respect: We are courteous and constructive in our treatment of others. We recognize our colleagues and their contributions are vital to the Agency. We listen and engage our colleagues and the public to understand their needs and deliver effective services.

Inclusivity: We seek a variety of identities, abilities and interaction styles to promote a diverse and fair workplace. We operate from the context of teamwork and positive intent. We serve the public and address historic inequalities in transportation by including all communities in the Agency's decision-making processes.

Integrity: We are accountable for and take ownership of our actions. We are responsive and honor our commitments to our colleagues and stakeholders. We are transparent and honest in everything we do, from internal operations to external delivery.

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. FY2020-21 refers to the period July 1, 2020 to June 30, 2021, and FY2021-22 refers to the period July 1, 2021 to June 30, 2022; the two periods together are referred to as FY2020-21/22.

The proposed two-year budget typically is presented to the Mayor and the Board of Supervisors for approval no later than May 1st 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.

Due to the unprecedented impacts of the COVID-19 Global Pandemic, the Mayor issued an emergency declaration that adjusted the submittal deadline of the budget to August 1st.

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 Outreach and Engagement

The development of the proposed FY 2021/22 Consolidated Budget included the implementation of a public outreach and engagement plan, consistent with SFMTA standard procedures. SFMTA informed stakeholders from every supervisory district of the current fiscal environment and solicited feedback on various budget proposals. The public outreach and engagement plan included meetings with elected officials, neighborhood groups, community organizations, citizens' advisory councils, and partner agencies.

In January 2020, SFMTA staff hosted a budget workshop for the SFMTA Board of Directors which outlined the budget landscape and proposed a roadmap to achieving a balanced and sustainable budget. After the workshop, the Agency emailed all the known stakeholder groups to offer the opportunity to meet with SFMTA staff and ask questions or offer feedback to the proposals presented to the Board of Directors at the workshop. Many stakeholders accepted the offer, and others declined. A complete list of participating stakeholder groups and the dates of the meetings can be found ____.

The SFMTA Board Workshop was the first opportunity for public comment on the budget process, and was followed by a series of public workshops and online discussions to support educating the public on proposed budget decisions and gather valuable feedback to further refine the budget.

As the stakeholder engagement process continued to shape the budget, the COVID-19 health emergency emerged as a serious threat to public health and major disruption to the way of life in San Francisco. The financial impacts of the first weeks of the COVID-19 health emergency drastically reshaped the Agency's understanding and projections for the budget. In a demonstration of resiliency, the SFMTA moved the series of planned public meetings and workshops to a virtual

Agency Goals

Goal 1: Create a safer transportation experience for everyone.

Safety is the Agency's first priority. There is no greater need than ensuring the safety and security of the system's users and the general public. Delivering a safer transportation experience requires coordination of the Agency's personnel and resources across the city, as well as maintaining a consistent, reliable, and safe transportation network with Agency partners.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

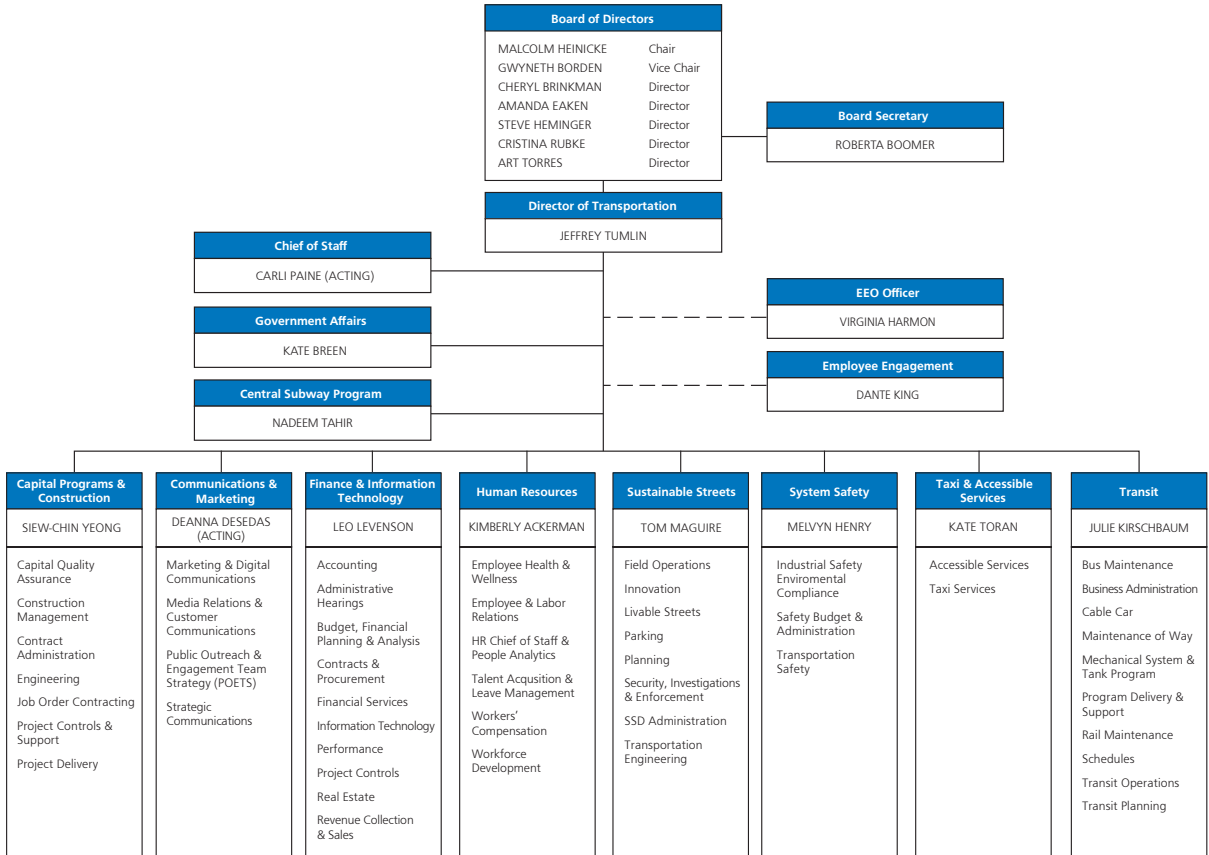
The SFMTA is committed to fostering an urban environment where sustainable modes of travel are desirable, accessible, and preferred over operating a private vehicle. In line with the city's Transit First Policy, the Agency will continue to work on its ongoing service enhancements and multimodal infrastructure improvements across the city.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Through implementation of this goal, not only will the SFMTA strive to make a positive impact in people's lives in the near-term, but also ensure the continued development of a more equitable and sustainable San Francisco in the long-term.

Goal 4: Create a workplace that delivers outstanding service.

Investing in the SFMTA workforce is a critical element to the overall achievement of the Agency's goals and objectives. When staff have the resources and tools to succeed, they can become more efficient, effective, and prepared to deliver services in support of all Agency goals and objectives.



space and increased the channels whereby the public could comment on the budget.

Based on this outreach and engagement, the SFMTA received hundreds of postcards, voicemail messages, emails, and mentions on our social media accounts with valuable feedback on our consolidated budget proposals. Major issues included fare policy (28.2%), advocating against increasing towing and fees (18.2%), support for more Muni service (15.9%), support for extended meters (15.6%), and support for taxis (3.6%).

This feedback informed several key decisions in the proposed budget including addressing equity concerns, increasing service, extending parking meters and support for the taxi industry. Many of the choices outlined in this consolidated budget book were the result of stakeholder input and discussion.

Additional details of feedback received and the Agency's response are located in the Appendix.

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 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 Calendar

Date	Milestone
June, 2019	SFMTA staff begin budget development process
July, 2019	SFMTA staff review proposals with revenue constraints
September, 2019	SFMTA staff review staffing and resources
November, 2019	SFMTA staff balance proposed budget
January 28, 2019	SFMTA Board Budget Workshop
February 6, 2020	Citizens' Advisory Council (CAC) Meeting
February 18, 2020	SFMTA Board of Directors Fares Policy Discussion
February 19, 2020	Finance & Administration Committee (FAC) Meeting
March 3, 2020	SFMTA Board of Directors Parking / Fares & Fines Discussion
March 5, 2020	Citizens' Advisory Committee Meeting Review
March 17, 2020	SFMTA Board Public Hearing
March 18, 2020	Finance and Administration Committee Review
March 19, 2020	Public Online Open House
March 31, 2020	Mayor's Seventh Supplemental Emergency Declaration impacting the budget calendar released
April 2, 2020	Citizens' Advisory Council (CAC) Meeting
April 7, 2020	SFMTA Board Capital Improvement Program Detailed Discussion
April 21, 2020	SFMTA Board Adoption
May 1, 2020	Deadline to Submit Budget to Mayor's Office
June 1, 2020	Deadline to Submit Interim Budget to Board of Supervisors
August 1, 2020	Deadline to Submit Final Budget to Board of Supervisors

SFMTA's budgets will conform to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative

Budget Information & Summary

Overview: Consolidated Budget Book

For FY2020-21/22, 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.



SFMTA Consolidated Budget	
Operating Budget	Capital Budget
Agency-wide	Communications and IT
Board of Directors	Facilities
Capital Programs and Construction	Fleet
Communications & Marketing	Parking
Director of Transportation	Security
Finance and Information Technology	Streets
Government Affairs	Taxi & Accessible Services
Human Resources	Traffic Signals
Sustainable Streets	Transit Fixed Guideway
System Safety	Transit Optimization and Expansion
Taxi & Accessible Services	
Transit Services	

FY2020-21/22 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**.



Budget Information & Summary

Agency Challenges

- Economic shocks associated with the COVID-19 public health emergency, starting in January 2020 and subsequent shelter in place orders, have resulted in a major loss of SFMTA revenues and created great uncertainty about the economic outlook and revenue projections during the budget period.
- Citywide, almost all our **key performance indicators** have worsened, including: **increased injuries and fatalities, increased congestion, decreasing transit ridership, and reduced sustainable mode share.**
- San Francisco and San Mateo Counties have **added more than 2,000 jobs every month since 2011**, while adding only 400 housing units a month creating a housing imbalance which elevates the cost of living. In order to compensate employees and retain talent, the SFMTA needs to increase wages which creates additional fiscal pressure on the Agency.
- Auto speeds have declined 20% over the last decade while **transit speeds declined 6%.**
- Transportation Network Companies (TNCs) caused the greatest increase in congestion in the densest parts of the city** – up to 73% in the downtown financial district – and along many of the city’s busiest corridors.
- The SFMTA is facing a **structural deficit** due to labor and other operating costs rising faster than fare and parking revenues, which are projected to flatten or decrease.
- The structural **imbalance between on-going sustainable revenues and growing expenses** for FY2019/20 is \$66 million and projected to rise steadily to \$154 million for FY2024/25 .
- The SFMTA is estimating a revenue loss of up to \$250 million in FY2019-20, up to \$140 million in FY2020-21, and up to \$70 million in FY2021-22 due to the impact of the COVID-19 public health emergency.

Agency Solutions

This proposed budget was informed by examining the SFMTA’s operating and capital needs and by looking at areas where the Agency could target investment to gain the biggest return on service.

The SFMTA recognizes the economic uncertainty created by the coronavirus COVID-19 public health emergency, and will be monitoring the state of the SFMTA’s revenues and expenditures and the amount of federal and state assistance received in order to assure that the SFMTA adjusts spending to match the resources available . H.R. 748 the 2020 Coronavirus Aid, Relief and Economic Security Act was signed into law on March 27 providing \$25 billion in financial relief nationally to transit agencies. The Bay Area is anticipated to receive approximately \$1.3 billion in transit assistance funds to offset revenue loss due to the emergency. The Metropolitan Transportation Commission (MTC) is currently working with Bay Area Transit Agencies to program and allocate funding with a first action anticipated in April 2020 and a second allocation expected in Summer 2020.

The 2019 SFMTA 20-year Capital Plan estimated a capital investment need of \$30.7 billion over 20 years which is an increase from the 2017 estimated need of \$21.9 billion. The FY2020-21 Operating Expenditure is \$1.34 billion increasing to \$1.45 billion in FY2025. The Muni Reliability Working Group was formed in June 2019 by Mayor London Breed to review Muni transit operations performance and improvement work, develop a shared understanding of where Muni needs support, and recommend priority actions to improve Muni performance for the use of policymakers. After six months of meetings, research and analysis, the Group presented recommendations to increase SFMTA staffing, replace the train control system, improve communications, and invest in improved rider safety among other suggestions. The SFMTA is working to address these recommendations through our budgetary plans.

The SFMTA understands the solutions to our challenges and the FY2020-21/22 proposed Consolidated Budget allocations reflect that understanding.

Proposed Operating Budget Overview

The SFMTA FY2020-21 and FY2021-22 Proposed Operating Budgets are presented in further detail in the following pages. The table below summarizes the revenue and expenditure budgets proposed for FY2020-21 and FY2021-22 in comparison to the FY2019-2020 Amended Budget.

	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Operating Revenues	\$1,176.4	\$1,283.8	\$1,336.9
Operating Expenditures	\$1,221.1	\$1,283.8	\$1,336.9

Amounts displayed in millions

The Operating Budget includes the following:

- Discontinuation of the 83X Mid-Market Express Muni Service
- Transit supervision action plan to increase staffing levels, build a service-oriented work-culture, consolidate training functions and provide enhanced team oversight
- Near-term transit improvements with increased rail and subway maintenance and long-term train control system replacement groundwork
- Divisional recommendations for budget efficiencies which included reductions in debt service and in materials and supplies
- Increases for various approved contracts including Paratransit, Garage and Parking Operations, security, and credit card processing fees
- Debt service payment schedule
- Additional increase over the baseline budget for labor proposals including:
 - Additional Parking Control Officers to bring Parking Enforcement Operations back to normal levels and increase support of special events and safer street improvements
 - Increase staffing in Human Resources to increase capacity, reduce time to hire, and foster a workplace culture that reflects our organizations values

- Increase staffing of the Muni Transit Assistance Program to ensure a safe and comfortable transportation experience for all riders
- Non-labor increases for Vision Zero Education Program and Safe Routes to School for materials, supplies and interdepartmental services supporting the program
- Information Technology non-personnel services to provide for ongoing license fees and other costs previously paid from project budgets
- Interdepartmental services budget for increases in the cost of services performed by partner agencies
- Other labor expenditures

Additional Operating Budget Details in the Appendix.

Budget Information & Summary

Operating Revenue

The FY2020-21 and FY2021-22 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 FY2018-19 Actuals, FY2019-20 Amended Budget, and FY2020-21 and FY2021-22 Proposed Budget.

Revenue Type	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
General Fund Transfer ¹	\$413.3	\$396.3	\$347.4	\$354.1
Operating Grants	\$181.9	\$165.6	\$317.8	\$236.4
Other (Advertising, Interest)	\$46.3	\$34.7	\$81.4	\$123.2
Parking and Traffic Fees and Fines	\$281.9	\$297.6	\$266.3	\$303.5
Parking Tax In-Lieu	\$68.8	\$66.4	\$63.4	\$67.7
Taxi Service	\$1.4	\$2.5	\$0.2	\$0.2
Transit Fares	\$197.1	\$212.9	\$207.3	\$218.0
Use of Fund Balance				\$33.8
Subtotal - Operating Budget	\$1,190.1	\$1,176.4	\$1,283.8	\$1,336.9
Use of Fund Balance			\$254.0	\$5.0
Capital Projects	\$70.2	\$89.7	\$116.6	\$112.1
Total	\$1,260.4	\$1,266.1	\$1,654.4	\$1,454.0

Amounts displayed in millions

¹General Fund Transfers include \$51.0 million of Educational Revenue Augmentation Funds in FY2018-19

Operating Expenditures

Expenditures in the SFMTA's Operating Budget fall into eight major categories: salaries and benefits, overhead and allocations, non-personnel services, materials and supplies, capital outlay, debt service, and services of other departments. Details on capital projects can be found in the FY2020-21/22 Capital Budget.

The table below summarizes the expenditures for the FY2018-19 Actuals, FY2019-20 Amended, and the FY2020-21 and FY2021-22 Proposed Budget.

Expenditure Type	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$532.0	\$533.8	\$561.7	\$592.1
Mandatory Fringe Benefits	\$241.8	\$266.0	\$276.6	\$291.6
Non-Personnel Services	\$215.1	\$234.7	\$252.0	\$256.9
Materials and Supplies	\$69.9	\$78.5	\$74.1	\$74.4
Capital Outlay (<i>Operating</i>)	\$5.9	\$0.0	\$7.2	\$7.2
Debt Service	\$25.3	\$25.9	\$23.4	\$23.4
Services of Other Depts	\$81.2	\$82.1	\$88.9	\$91.3
Subtotal - Expenditure Budget	\$1,171.3	\$1,221.1	\$1,283.8	\$1,336.9
Capital Outlay	\$0.0	\$89.7	\$116.6	\$112.1
Contingency Reserve Deposit			\$129.0	\$5.0
Total	\$1,171.3	\$1,310.8	\$1,654.4	\$1,454.0

Amounts displayed in millions



Budget Information & Summary

Summary Operating Expenditures by Division

The table below summarizes the FY2020-21 and FY2021-22 Proposed expenditure budget by Division in comparison to the FY2018-19 Actuals and FY2019-20 Amended Budget.

Division	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Agency-wide*	\$121.5	\$145.8	\$147.5	\$152.2
Board of Directors	\$0.6	\$.8	\$.6	\$.6
Capital Programs and Construction	\$12.0	\$3.8	\$4.0	\$4.2
Communications and Marketing	\$6.6	\$7.3	\$6.5	\$6.7
Director of Transportation	\$1.0	\$.9	\$2.2	\$3.0
Finance and Information Technology	\$122.2	\$119.7	\$137.4	\$140.0
Government Affairs	\$1.3	\$1.4	\$1.7	\$1.7
Human Resources	\$33.1	\$37.6	\$23.7	\$24.4
Safety	\$5.1	\$4.4	\$7.2	\$7.4
Sustainable Streets	\$169.6	\$155.2	\$176.9	\$185.1
Transit Services	\$664.5	\$707.2	\$735.7	\$767.8
Taxi and Accessible Services	\$33.8	\$37.0	\$40.1	\$43.9
Total	\$1,171.3	\$1,221.1	\$1,283.8	\$1,336.9

Amounts displayed in millions.

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 transfer by Division is included in the following Section and also in the Appendix.

Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Operating Budget Postions	6,003.25	6,182.37	6,265.56	179.02	83.19
Project Positions	504.00	482.77	486.00	(21.23)	3.23
Temporary Positions	68.60	49.27	47.73	(19.33)	(1.54)
Subtotal Positions	6,575.95	6,714.41	6,799.29	138.46	84.88
<i>Less Attrition</i>	<i>(594.67)</i>	<i>(575.79)</i>	<i>(572.74)</i>	<i>18.88</i>	<i>3.05</i>
Total Positions	5,981.28	6,138.62	6,226.55	157.34	87.93

*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.



Division Operating Budgets

Agency-Wide

Mission and Services

The mission of the Agency Wide Division is threefold: 1) to honor SFMTA's commitments to other transit agencies; 2) to account for costs which affect the entire organization; and 3) to estimate and budget for costs which are unknown at budget submission but which the organization anticipates during the fiscal year.

Board of Directors Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$0.0	\$1.7	\$27.9	\$29.7
Fringe Benefits	\$38.7	\$38.6	\$13.7	\$14.6
Non-Personnel Services	\$15.3	\$38.6	\$32.9	\$33.4
Materials and Supplies	\$0.0	\$0.0	\$1.1	\$1.1
Capital Outlay	\$0.0	\$0.0	\$5.2	\$5.1
Services of Other Depts	\$42.2	\$41.1	\$43.7	\$44.9
Debt Service	\$25.3	\$25.9	\$23.4	\$23.4
Total	\$121.5	\$145.8	\$147.8	\$152.2

Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Agency-Wide	Operating Budget Positions	60.00	55.77	56.00	(4.23)	0.23



Division Operating Budgets

Agency Wide

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Agency Wide

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Division Operating Budgets

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.

Board of Directors Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$0.4	\$0.5	\$0.4	\$0.4
Fringe Benefits	\$0.2	\$0.2	\$0.2	\$0.2
Non-Personnel Services	\$0.03	\$0.05	\$0.04	\$0.04
Materials and Supplies	\$0.0	\$0.0	\$0.001	\$0.001
Total	\$0.6	\$0.8	\$0.6	\$0.6

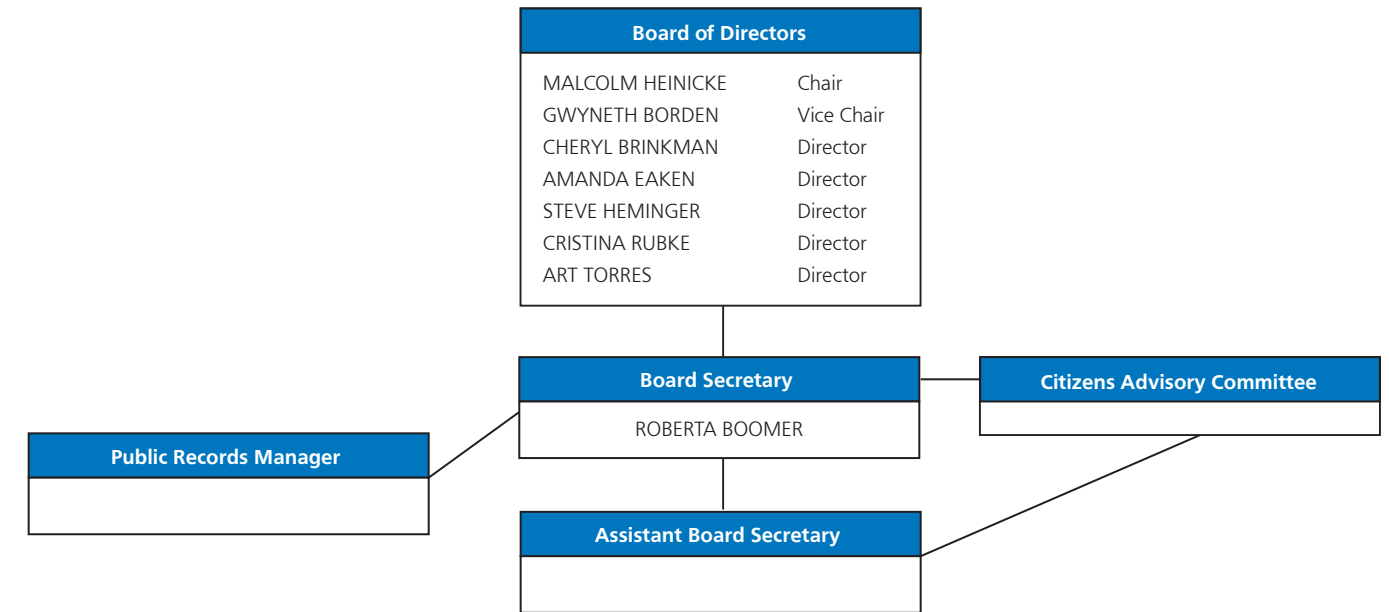
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Board of Directors	Operating Budget Positions	4	3	3	(1)	0

Budget Highlights

- Budget primarily is for meeting materials, as-needed translation services, salaries for Board Secretary and other support staff, and a basic travel budget.

Board of Directors Organizational Chart



Division Operating Budgets

Board of Directors

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Board of Directors

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Division Operating Budgets

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.

Capital Programs and Constructions Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$6.1	\$0.2	\$0.3	\$0.3
Fringe Benefits	\$2.1	\$0.0	\$0.1	\$0.1
Non-Personnel Services	\$0.1	\$0.1	\$0.1	\$0.1
Materials and Supplies	\$2.4	\$3.4	\$3.3	\$3.5
Services of Other Depts	\$6.1	\$0.2	\$0.3	\$0.3
Capital Outlay	\$1.2	\$0.0	\$0.0	\$0.0
Total	\$12.0	\$3.8	\$4.0	\$4.2

Amounts displayed in millions

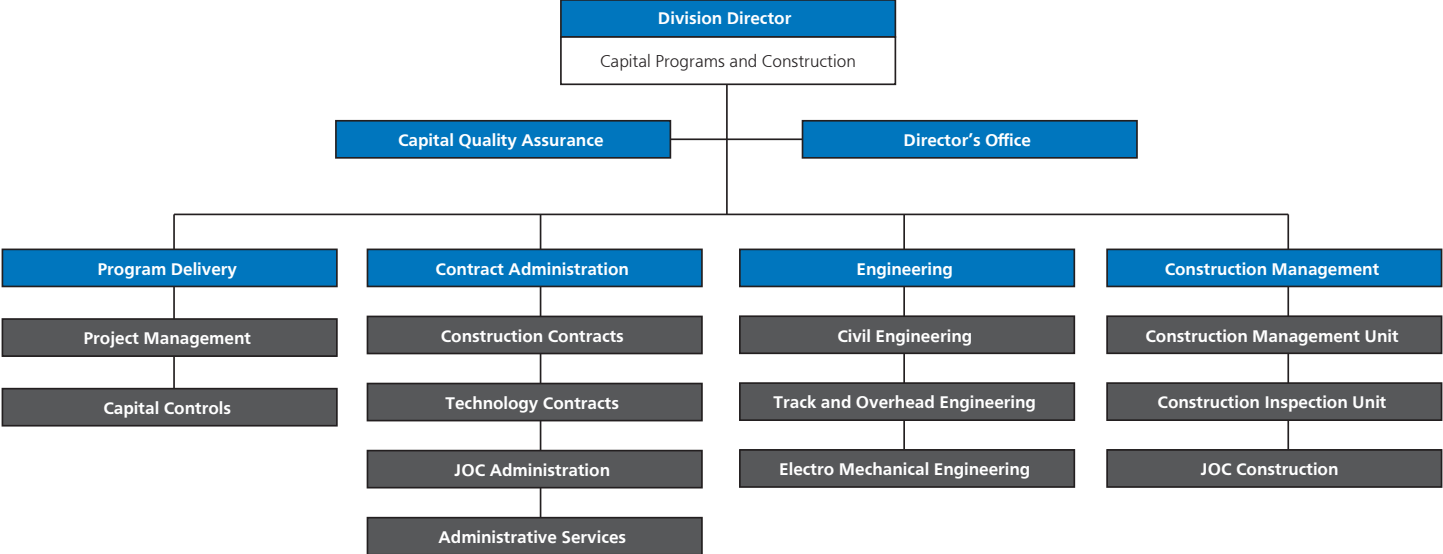
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Capital Programs and Construction	Project Positions	207.5	182.5	182.5	(25)	0
	Temporary Positions	1.65	3.86	3.85	2.21	(0.01)
Total Positions		209.15	186.36	186.35	(22.79)	(0.01)

Budget Highlights

- Due to new SFMTA policy, unfilled capital positions will be moved to central functions to support capital projects ; one FTE is now supporting the Communications team to enhance public outreach during construction and one FTE is now supporting the Equal Opportunity Officer enhancing the Agency’s focus on equity
- Investment in non-personnel services will remediate underfunding in prior budget periods and allow payment of license fees and adequate training, so staff have the tools required to perform effectively
- Purchase of new equipment to support engineering staff to revise, edit, and digitize drawings and improve workflow.

Organizational Chart



Division Operating Budgets

Capital Projects and Construction

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Capital Projects and Construction

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Division Operating Budgets

Communications and Marketing

Mission and Services

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

Communications and Marketing Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$3.5	\$3.8	\$3.3	\$3.4
Fringe Benefits	\$1.4	\$1.6	\$1.6	\$1.7
Non-Personnel Services	\$1.6	\$1.6	\$1.3	\$1.3
Materials and Supplies	\$0.1	\$0.2	\$0.3	\$0.3
Services of other Departments	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$6.6	\$7.2	\$6.5	\$6.7

Amounts displayed in millions

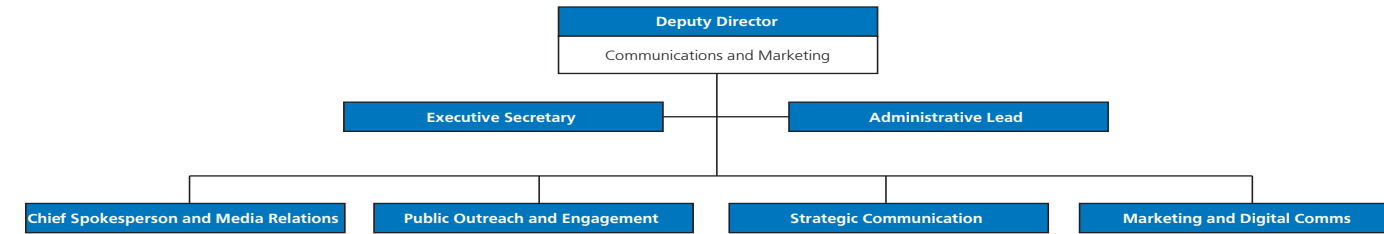
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Communications and Marketing	Operating Budget Positions	35	35	35	0	0
	Project Positions	7	7	7	0	0
	Temporary Positions	1.17	0	0	(1.17)	0
Total Positions		43.17	42	42	(1.17)	0

Budget Highlights

- Increase in the materials and supplies budget will support equipment needs and ensure staff have the necessary tools to effectively communicate with the public about SFMTA's programs, projects, and services.
- Streamline and realign staff to accommodate a reduction in positions and ensure effective communications support across the Agency.

Organizational Chart



Division Operating Budgets

Communications and Marketing

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Communications and Marketing

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Division Operating Budgets

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.

Director of Transportation Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$0.5	\$0.4	\$1.3	\$1.8
Fringe Benefits	\$0.2	\$0.1	\$0.5	\$0.7
Non-Personnel Services	\$0.3	\$0.3	\$0.3	\$0.3
Materials and Supplies	\$0.0	\$0.01	\$0.006	\$0.006
Total	\$1.0	\$ 0.9	\$ 2.2	\$ 3.0

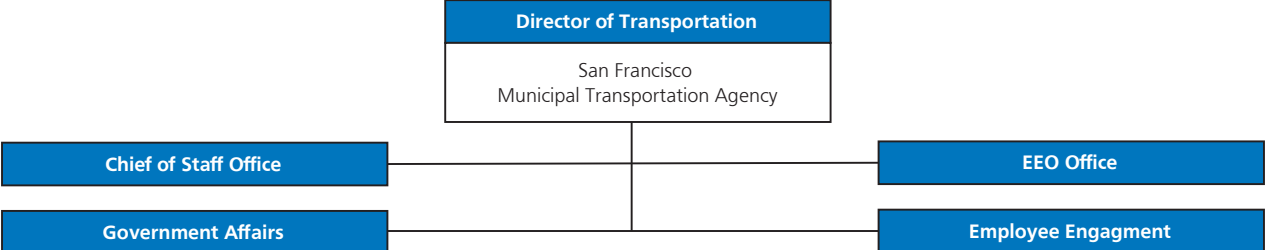
Amounts displayed in millions

Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Director of Transportation	Operating Budget Positions	2	8.27	12	6.27	3.73
Total Positions		2	8.27	12	6.27	3.73

Division Budget Highlights

- The Director of Transportation budget includes new Agency positions to reinstate the Chief of Staff Office and create a new Office of Race, Equity and Inclusion.



Division Operating Budgets

Director of Transportation

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Director of Transportation

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Division Operating Budgets

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.

Finance and Information Technology Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$41.9	\$42.5	\$40.0	\$41.5
Fringe Benefits	\$16.9	\$17.9	\$19.7	\$20.5
Non-Personnel Services	\$49.0	\$44.1	\$58.0	\$58.3
Materials and Supplies	\$1.8	\$3.9	\$3.6	\$3.6
Capital Outlay	\$2.1	\$0.0	\$2.0	\$2.0
Services of other Departments	\$10.4	\$11.4	\$14.0	\$14.1
Total	\$122.2	\$119.7	\$137.4	\$140.0

Amounts displayed in millions

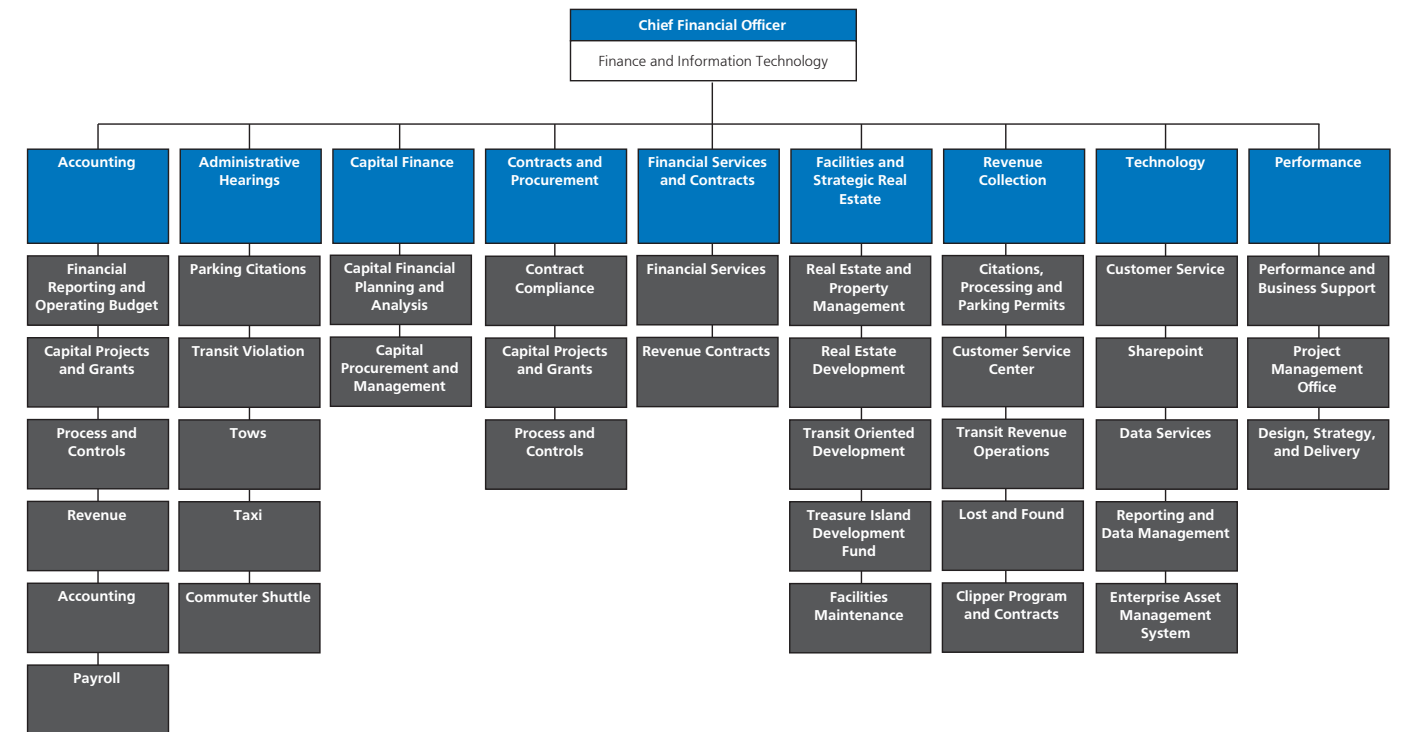
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Finance and Information Technology	Operating Budget Positions	444.04	468.5	468.5	24.46	0
	Project Positions	83.5	89.58	90.5	6.08	0.92
	Temporary Positions	8.16	1.65	1.60	(6.51)	(0.05)
Total Positions		535.7	559.73	560.6	24.03	0.87

Budget Highlights

- Addition of a new manager, administrative analyst, and information systems engineers will support actualizing information technology system infrastructure and long-term licensing costs .
- Investment in non-personnel services and capital will remediate underfunding in prior budget periods and allow payment of license fees, so staff have the tools and software required to do their work.

Organizational Chart



Division Operating Budgets

Finance and Information Technology

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Finance and Information Technology

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Division Operating Budgets

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.

Government Affairs Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$0.7	\$0.8	\$0.9	\$1.0
Fringe Benefits	\$0.3	\$0.3	\$0.5	\$0.5
Non-Personnel Services	\$0.02	\$0.02	\$0.0	\$0.0
Materials and Supplies	\$0.0	\$0.0	\$0.0	\$0.0
Services of other Departments	\$0.2	\$0.2	\$0.2	\$0.2
Total	\$1.3	\$ 1.4	\$1.7	\$1.7

Amounts displayed in millions

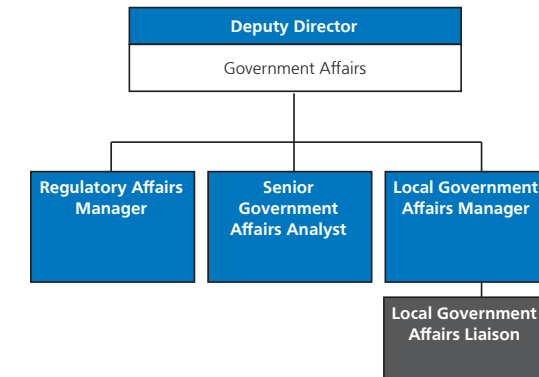
Division Positions

Division	Position Type	FY2019-20 Amended	FY2020-21 Adjusted Baseline	FY2020-21 Proposed	FY2020-21 Adjusted Baseline + Proposed	FY2021-22 Adjusted Baseline
Government Affairs	Operating Budget Postions	5	6	6	1	0
Total Positions		5	6	6	1	0

Budget Highlights

- Addition of a new Regional Government Affairs Manager position will support regional policy, funding, and advocacy work.
- Realignment of funding will increase support for advocacy-related travel expenses, which have been underfunded and overspent in prior budget years.

Organizational Chart



Division Operating Budgets

Government Affairs

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Government Affairs

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Division Operating Budgets

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.

Capital Programs and Constructions Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salaries	\$15.6	\$17.9	\$9.6	\$10.3
Fringe Benefits	\$6.2	\$7.1	\$4.7	\$5.1
Non-Personnel Services	\$0.0	\$8.7	\$6.3	\$6.3
Materials and Supplies	\$6.7	\$0.1	\$0.1	\$0.1
Services of Other Depts	\$3.8	\$3.9	\$3.0	\$2.6
Total	\$33.1	\$ 37.6	\$23.7	\$24.4

Amounts displayed in millions

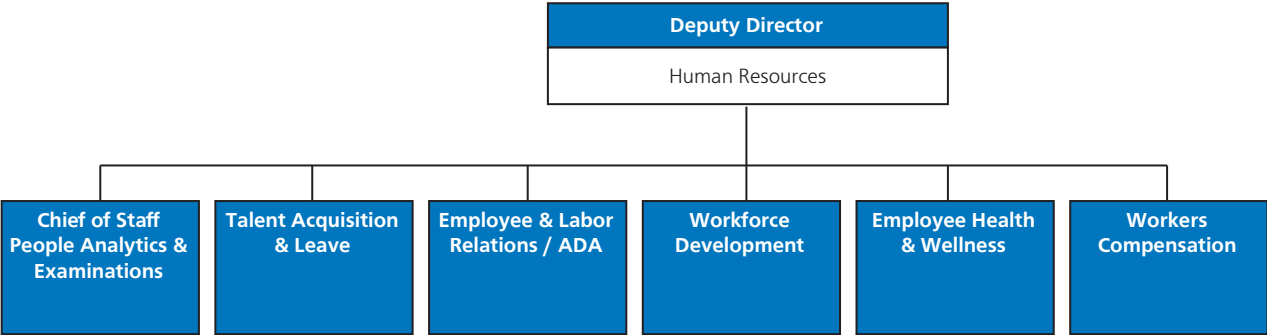
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Human Resources	Operating Budget Postions	166	93.78	97	(72.22)	3.22
	Project Positions	5	5	5	0	0
	Temporary Positions	15.29	2.54	2.54	(12.75)	(0.09)
Total Positions		186.29	101.32	104.45	(84.97)	3.13

Budget Highlights

- Positions to support talent acquisition, examinations, leave management, and recruitment functions will address the high vacancy rate that is impacting the Agency.
- Transfer of positions from Human Resources to the Transit Division will lead to a net decrease in salary-related expenditures ; these transfers are aligned with the City's Muni Reliability Working Group recommendations.

Organizational Chart



Division Operating Budgets

Human Resources

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Human Resources

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Division Operating Budgets

Sustainable Streets

Mission and Services

The mission of the Sustainable 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 Sustainable 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 Policy, as well as supporting the SFMTA's Strategic Plan.

Capital Programs and Constructions Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salary	\$62.4	\$51.8	\$60.3	\$65.0
Fringe Benefits	\$25.4	\$21.9	\$29.7	\$32.0
Non-Personnel Services	\$64.7	\$66.4	\$71.3	\$71.8
Materials and Supplies	\$5.2	\$5.4	\$4.8	\$5.0
Capital Outlay	\$1.4	\$0.0	\$0.1	\$0.1
Services of other Departments	\$10.6	\$9.7	\$10.8	\$11.2
Total	\$169.6	\$ 155.2	\$176.9	\$185.1

Amounts displayed in millions

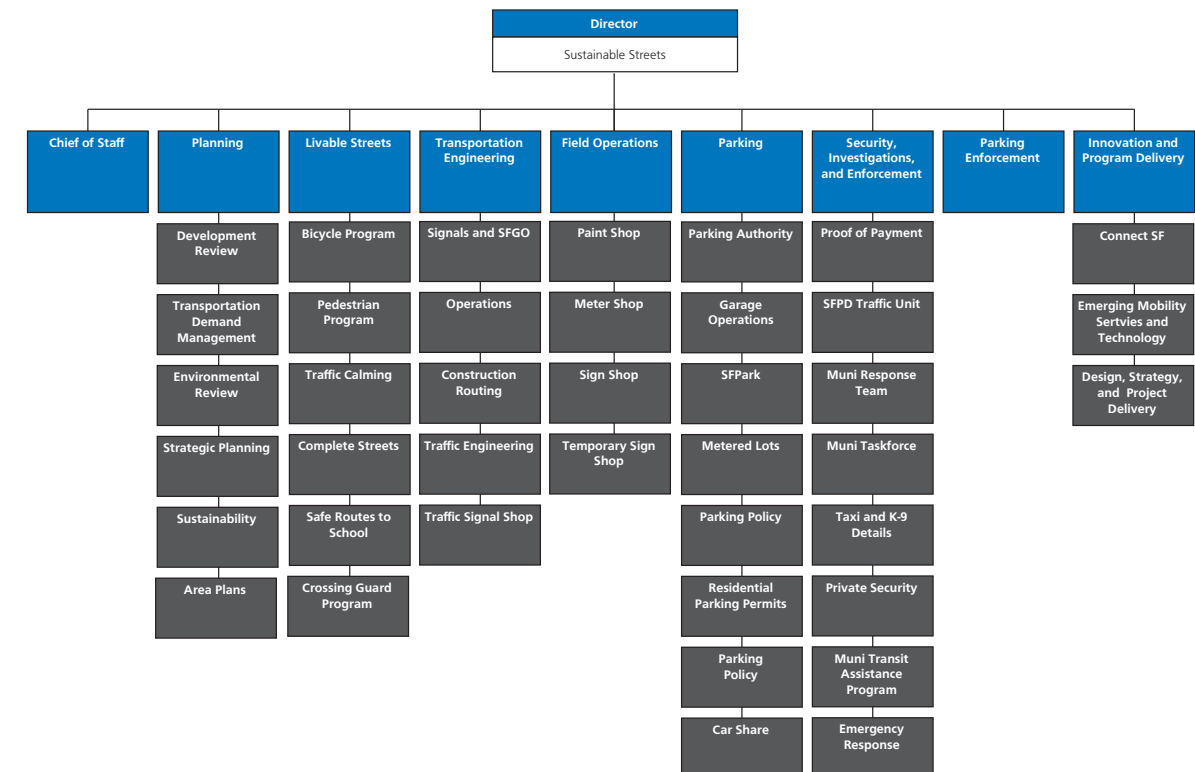
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Sustainable Streets	Operating Budget Postions	704	758.71	792.92	54.71	34.21
	Project Positions	152	142	142	(10)	0
	Temporary Positions	28.74	27.27	26.35	(1.47)	(0.92)
Total Positions		884.74	927.98	961.27	43.24	33.29

Budget Highlights

- Increase in Public Service Trainees will support the Muni Transit Assistance Program and enhance customer service and positive community relations.
- Support for the Safe Routes to Schools Programs will assist education efforts with all 103 public elementary schools in San Francisco.
- Expansion of communications and outreach efforts will bolster Vision Zero goals.
- Increase Parking Control Officer positions to address congestion in downtown and enforce bicycle lane and safety streets violations; positions costs are expected to be offset by citation revenue.
- Additional non-personnel services and staff support will allow extended parking meter hours, Sunday meters, and improved garage customer service, and exploration of Residential Parking Permit program reforms.
- Public Information and Administrative positions will support the marketing and administration of an employer-based fare program that will allowing employers to purchase commuter passes for their employees, and will be offset by additional fare revenue.

Organizational Chart



Division Operating Budgets

Sustainable Streets

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Sustainable Streets

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Division Operating Budgets

System Safety

Mission and Services

The System 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 System 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.

Capital Programs and Constructions Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salary	\$2.7	\$2.6	\$3.2	\$3.3
Fringe Benefits	\$1.0	\$0.9	\$1.6	\$1.6
Non-Personnel Services	\$1.4	\$0.8	\$1.0	\$1.0
Materials and Supplies	\$0.01	\$0.02	\$0.0	\$0.0
Services of other Departments	\$0.1	\$0.1	\$1.4	\$1.4
Total	\$5.1	\$4.4	\$7.2	\$7.4

Amounts displayed in millions

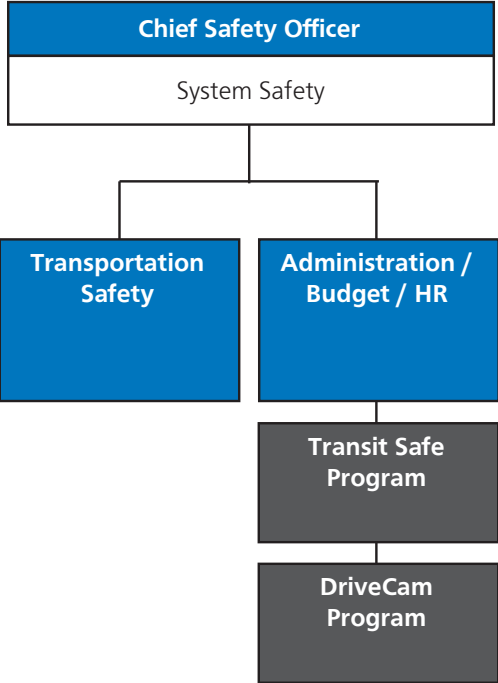
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
System Safety	Operating Budget Postions	20	28	28	8	0
	Temporary Positions	2.06	2.98	2.88	0.92	(0.10)
Total Positions		22.06	30.98	30.88	8.92	(0.10)

Budget Highlights

- Increase in materials and supplies budget will support the Agency-wide Public Transportation Agency Safety Plan which is mandated by the Federal Transit Administration (FTA) and for purchase of a badging machine for the Roadway Worker Protection program.

Organizational Chart



Division Operating Budgets

System Safety

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System Safety

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Division Operating Budgets

Taxi & Accessible Services

Mission and Services

Traditionally, the Taxis and Accessible 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.

Capital Programs and Constructions Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salary	\$2.5	\$3.1	\$3.0	\$3.2
Fringe Benefits	\$1.0	\$1.4	\$1.5	\$1.6
Non-Personnel Services	\$28.7	\$31.7	\$34.1	\$37.4
Materials and Supplies	\$0.0	\$0.1	\$0.2	\$0.3
Services of other Departments	\$1.5	\$0.7	\$1.3	\$1.4
Total	\$33.7	\$37.0	\$40.1	\$43.9

Amounts displayed in millions

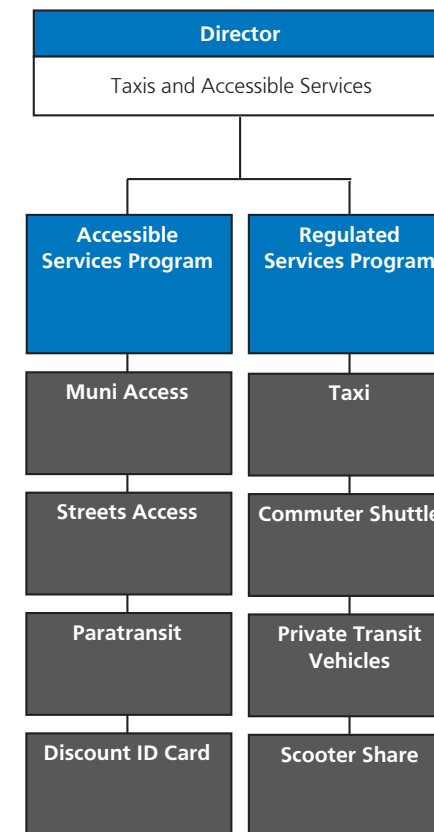
Division Positions

Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Taxi and Accessible Service	Operating Budget Postions	30	33.85	35	3.85	1.15
Total Positions		30	33.85	35	3.85	1.15

Budget Highlights

- Additional investigators in the Taxi and Accessible Services Division will support the Mobility Harmonization Initiative which will improve the SFMTA's ability to regulate mobility permits and participants; new positions will be offset by citation revenue.

Organizational Chart



Division Operating Budgets

Taxi & Accessible Services

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Taxi & Accessible Services

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Division Operating Budgets

Transit Services

Mission and Services

The Transit Services Division provides ongoing planning, building, operation, regulation 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.

Transit Budget Summary	FY2018-19 Actuals	FY2019-20 Amended	FY2020-21 Proposed	FY2021-22 Proposed
Salary	\$395.6	\$408.50	\$411.5	\$432.2
Fringe Benefits	\$148.4	\$175.90	\$202.7	\$212.9
Non-Personnel Services	\$47.3	\$42.40	\$46.4	\$46.8
Materials and Supplies	\$62.1	\$68.80	\$63.9	\$63.9
Capital Outlay	\$1.2	\$0.0	\$0.0	\$0.0
Services of other Departments	\$9.9	\$11.60	\$11.1	\$12.0
Total	\$664.5	\$707.2	\$735.7	\$767.8

Amounts displayed in millions

Division Positions

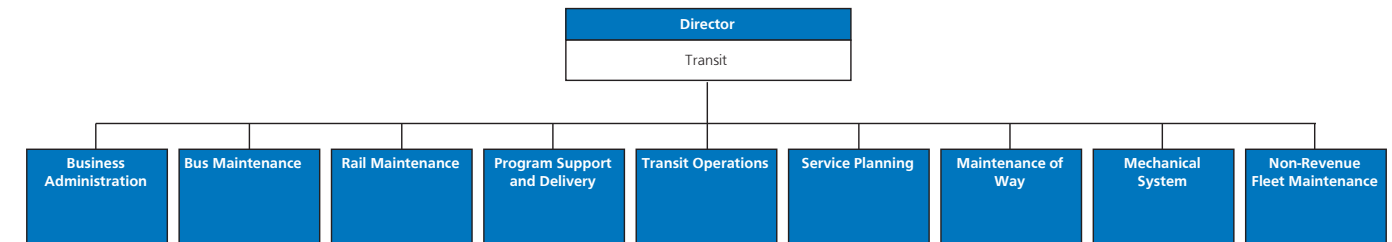
Division	Position Type	FY2019-20 Amended FTE	FY2020-21 Proposed FTE	FY2021-22 Proposed FTE	FY2020-21 Compared to FY2019-20	FY2021-22 Compared to FY2020-21
Transit	Operating Budget Postions	4,533.31	4,691.49	4,732.14	158.18	40.65
	Project Positions	49	56.69	59	7.69	2.31
	Temporary Positions	11.53	10.97	10.60	(0.56)	(0.37)
Total Positions		4,593.84	4,759.15	4,801.74	165.31	42.59

Any inconsistencies in totals are due to rounding. Totals displayed in whole numbers.

Budget Highlights

- Includes the implementation of Muni Reliability Working Group recommendations through the following actions:
 - Additional operators will support Central Subway opening.
 - Additional critical front-line employees will support transit operations and address the operator shortage.
- Increases to management support for training functions will increase system reliability and support trainers and supervisors.
- Additional strategic vehicle maintenance positions will increase vehicle reliability.

Organizational Chart



Division Operating Budgets

Transit Services

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Transit Services

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Capital Budget Overview

The proposed FY2020-21/22 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 FY2020-21/22 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 FY2020-21/22 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 FY2020-21/25 Capital Improvement Program (CIP) which will be adopted by the SFMTA Board of Directors in April 2020. 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 FY2020-21/22, the Agency will continue to implement existing projects that were fully funded before this two-year period.

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
Facility	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
Taxi	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
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



Capital Budget Overview

Two-Year Capital Budget Summary

Projects	FY2020-21 Proposed Budget	FY2021-22 Proposed Budget
Communication & IT	\$7.0	\$3.3
Facility	\$69.6	\$67.7
Fleet	\$150.6	\$186.1
Parking	\$0.0	\$11.4
Security	\$2.0	\$2.0
Traffic Signals	\$18.5	\$24.1
Streets	\$77.9	\$80.0
Taxi	\$0.7	\$0.7
Transit Fixed Guideway	\$63.2	\$60.6
Transit Optimization & Expansion	\$170.2	\$117.2
Grand Total	\$559.8	\$553.1

Amounts displayed in millions

Funded Projects by Program in FY2020-21/22

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
COMMUNICATIONS & IT PROJECTS		
NETWORK INFRASTRUCTURE REPLACEMENT PROJECT	\$0.7	\$0.6
RAIL VIDEO-BASED SAFETY PROGRAM	\$2.6	\$0.0
SUBWAY VIDEO SECURITY	\$1.1	\$1.1
TRANSIT ONLY LANE ENFORCEMENT (TOLE)	\$0.0	\$0.0
VIDEO MODERNIZATION - REAL TIME VIDEO	\$2.6	\$1.6
COMMUNICATION & IT PROJECT TOTAL	\$7.0	\$3.3
FACILITY PROJECTS		
1200 15TH STREET RENOVATION	\$1.2	\$5.4
BART CANOPIES/MARKET STREET ENTRANCE MODERNIZATION	\$21.2	\$20.9
BUS SIMULATOR	\$0.3	\$0.0

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
BUS WASHER RENOVATION CAMPAIGN	\$0.2	\$1.2
CASTRO STATION ACCESSIBILITY IMPROVEMENT PROJECT	\$7.3	\$8.4
FACILITIES CAMPAIGN PLANNING	\$0.1	\$0.0
FACILITY CONDITION ASSESSMENT IMPLEMENTATION	\$3.4	\$1.5
FACILITY RESERVE	\$8.0	\$1.7
MUNI METRO EAST EXPANSION - TROLLEY YARD	\$7.9	\$28.6
POTRERO MODERNIZATION PROJECT	\$15.8	\$0.0
SFMTA FACILITIES FRAMEWORK - PARKING FACILITIES PLAN	\$0.8	\$0.0
WOODS FACILITY MODERNIZATION	\$3.5	\$0.0
FACILITY PROGRAM TOTAL	\$69.6	\$67.7

FLEET PROJECTS

30' MOTOR COACH REPLACEMENT PROCUREMENT	\$0.0	\$1.4
40' & 60' MOTOR COACH REPLACEMENT PROCUREMENT	\$0.0	\$0.0
40' BATTERY-ELECTRIC BUS (EV BUS) PILOT PROCUREMENT	\$18.1	\$0.0
40' MOTOR COACH EXPANSION PROCUREMENT	\$42.3	\$12.2
CABLE CAR STATE OF GOOD REPAIR PROGRAM	\$2.4	\$3.2
DOUBLE-ENDED STREETCAR REHABILITATIONS (2 STREETCARS)	\$0.4	\$0.9
FAREBOX REPLACEMENT	\$1.0	\$0.0
FLEET CAPITAL PROGRAM ASSET ASSESSMENT	\$0.1	\$0.0
FLEET CONTINGENCY	\$3.3	\$0.9
FLEET RESERVE	\$0.0	\$0.0
LIGHT RAIL VEHICLE (LRV) REPLACEMENT & EXPANSION PROCUREMENT	\$26.6	\$113.6
NEW FLYER MIDLIFE OVERHAUL PHASE I	\$39.8	\$32.9
NEW FLYER MIDLIFE OVERHAUL PHASE II	\$0.0	\$3.7
NON-REVENUE FLEET MANAGEMENT PROGRAM	\$5.0	\$5.0
ORION MOTOR COACH COMPONENT REFURBISHMENTS	\$3.7	\$0.0
PARATRANSIT FLEET REPLACEMENT PROGRAM	\$3.4	\$3.4
PARATRANSIT VEHICLE EXPANSION PROCUREMENT (20 VEHICLES)	\$1.9	\$0.0
PARATRANSIT VEHICLE EXPANSION PROCUREMENT (5 CUTAWAYS)	\$0.0	\$0.0
STREETCAR STATE OF GOOD REPAIR (SGR) PROGRAM STUDY	\$0.3	\$0.6
STREETCAR WRECK REPAIR PROGRAM	\$0.3	\$1.6
VINTAGE STREETCAR REHABILITATIONS	\$2.3	\$6.5
FLEET PROGRAM TOTAL	\$150.6	\$186.1

Capital Budget Overview

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
PARKING PROJECTS		
ELEVATOR MODERNIZATIONS, GARAGE GROUP 2	\$0.0	\$0.4
PARKING METER REPLACEMENT	\$0.0	\$11.0
PARKING PROGRAM TOTAL	\$0.0	\$11.4
SECURITY PROJECTS		
RESERVE: SECURITY	\$2	\$2
SECURITY PROGRAM TOTAL	\$2	\$2
TRAFFIC SIGNAL PROJECTS		
3RD STREET VIDEO DETECTION REPLACEMENT PHASE IV	\$0.2	\$0.0
AUTOMATED PHOTO ENFORCEMENT-PHASE 2 EXPANSION	\$2.0	\$0.0
CITYWIDE NEW ACCESSIBLE PEDESTRIAN SIGNALS PHASE 2	\$0.0	\$0.0
CONTRACT 35: TRAFFIC SIGNAL MODIFICATIONS	\$3.7	\$0.0
CONTRACT 36: TRAFFIC SIGNAL MODIFICATIONS	\$6.1	\$1.6
CONTRACT 66: NEW TRAFFIC SIGNALS	\$0.0	\$1.0
CONTRACT 67: NEW TRAFFIC SIGNALS	\$0.0	\$0.0
PROGRAM: CITY COORDINATION OPPORTUNITIES-NEW TRAFFIC SIGNALS	\$0.3	\$0.3
PROGRAM: TRAFFIC SIGN REPLACEMENT	\$0.2	\$0.2
PROGRAM: TRAFFIC SIGNAL HARDWARE REPLACEMENT	\$0.3	\$0.3
PROGRAM: TRAFFIC SIGNAL VISIBILITY UPGRADES	\$0.3	\$0.3
SIGNAL CONDITION ASSESSMENTS	\$0.0	\$0.0
SIGNALS RESERVE	\$0.7	\$0.5
TENDERLOIN SIGNAL UPGRADE	\$0.0	\$0.0
VISION ZERO SIGNAL RETIMING	\$0.9	\$1.2
WESTERN ADDITION AREA - TRAFFIC SIGNAL UPGRADES	\$3.7	\$18.6
Traffic Signal Visibility Upgrades		\$0.3
Western Addition Area - Traffic Signal Upgrades	\$1	
TRAFFIC SIGNALS PROGRAM TOTAL	\$18.5	\$24.1
STREETS PROJECTS		

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
13TH ST PROTECTED BIKE LANES	\$0.2	\$0.4
5TH STREET CORRIDOR IMPROVEMENTS - PHASE 2	\$0.6	\$1.7
6TH STREET STREETScape	\$11.2	\$8.0
ALEMANY INTERCHANGE IMPROVEMENT PROJECT - PHASE 2	\$0.3	\$0.0
BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN IMPLEMENTATION	\$0.3	\$2.3
BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN NEAR TERM IMPLEMENTATION	\$0.4	\$0.0
BEALE STREET BIKEWAY	\$1.1	\$0.0
BIKE TO WORK DAY	\$0.0	\$0.0
BRANNAN STREET STREETScape	\$0.0	\$0.0
BUSINESS TRANSPORTATION DEMAND MANAGEMENT	\$0.0	\$0.0
CESAR CHAVEZ/BAYSHORE/POTRERO INTERSECTION IMPROVEMENTS PHASE 2	\$0.0	\$1.1
CITYWIDE BIKE PLAN	\$1.0	\$0.1
COMPREHENSIVE EMPLOYEE TDM PROGRAM	\$0.1	\$0.2
EMBARCADERO ENHANCEMENT PROJECT - PHASE 1	\$0.0	\$0.0
EMBARCADERO QUICK-BUILD	\$1.1	\$0.0
ENGINEERING TECHNICAL FEASIBILITY AND COST ESTIMATION FOR PLANNING STUDIES	\$0.2	\$0.0
EXISTING RESIDENTS TRANSPORTATION DEMAND MANAGEMENT PROGRAM	\$0.4	\$0.0
FOLSOM-HOWARD STREETScape	\$0.0	\$20.4
GENEVA AVENUE TRAFFIC SIGNALS	\$0.0	\$2.4
LAKE MERCED PEDESTRIAN SAFETY	\$0.1	\$0.0
LOMBARD STREET STREETScape	\$1.8	\$0.0
MISSION STREET EXCELSIOR	\$2.7	\$4.5
MOVE WESTERN ADDITION MID-TERM IMPROVEMENTS	\$0.3	\$0.0
OCEAN AVENUE SAFETY IMPROVEMENTS	\$0.0	\$0.9
OCEAN BEACH MASTER PLAN - SLOAT/GREAT HIGHWAY	\$0.0	\$2.3
OTHER RESERVE	\$1.1	\$1.1
PAGE STREET NEIGHBORWAY (MARKET TO WEBSTER)	\$0.0	\$1.4
PERMANENT PAINTED SAFETY ZONE CONVERSION	\$2.4	\$0.5
PLACE BASED PLANNING PROGRAM (PREV CONTEXT SENSITIVE PLAN PROGRAM)	\$0.1	\$0.2
PROGRAM: ANNUAL APPLICATION-BASED RESIDENTIAL STREET TRAFFIC CALMING	\$1.2	\$1.2
PROGRAM: ANNUAL TRAFFIC CALMING REMOVAL AND REPLACEMENT	\$0.1	\$0.1

Capital Budget Overview

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
PROGRAM: BICYCLE NETWORK PROTECTED INTERSECTION UPGRADES	\$1.1	\$1.1
PROGRAM: BIKE FACILITY MAINTENANCE: DELINEATORS & GREEN PAVEMENT	\$0.2	\$0.2
PROGRAM: CITYWIDE BIKE SPOT IMPROVEMENTS	\$1.1	\$1.2
PROGRAM: CITYWIDE NEIGHBORWAY DESIGN AND IMPLEMENTATION	\$1.6	\$1.6
PROGRAM: CITYWIDE VISION ZERO QUICK BUILD	\$4.0	\$4.2
PROGRAM: COMMUNITY RESPONSE IMPLEMENTATION	\$1.1	\$1.1
PROGRAM: QUICK & EFFECTIVE PEDESTRIAN SAFETY	\$0.8	\$0.8
PROGRAM: RECTANGULAR RAPID FLASHING BEACON INSTALLATION	\$0.6	\$0.6
PROGRAM: SCHOOLS ENGINEERING	\$1.3	\$1.3
PROGRAM: SHORT-TERM BIKE PARKING	\$0.8	\$0.8
PROGRAM: SPEED RADAR SIGN INSTALLATION	\$0.2	\$0.2
PROGRAM: STREETS COORDINATION IMPROVEMENTS	\$1.0	\$1.0
PROGRAM: TENDERLOIN VISION ZERO QUICK BUILD	\$1.3	\$1.4
PROGRAM: VISION ZERO PROACTIVE TRAFFIC CALMING	\$0.8	\$0.8
RESIDENTIAL TRANSPORTATION DEMAND MANAGEMENT	\$0.0	\$0.0
SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROJECT	\$0.0	\$0.2
SAFE STREETS EVALUATION PROGRAM	\$0.3	\$0.3
SLOAT AND SKYLINE INTERSECTION	\$0.7	\$0.0
STREETS CONDITION ASSESSMENT	\$0.3	\$0.0
STREETS RESERVE	\$5.5	\$8.3
TAYLOR STREET STREETScape	\$20.6	\$0.0
TERRY FRANCOIS BOULEVARD BIKEWAY IMPROVEMENTS	\$0.0	\$1.2
TRANSPORTATION DEMAND MANAGEMENT FOR TOURISTS	\$0.0	\$0.1
TRANSPORTATION DEMAND MANAGEMENT: BICYCLE OUTREACH AND EDUCATION	\$0.1	\$0.1
TRAVEL DECISION SURVEY	\$0.2	\$0.1
UPPER MARKET PEDESTRIAN IMPROVEMENTS	\$4.4	\$0.0
VALENCIA STREET BIKEWAY IMPLEMENTATION PLAN	\$1.8	\$4.7
VISION ZERO SF MOTORCYCLE SAFETY PROGRAM	\$0.1	\$0.1
VISITACION VALLEY COMMUNITY BASED TRANSPORTATION PLAN	\$0.4	\$0.0
WASHINGTON/TRENTON BULB-OUT & BEACONS	\$1.5	\$0.0
STREETS PROGRAM TOTAL	\$77.9	\$80.0
TAXI PROJECTS		
ALTERNATIVE FUEL VEHICLES INCENTIVES	\$0.2	\$0.2

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
OPEN TAXI DISPATCH APPLICATION PROGRAMMING INTERFACE	\$0.3	\$0.3
RAMP TAXI VEHICLE PURCHASE SUBSIDY	\$0.1	\$0.1
TAXI STAND EXPANSION & RENOVATION	\$0.0	\$0.0
TAXI PROGRAM TOTAL	\$0.7	\$0.7
TRANSIT FIXED GUIDEWAY PROJECTS		
CABLE CAR BARN TURNTABLE	\$0.3	\$1.2
CABLE CAR CURVED TRACK REPLACEMENT	\$0.0	\$3.9
CABLE CAR SURFACE PLANNING STUDY	\$0.3	\$0.3
CABLE CAR TURNTABLE STATE OF GOOD REPAIR (SGR) PROGRAM	\$1.0	\$0.6
CALTRAIN ELECTRIFICATION	\$11.2	\$0.0
FIXED GUIDEWAY CAPITAL PROGRAM ASSET CONDITION ASSESSMENTS	\$0.2	\$0.0
ISLAIS CREEK BRIDGE OVERHEAD RECONSTRUCTION	\$0.0	\$2.9
N JUDAH SURFACE TRACKWORK REPLACEMENT	\$0.0	\$0.0
OVERHEAD LINE STATE OF GOOD REPAIR (SGR) PROGRAM	\$0.0	\$0.0
RAIL GRINDING STATE OF GOOD REPAIR (SGR) PROGRAM	\$0.0	\$0.2
RAIL SIGNAL STATE OF GOOD REPAIR (SGR) PROGRAM	\$0.2	\$0.0
SAN JOSE SUBSTATION PHASE I	\$1.0	\$0.0
SCADA FIBER OPTIC POWER CONTROL CONVERSION	\$1.2	\$1.5
SPECIAL TRACKWORK REPLACEMENT (3 LOCATIONS)	\$3.0	\$0.0
SUBWAY ELECTRICAL SYSTEMS STATE OF GOOD REPAIR (SGR) PROGRAM	\$2.0	\$0.4
SUBWAY FIRE LIFE SAFETY STATE OF GOOD REPAIR (SGR) PROGRAM	\$2.0	\$0.4
SUBWAY MECHANICAL SYSTEMS STATE OF GOOD REPAIR (SGR) PROGRAM	\$4.8	\$0.4
SUBWAY RAIL REPLACEMENT (EMBARCADERO STATION TO CASTRO STATION)	\$0.0	\$0.0
SUBWAY SPECIAL TRACKWORK REPLACEMENT	\$1.8	\$5.0
SUBWAY TRACK SWITCH MACHINES REPLACEMENT (NEW)	\$1.0	\$1.9
SUBWAY TUNNEL BORE LIGHTING REPLACEMENT PHASE II	\$0.0	\$0.2
SURFACE TRACKWAY PAVEMENT STATE OF GOOD REPAIR (SGR) PROGRAM	\$0.7	\$0.5
TRACK SUPPORT STRUCTURE REPLACEMENT PHASE III	\$0.0	\$0.8
TRACTION POWER STATE OF GOOD REPAIR (SGR) PROGRAM	\$6.3	\$0.3
TRAIN CONTROL SYSTEM UPGRADE	\$24.2	\$38.8
TRANSIT FIXED GUIDEWAY RESERVE	\$1.1	\$1.1
TRANSIT-ONLY LANE LIFECYCLE MANAGEMENT	\$0.0	\$0.0
ULTRASONIC RAIL TESTING PHASE III	\$0.0	\$0.2

Capital Budget Overview

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
WEST PORTAL OPTIMIZATION & CROSSOVER ACTIVATION	\$1.0	\$0.0
TRANSIT FIXED GUIDEWAY PROGRAM TOTAL	\$63.2	\$60.6
Transit Optimization and Expansion Projects		
1 CALIFORNIA MUNI FORWARD	\$0.8	\$0.0
14 MISSION: INNER MISSION (11TH ST TO RANDALL) MUNI FORWARD	\$1.4	\$1.0
14 MISSION: MISSION & S VAN NESS MUNI FORWARD	\$2.7	\$0.0
14 MISSION: SOMA MUNI FORWARD	\$0.1	\$0.0
22 FILLMORE - 16TH STREET MUNI FORWARD	\$26.0	\$1.1
27 BRYANT MUNI FORWARD	\$3.3	\$2.3
28 19TH AVENUE: SOUTH OF GOLDEN GATE PARK MUNI FORWARD	\$18.7	\$2.5
29 SUNSET MUNI FORWARD	\$0.6	\$8.0
30 STOCKTON: 3RD STREET MUNI FORWARD	\$0.0	\$2.6
30 STOCKTON: VAN NESS MUNI FORWARD	\$0.4	\$0.0
5 FULTON: ARGUELLO TO 25TH AVE MUNI FORWARD	\$0.0	\$0.0
7 HAIGHT-NORIEGA: HAIGHT STREET MUNI FORWARD	\$1.2	\$0.0
8 BAYSHORE: VISITACION VALLEY MUNI FORWARD	\$0.1	\$0.0
ACCESSIBLE LIGHT RAIL STOPS	\$0.2	\$0.3
BAYSHORE CALTRAIN STATION UPGRADES	\$0.0	\$0.0
BETTER MARKET STREET	\$5.0	\$55.1
BUS TRANSIT SIGNAL PRIORITY INTERSECTION DEPLOYMENTS	\$5.6	\$1.8
E/F LINE IMPROVEMENTS: EXTENSION TO AQUATIC PARK	\$0.0	\$0.0
E/F LINE IMPROVEMENTS: FISHERMAN'S WHARF RELOCATION	\$0.4	\$0.3
EMBARCADERO POCKET TRACK	\$0.0	\$0.0
GEARY BRT PHASE 2	\$2.1	\$3.4
GEARY RAPID PROJECT (MARKET TO STANYAN)	\$4.0	\$0.0
GENEVA/SAN JOSE M-LINE TERMINAL	\$1.2	\$0.0
GENEVA-HARNEY BRT STUDY	\$0.0	\$1.3
J CHURCH MUNI FORWARD	\$2.9	\$2.1
K INGLESIDE MUNI FORWARD	\$1.0	\$3.1
L TARAVAL IMPROVEMENT PROJECT	\$42.5	\$4.9
M OCEANVIEW MUNI FORWARD	\$1.5	\$2.2
MAJOR CORRIDOR PROJECT DEVELOPMENT	\$0.0	\$0.0
M-LINE PARK MERCED SURFACE REALIGNMENT	\$19.9	\$0.0
MUNI FORWARD OCS SPOT IMPROVEMENTS	\$1.4	\$0.0
MUNI ROADWAY ELEVATION IMPROVEMENTS	\$0.0	\$0.0

PROJECT BY CAPITAL PROGRAM	FY 2020-21 PROPOSED	FY2021-22 PROPOSED
MUNI SUBWAY EXPANSION PROJECT	\$0.0	\$2.7
N JUDAH: JUDAH STREET MUNI FORWARD	\$0.0	\$2.0
N JUDAH: JUDAH STREET QUICK BUILD	\$0.0	\$5.0
POWELL STREET PLAZA & TRANSIT RELIABILITY IMPROVEMENTS	\$5.6	\$6.9
PROGRAM: ACCESSIBLE STOPS SPOT IMPROVEMENTS	\$0.0	\$0.9
PROGRAM: CABLE CAR TRAFFIC CALMING & SAFETY IMPROVEMENTS	\$0.4	\$0.4
PROGRAM: EQUITY STRATEGY IMPROVEMENTS	\$0.0	\$0.0
PROGRAM: MUNI METRO SUBWAY STATION ENHANCEMENT	\$0.0	\$2.9
PROGRAM: MUNI QUICK BUILD AND TRANSIT RELIABILITY SPOT IMPROVEMENTS	\$3.7	\$1.2
PROGRAM: TRANSIT SIGNALS IMPLEMENTATION	\$0.1	\$0.1
TRANSIT OPTIMIZATION & EXPANSION RESERVE	\$3.2	\$2.7
TRANSIT STOP ENHANCEMENT PROGRAM	\$2.1	\$0.6
VAN NESS AVENUE BRT	\$11.3	\$0.0
VAN NESS BUS RAPID TRANSIT: ASSOC'D IMP	\$1.2	\$0.0
TRANSIT OPTIMIZATION & EXPANSION PROGRAM TOTAL	\$170.2	\$117.2
CAPITAL PROJECTS GRAND TOTAL	\$559.8	\$553.1

Amounts displayed in millions

Capital Budget Overview

Fund Source by Capital Program

FUND SOURCE	FY2020-21	FY2021-22
COMMUNICATION & IT FUND SOURCES		
POPULATION BASELINE TRANSIT GENERAL FUND	\$4.4	\$3.3
TRANSPORTATION SUSTAINABILITY FEE (TSF) MAINTENANCE	\$2.6	\$0.0
COMMUNICATION & IT TOTAL	\$7.0	\$3.3

FACILITY FUND SOURCES

CALTRANS STATE OF GOOD REPAIR (SGR)	\$5.0	\$1.5
DEVELOPER FEE REVENUE - MISSION ROCK	\$3.2	\$0.0
DEVELOPER FEES FOR MISSION ROCK	\$0.0	\$0.0
DEVELOPER FEES FOR PIER 70	\$0.0	\$4.7
GENERAL OBLIGATION (GO) BOND - ACCESSIBILITY	\$21.2	\$5.0
LOW CARBON FUEL STANDARD	\$0.0	\$0.0
POPULATION BASELINE TRANSIT GENERAL FUND	\$11.3	\$5.3
REGIONAL MEASURE 3 - MUNI FLEET EXPANSION AND FACILITIES	\$11.7	\$14.5
SF PROPOSITION K SALES TAX*	\$2.9	\$0.0
SFMTA OPERATING FUNDS FACILITY PROGRAM	\$14.3	\$2.5
TRANSPORTATION NETWORK COMPANY TAX	\$0.0	\$3.4
TRANSPORTATION SUSTAINABILITY FEE (TSF) MAINTENANCE	\$0.0	\$11.3
TRANSPORTATION SUSTAINABILITY FEE (TSF) TRANSIT	\$0.0	\$3.6
GENERAL OBLIGATION (GO) BOND - SIGNALS	\$0.0	\$15.9
FACILITY TOTAL	\$69.6	\$67.7

FLEET FUND SOURCES

BAY AREA TOLL AUTHORITY (BATA) PROJECT SAVINGS	\$6.6	\$0.0
CALTRANS CAP & TRADE	\$11.7	\$0.0
DEVELOPER FEE REVENUE - MISSION ROCK	\$20.8	\$0.0
DEVELOPER FEE REVENUE - PIER 70	\$8.3	\$6.0
FTA 5307 - FORMULA FUNDS	\$0.3	\$0.0
FTA 5337 - FIXED GUIDEWAY	\$1.0	\$0.7
FTA-5339 BUS AND BUS FACILITIES	\$30.0	\$0.0
GENERAL FUND EDUCATION REVENUE AUGMENTATION FUND	\$11.2	\$0.0
INTERAGENCY PLANNING IMPLEMENTATION COMMITTEE (IPIC) - COMMUNITY FACILITIES DISTRICT	\$0.0	\$2.0

FUND SOURCE	FY2020-21	FY2021-22
LOW CARBON FUEL STANDARD	\$0.0	\$0.5
MTC AB664 BRIDGE TOLL FUNDS	\$29.3	\$0.0
POPULATION BASELINE TRANSIT GENERAL FUND	\$0.1	\$9.0
REGIONAL MEASURE 3 - MUNI FLEET EXPANSION AND FACILITIES	\$17.5	\$15.3
SF PROPOSITION K SALES TAX*	\$0.0	\$3.9
SFMTA OPERATING FUNDS	\$5.0	\$5.0
TRANSIT CAPITAL PRIORITIES	\$0.0	\$130.2
TRANSPORTATION SUSTAINABILITY FEE (TSF) MAINTENANCE	\$5.5	\$12.5
TRANSPORTATION SUSTAINABILITY FEE (TSF) TRANSIT	\$3.3	\$1.0
FLEET TOTAL	\$150.6	\$186.1

PARKING FUND SOURCES

POPULATION BASELINE TRANSIT GENERAL FUND	\$0.0	\$0.4
SFMTA FUND BALANCE	\$0.0	\$11.0
PARKING TOTAL	\$0.0	\$11.4

SECURITY FUND SOURCES

DEPARTMENT OF HOMELAND SECURITY TRANSIT SECURITY GRANT PROGRAM	\$2.0	\$2.0
SECURITY TOTAL	\$2	\$2

Signals Fund Sources

CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP) - STATE	\$0.0	\$0.0
CALTRANS CAP & TRADE	\$0.0	\$0.0
CALTRANS HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$0.0	\$0.0
DEVELOPER FEE REVENUE - 5M	\$0.0	\$0.0
DEVELOPER FEE REVENUE - MISSION ROCK	\$0.2	\$0.0
DEVELOPER FEE REVENUE - PIER 70	\$0.3	\$0.0
GENERAL OBLIGATION (GO) BOND - PEDESTRIAN SAFETY	\$1.7	\$4.0
NEW REVENUE MEASURE	\$0.9	\$12.5
POPULATION BASELINE STREETS GENERAL FUND	\$0.1	\$0.7
PROPOSITION AA VEHICLE REGISTRATION FEE	\$0.0	\$0.0
SF PROPOSITION K SALES TAX*	\$6.4	\$1.5
TRANSPORTATION NETWORK COMPANY TAX	\$8.1	\$5.4
TRANSPORTATION SUSTAINABILITY FEE (TSF) STREETS	\$0.8	\$0.0

Capital Budget Overview

FUND SOURCE	FY2020-21	FY2021-22
STREETS TOTAL	\$77.9	\$80.0
TAXI FUND SOURCES		
POPULATION BASELINE STREETS GENERAL FUND	\$0.0	\$0.0
POPULATION BASELINE TRANSIT GENERAL FUND	\$0.0	\$0.0
SF PROPOSITION K SALES TAX*	\$0.1	\$0.1
SFMTA OPERATING FUNDS	\$0.3	\$0.3
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)	\$0.2	\$0.2
TAXI TOTAL	\$0.7	\$0.7
TRANSIT FIXED GUIDEWAY FUND SOURCES		
CALTRANS STATE OF GOOD REPAIR (SGR)	\$9.6	\$0.0
CORE CAPACITY CAPITAL INVESTMENT GRANTS PROGRAM	\$0.0	\$0.0
FTA 5337 - FIXED GUIDEWAY	\$4.7	\$4.5
GENERAL FUND EDUCATION REVENUE AUGMENTATION FUND	\$9.8	\$1.0
GENERAL OBLIGATION (GO) BOND - CALTRAIN ELECTRIFICATION	\$11.2	\$0.0
POPULATION BASELINE TRANSIT GENERAL FUND	\$0.0	\$0.0
SF PROPOSITION K SALES TAX*	\$0.7	\$2.7
STATE TRANSPORTATION IMPROVEMENT PROGRAM	\$0.0	\$13.8
TRANSIT CAPITAL PRIORITIES	\$14.6	\$29.8
TRANSPORTATION SUSTAINABILITY FEE (TSF) MAINTENANCE	\$12.4	\$8.8
TRANSPORTATION SUSTAINABILITY FEE (TSF) TRANSIT	\$0.1	\$0.0
TRANSIT FIXED GUIDEWAY TOTAL	\$63.2	\$60.6

TRANSIT OPTIMIZATION & EXPANSION FUND SOURCES

CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP) - STATE	\$4.4	\$0.0
CALTRANS CAP & TRADE	\$3.9	\$2.4
CALTRANS STATE OF GOOD REPAIR (SGR)	\$0.0	\$2.5
CAP & TRADE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	\$0.0	\$0.0
DEVELOPER FEE REVENUE - PARK MERCED	\$19.9	\$0.0
FTA 5337 - FIXED GUIDEWAY	\$1.1	\$0.0
GENERAL FUND EDUCATION REVENUE AUGMENTATION FUND	\$1.1	\$6.0
GENERAL OBLIGATION (GO) BOND - MUNI FORWARD	\$79.1	\$0.0
INTERAGENCY PLANNING IMPLEMENTATION COMMITTEE (IPIC) - EASTERN NEIGHBORHOODS	\$1.0	\$0.0

FUND SOURCE	FY2020-21	FY2021-22
INTERAGENCY PLANNING IMPLEMENTATION COMMITTEE (IPIC) - MARKET STREET HUB	\$0.0	\$1.5
INTERAGENCY PLANNING IMPLEMENTATION COMMITTEE (IPIC) - SOUTH OF MARKET	\$1.5	\$3.5
LIFELINE TRANSPORTATION PROGRAM	\$0.0	\$6.6
LOW CARBON FUEL STANDARD	\$0.0	\$0.7
POPULATION BASELINE STREETS GENERAL FUND	\$4.9	\$5.8
POPULATION BASELINE TRANSIT GENERAL FUND	\$8.5	\$9.6
PROPOSITION AA VEHICLE REGISTRATION FEE	\$2.1	\$0.0
REGIONAL MEASURE 3 - CORE CAPACITY TRANSIT IMPROVEMENTS	\$7.1	\$8.2
SF PROPOSITION K SALES TAX*	\$8.9	\$8.2
SFMTA OPERATING FUNDS	\$0.0	\$0.5
STATE TRANSPORTATION IMPROVEMENT PROGRAM	\$0.0	\$0.0
TRANSIT PERFORMANCE INITIATIVE	\$0.0	\$0.0
TRANSPORTATION SUSTAINABILITY FEE (TSF) EXPANSION PROJECTS	\$0.0	\$4.7
TRANSPORTATION SUSTAINABILITY FEE (TSF) MAINTENANCE	\$12.8	\$13.2
TRANSPORTATION SUSTAINABILITY FEE (TSF) STREETS	\$2.8	\$0.6
TRANSPORTATION SUSTAINABILITY FEE (TSF) TRANSIT	\$7.7	\$8.3
GENERAL OBLIGATION (GO) BOND - SIGNALS	\$0.0	\$12.0
(BLANK)	\$3.5	\$0.0
GENERAL OBLIGATION (GO) BOND - COMPLETE STREETS	\$0.0	\$22.8
TRANSIT OPTIMIZATION & EXPANSION TOTAL	\$170.2	\$117.2
GRAND TOTAL	\$559.8	\$553.1

Amounts displayed in millions

Capital Budget Overview

Description of Capital Funds

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 dquality, 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.
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.

Capital Budget Overview

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	<p>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> <ol style="list-style-type: none"> 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. 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. 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. 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.

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.
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.

Capital Budget Overview

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.
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).
New Revenue Measure	This is a placeholder for future transportation funding ballot initiatives. If approved, this funding will likely support facility, fleet, transit optimization and street safety projects.
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.
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.

Capital Budget Overview

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.
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.
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.

Capital Budget Overview

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.
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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.

Capital Budget Overview

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.
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.

Capital Budget Overview

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.
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 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.

Capital Budget Overview

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.
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.
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Budget Resolution

SAN FRANCISCO

MUNICIPAL TRANSPORTATION AGENCY

BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The FY 2020-21 and FY 2021-22 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 \$1,283.8 million and \$1,336.9 million respectively, and the Capital Budget in the amount of \$559.8 million and \$553 million respectively; and,

WHEREAS, The FY 2020-21 and FY 2021-22 Operating Budget includes a \$130 million Contingency Reserve, representing 10% of operating expenditures, pursuant to the Contingency Reserve Policy established in SFMTA Board Resolution 07-038; and,

WHEREAS, Pursuant to the Contingency Reserve Policy, \$163 million is available for appropriation for one-time uses; and,

WHEREAS, Charter Section 8A.106(b) requires the SFMTA to certify 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 year covered by the budget; and,

WHEREAS, The SFMTA's FY 2020-21 and FY 2021-22 Operating Budget includes the revenue and expenditure adjustments to reflect the Municipal Railway fare change for free service on New Year's Eve 2021 and 2022; and,

WHEREAS, Authorizing the Director of Transportation to implement short-term experimental fares enables the SFMTA to respond effectively to community requests; 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 that, in aggregate, exceed ten percent of the total SFMTA FY 2020-21 or FY 2021-22 operating or capital budgets respectively; and,

WHEREAS, The SFMTA is proposing changes to various fines, fees, rates, and charges by amending the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2020 and July 1, 2021, including a waiver of taxi fees for FY 2020-21 and FY 2021-22, reducing the low-income boot removal fee, creating a new one-time waiver of boot removal fee for HSH-approved individuals experiencing homelessness, and establishing reduced tow fees for low-income individuals and HSH-approved individuals experiencing homelessness; and,

WHEREAS, The proposed amendments to the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2020, and July 1, 2021, include, among other things, increases and decreases for late payment penalties, special collection fees, boot removal fees, 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), vendor commission fees, 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; waiving all taxi permit fees for FY 2020-21 and FY 2021-22, and adding new one-time boot removal fee for HSH-approved individuals experiencing homelessness, tow fees for HSH-approved individuals experiencing homelessness and low income, ISCOTT permit fee for Community Events, and color curb renewal fee; and,

WHEREAS, The SFMTA is proposing Municipal Railway fare changes including modified Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living; free Muni all youth up to age 19; free Muni for individuals experiencing homelessness who are approved by the San Francisco Department of Homelessness and Supportive Housing (HSH); cable car discount single ride for MuniMobile; extending bulk rate discounts of pre-paid fare media; fare increases in excess of AIPP for all other monthly Muni passes; and increases based on SFMTA's Automatic Indexing Implementation Plan for passports and cable cars, and authorizing all fare changes for FY 2020-21 to take effect the first day of the next month that is at least thirty days after the FY 2020-21 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, SFMTA staff recommend that the SFMTA Board retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020; 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 beginning on March 4, 2020, to provide notice that the Board of Directors will hold a public hearing on April 21, 2020, 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 300 instances of feedback, questions, comments, and concerns on its FY 2020-21 and FY 2021-22 budget; and, in response to some of these questions and concerns, adjusted its policy proposals and budget recommendations; and

WHEREAS, The proposed FY 2020-21 and FY 2021-22 Operating Budget is subject to the California Environmental Quality Act (CEQA) and the regulations adopted to implement it, Title 14 of the California Code of Regulations (CEQA Guidelines); CEQA provides a statutory exemption from environmental review under California Public Resources Code Section 21080(b)(8) and Section 15273 of the CEQA Guidelines for the "establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, and other charges by public agencies which the public agency finds are for the purpose of" (1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, (4) obtaining funds for capital projects, necessary to maintain service within existing service areas, or (5) obtaining funds necessary to maintain intracity transfers as authorized by city charter; and,

Budget Resolution

WHEREAS, The SFMTA Board finds that the FY 2020-21 and 2022 Operating Budget and its proposed changes to fines, fees, rates and charges are for the purpose of (1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, (4) obtaining funds for capital projects, necessary to maintain service within existing service areas, or (5) obtaining funds necessary to maintain intracity transfers as authorized by city charter; and

WHEREAS, On April 15, 2020, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2020-003896ENV) that the proposed FY 2020-21 and FY 2021-22 Operating Budget is statutorily exempt from environmental review under California Public Resources Code Section 21080(b)(8) and Section 15273 of the CEQA Guidelines; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, On April 15, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the FY 2020-21 and FY 2021-22 Capital Budget is not a "project" under the Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines; and,

WHEREAS, The SFMTA will not proceed with any Projects identified with the Capital Budget that have not already undergone environmental review and any necessary approvals or until there has been complete compliance with the CEQA, the CEQA Guidelines, and the City's regulations implementing CEQA (San Francisco Administrative Code Section 31). If any of the Projects are found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the Project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the Project, including the no-project alternative, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the Project, as identified upon environments evaluation in compliance with CEQA and the City's Environmental Quality Regulations, (4) reject the Project as proposed if the economic and social benefits of the Project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the Project upon a finding that the economic and social benefits of the Project outweigh otherwise unavoidable significant adverse impacts; and

WHEREAS, On April 15, 2020 the SFMTA, under authority delegated by the San Francisco Planning Department, determined that retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020 is not a project under Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines; and,

WHEREAS, On April 15, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the delegation of authority to the Director of Transportation to make technical or clerical adjustments to the total FY 2020-21 and 2022 Operating or Capital budgets and to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules is not a "project" under Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are 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 2020-21 and FY 2021-22, 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;

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; however, due to the COVID-19 pandemic emergency, the Mayor issued an emergency declaration adjusting the deadline for submission of all City department budgets until August 1, 2020, and extended the deadline for Board of Supervisors' review until September 30, 2020; and,

WHEREAS, The Director of Transportation is authorized to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative; and now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the San Francisco Municipal Transportation Agency FY 2020-21 and FY 2021-22 Operating Budget, in the amounts of \$1,283.8 million and \$1,336.9 million, respectively; and the Capital Budget in the amounts of \$559.8 million and \$553 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 2020-21 and FY 2021-22 Operating and Capital budgets are adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for 2017 and 2022; 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, 2020, and July 1, 2021, to address fees and penalties for the fiscal years beginning July 1, 2020 and July 1, 2021, including a waiver of taxi fees for FY 2020-21 and FY 2021-22, reducing the low-income boot removal fee, creating a new one-time waiver of boot removal for HSH-approved individuals experiencing homelessness, establishing reduced tow fees for low-income individuals and HSH-approved individuals experiencing homelessness, and approving the SFMTA's Title VI Fare Equity Analysis for the proposed fare changes; and be it further

Budget Resolution

RESOLVED, That the SFMTA Board of Directors approves the Municipal Railway fare changes including modified Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living; free Muni for all youth up to age 19 and free Muni for HSH-approved individuals experiencing homelessness; cable car discount single ride for MuniMobile; extending bulk rate discounts of pre-paid fare media; fare increases in excess of AIIP for all other monthly Muni passes; and increases based on SFMTA's Automatic Indexing Implementation Plan for passports and cable cars, and authorizes all fare changes for FY 2020-21 to take effect the first day of the next month that is at least thirty days after the FY 2020-21 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 late payment penalties, special collection fees, boot removal fees, 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), vendor commission fees, 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; waiving all taxi permit fees for FY 2020-21 and FY 2021-22, and adding new one-time boot removal fee for HSH-approved individuals experiencing homelessness, tow fees for low-income and HSH-approved individuals experiencing homelessness, ISCOTT permit fee for Community Events, and color curb renewal fee, which are included as part of this calendar item; and be it further

RESOLVED, That the SFMTA Board approves the Title VI analysis of the impact of the proposed fare changes 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 approves a waiver of fares on New Year's Eve 2021, between 8 PM on December 31, 2020 and 5 a.m. January 1, 2021 and on New Year's Eve 2022, between 8 PM on December 31, 2021 and 5 a.m. January 1, 2022; and be it further

RESOLVED, That the Director of Transportation is authorized to implement short-term experimental fares which enable the SFMTA to respond effectively to community requests; and be it further

RESOLVED, That the SFMTA Board retroactively waives taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020; 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 2020-21 and FY 2021-22 Operating Budget includes a \$130 million Contingency Reserve, 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 2020-21 and FY 2021-22 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 or capital budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections that, in aggregate, exceed a ten percent change to the SFMTA operating and or capital budget respectively; and be it further

RESOLVED, That the Director of Transportation is hereby authorized to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative.

Bonded Debt & Long-Term Obligations

Mission

In 2007, San Francisco voters approved Proposition A, which allows the SFMTA to issue bonds. The SFMTA Board of Directors must authorize each issuance, the Board of Supervisors must concur with the issuance and the Controller's Office must certify that the SFMTA has the ability to incur the debt and pay the annual debt service. Funds raised by selling bonds can fund many transportation improvement projects focusing on Muni service and related facilities, parking garages, and pedestrian safety and bicycle infrastructure subject to revenue bond legal requirements. Debt financings cannot be used to fund SFMTA operating costs.

Background

The SFMTA was established by voter approval of Article VIII A to the Charter of the City (the "Charter") in 1999 (Proposition E). The purpose of the Charter amendment was to consolidate all transportation functions within a single City department, and to provide the resources, independence and focus necessary to improve transit

service and the City's transportation system. The Charter provided the SFMTA with the authority to control its operations, purchasing, contracting, and labor relations, as well as receive a guaranteed share of City General Fund resources. The voters approved an additional Charter amendment in 2007 (Proposition A), which increased the autonomy of and revenues to the SFMTA, and another Charter amendment in 2010 (Proposition G), which increased management flexibility. On November 4, 2014, voters in the City approved Proposition A and Proposition B. Proposition A authorizes the City to issue up to \$500 million in general obligation bonds; the proceeds of which may be applied to finance transportation-related projects. See "THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY – City General Obligation Bonds." Proposition B amends the Charter to provide for annual increases in certain amounts transferred to the SFMTA by the City from its General Fund. Such increases will be proportional to increases in the population of the City, provided that in years in which the population has not increased, no adjustments will be made. See "THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY – City General Fund Transfers."

Ratings

S&P Global Ratings affirmed its 'AA' long-term rating on the SFMTA's outstanding revenue bonds. At the same time, SFMTA affirmed its 'aa' stand-alone credit profile (SACP) and 'AA' issuer credit rating (ICR). The Agency's outlook, where applicable, is stable. The 'AA' rating reflects our view of the strength of the local market, very strong management practices and policies, strong general fund support from the City and County of San Francisco, and the resilient parking and transit revenue of the SFMTA's operations, which results in very strong enterprise and financial risk profiles. The ratings further reflect our view of the SFMTA's

- Very low industry risk, with low cyclical and volatility of earnings during economic cycles, and very low competition;
- Extremely strong economic fundamentals, with extremely strong per capita personal income and a lack of employment concentration;
- Adequate market position with some ridership softness in recent years, but with generally good overall enduring demand for transit and parking;
- Very strong management and governance policies and practices, with strong financial policies;
- Very strong debt service coverage (DSC) and liquidity, and conservative budgeting practices;
- Strong financial flexibility; and
- Low debt burden, with no definitive plans to issue additional debt.

Letter of Credit

S&P Global Ratings lowered its rating on San Francisco Municipal Transportation Agency, Calif.'s series A-1 tax-exempt and series A-2 taxable commercial paper (CP) notes to 'A-1' from 'A-1+'. The action reflects a new direct-pay letter of credit (LOC) provided by Sumitomo Mitsui Banking Corp., acting through its New York branch, as of June 20, 2018, substituting a prior letter of credit provided by State Street Bank and Trust Co. The 'A-1' short-term rating reflects the liquidity support that Sumitomo Mitsui Banking Corp. provides for the series A-1 and series A-2 CP notes in the form of an irrevocable direct-pay LOC. This LOC fully supports all CP note payment obligations.

The note issuance cannot exceed the amount available under the LOC. The notes must mature within 270 days of issuance and no later than one business day prior to the LOC expiration date. The issuing and paying agent (IPA), U.S. Bank N. A., has instructions to stop issuance of the notes upon receipt of a stop issuance notice from the bank. The IPA may also receive a bank notice that directs the trustee to make a final draw for all notes outstanding. The IPA would hold the proceeds of such a draw pending payment of the notes as they mature. The LOC is scheduled to expire on June 19, 2023, and covers all principal and interest at the maximum 12% rate for 270 days.

Debt Profile

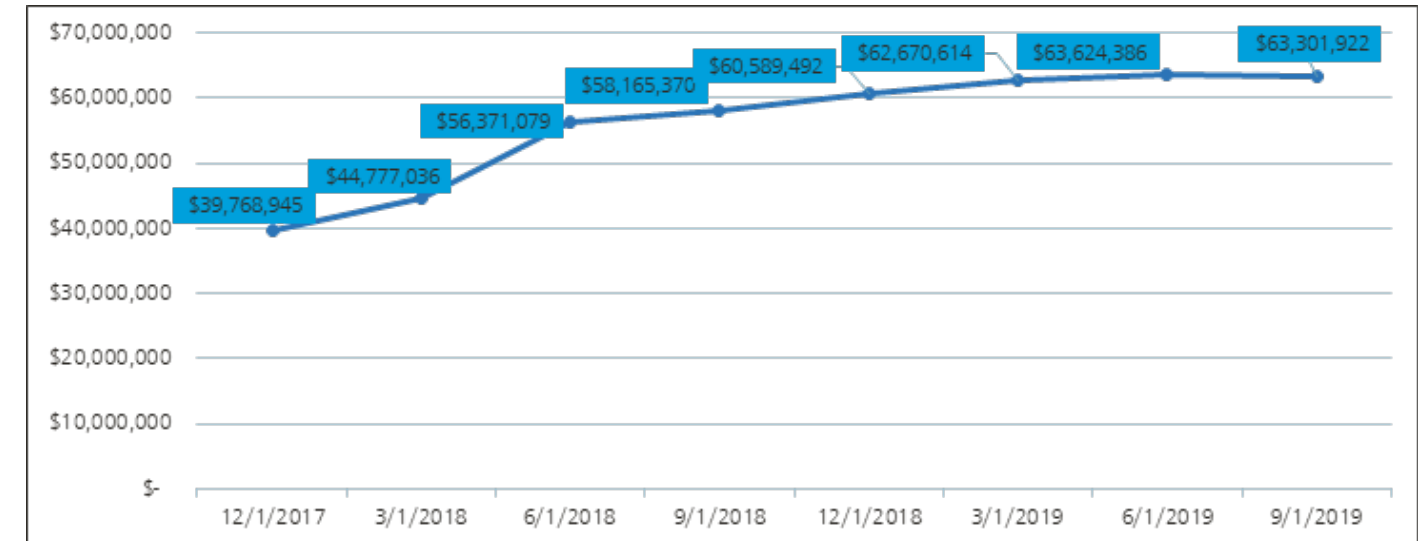
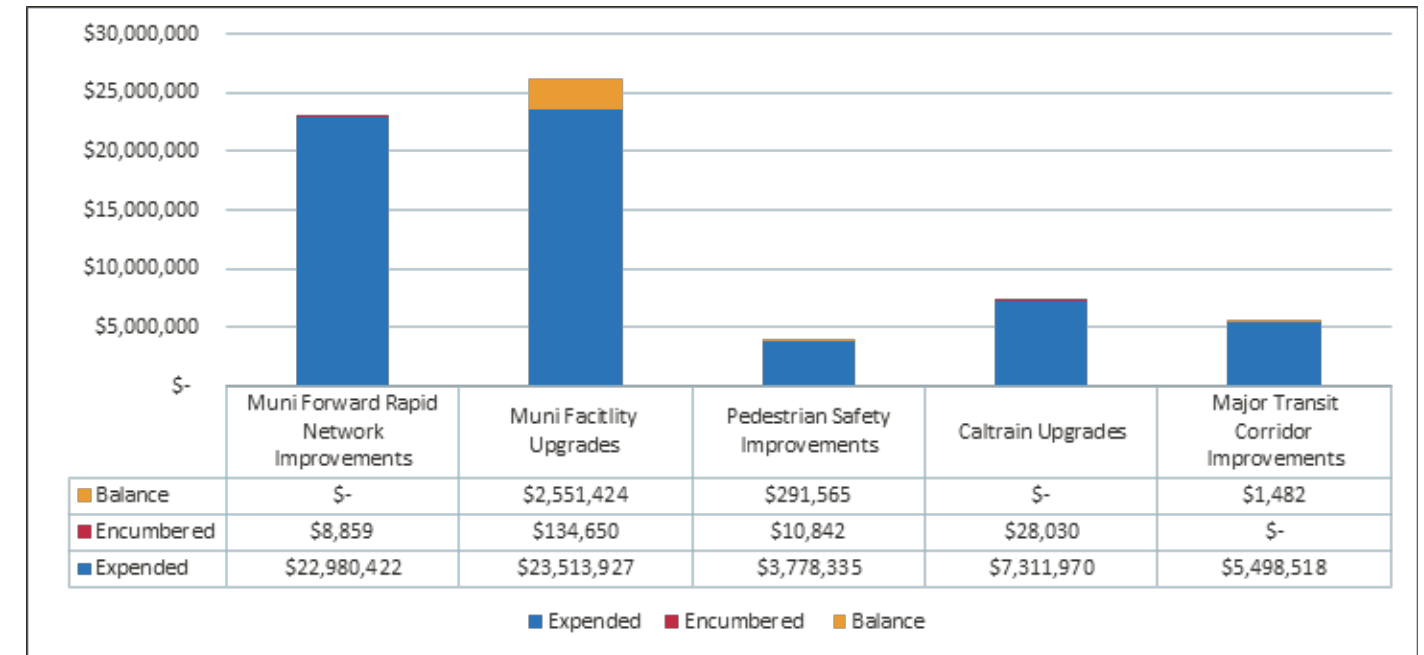
As part of Transportation 2030, a \$500M G.O. bond for transportation was included in 2014-2023 Capital Plan, passing on November 2014 with nearly 72% of the vote. To date, \$248.6M has been issued and the next planned issuance is scheduled for spring 2020, totaling up to \$140M. The 1st Bond Issuance is currently 97% expended and expected to be fully expended by mid-calendar year 2020. The 2nd Bond Issuance is currently 65% expended and expected to be fully expended by end of calendar year 2021.



Bonded Debt & Long-Term Obligations

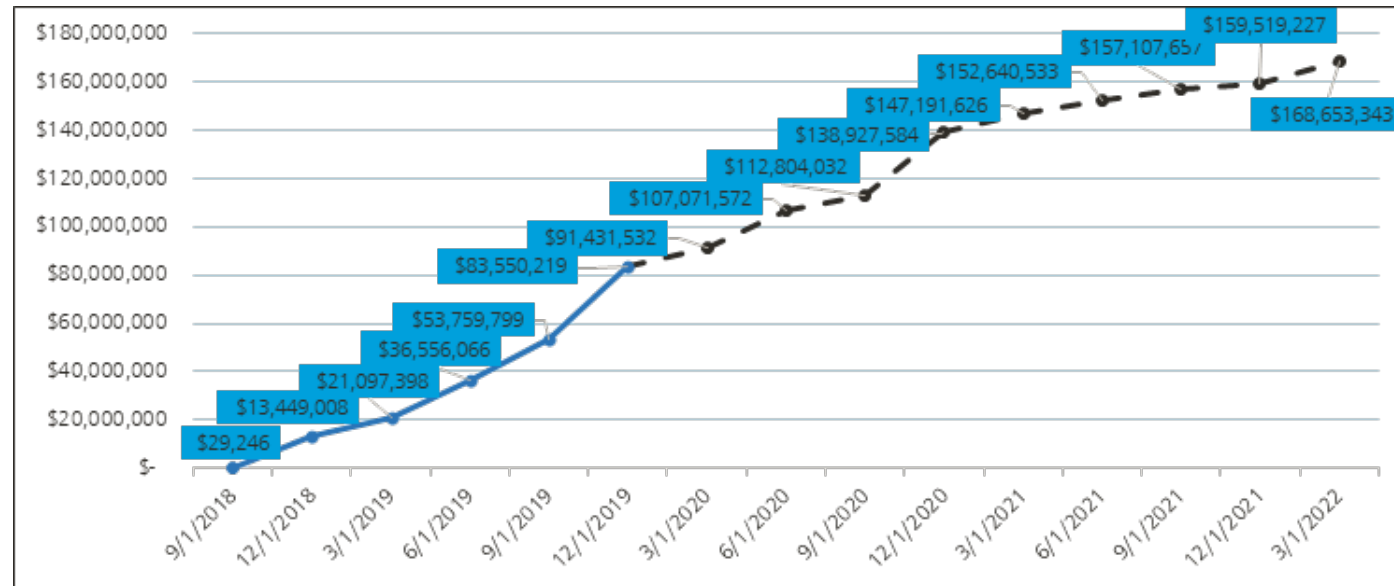
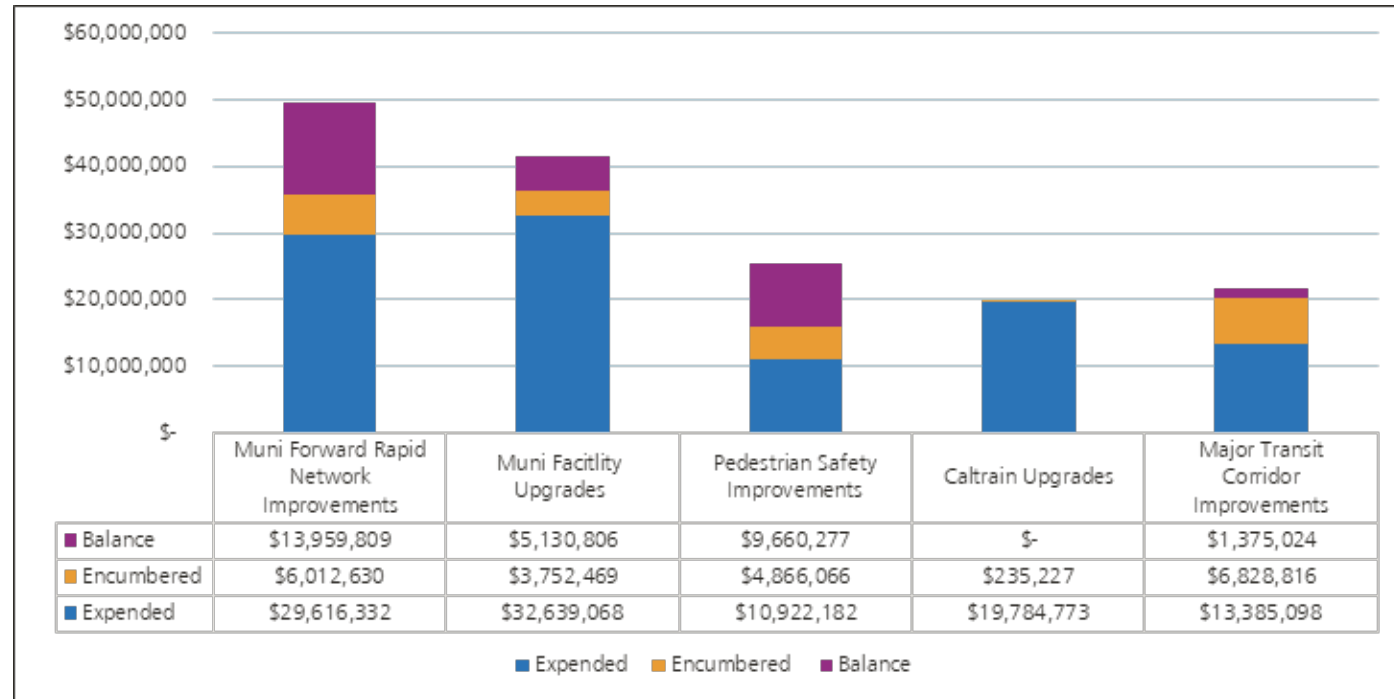
Program Summary	Total Bond (in millions)	Already Issued	Proposed 3rd Issuance Amount (Issuance in Spring 2020)	Estimated 4th Issuance Amount (Expended by Year-end 2021)
Faster, More Reliable Transit	\$191	\$73.2	\$69.1	\$42
Accessibility Improvements	\$30	\$3	\$21.1	\$5
Muni Facility Upgrades	\$70	\$66.7	\$0	\$0
Major Transit Corridor Improvements	\$28	\$27	\$0	\$0
Caltrain Upgrades	\$39	\$27.8	\$11.2	\$0
Pedestrian Safety Improvements	\$68	\$30.3	\$27.9	\$7
Traffic Signal Improvements	\$22	\$6	\$0	\$12
Complete Streets Improvements	\$52	\$4.6	\$0	\$42
Estimated Cost of Issuance and Fees and Contingency		\$9.9	\$10.7	\$3.1
Total	\$500	\$248.6	\$140	\$111

First Bond Issuance Detail



Bonded Debt & Long-Term Obligations

Second Bond Issuance Detail



General Obligation Bond Projects Accomplished



Appendix Items

Operating Revenue Trends

Revenue Purpose and Approach

The SFMTA takes a generally conservative approach to estimating operating budget revenue streams, using a combination of historical data, economic trends, and business owner expertise to arrive at projections. The SFMTA has aligned the revenue projection process with the two-year budget process to advance goals of transparency, collaboration, and mission-focus.

The approach to arrive at the figures contained herein are as follows:

1. Straight-line models were used to plot the expected future behavior of all operating revenue accounts using actual revenue data from FY2016-17, 2017-18 and 2018-19, using a 50 percent weighting for FY2018-19 to account for more recent trends.
2. Model outputs were shared with each account's business owners (managers and analysts) for close examination and review.
3. Collaborative work-sessions between FAO and business owners were held to discuss model outputs and document additional business factors such as economic trends, organizational environment, and legal, regulatory and policy changes.
4. Assumptions and methods were then adjusted to account for business factors.
5. Projections were then reassessed through the consideration of all available information related to the economic impacts of the COVID-19 pandemic.

The SFMTA remains in contact with our funding partners and is periodically assessing potential funding changes. Current projections remain subject to further refinement as better information continues to become available

Assumptions and Uncertainties

Revenue projections contained herein describe the modified "base case": a forecast of revenues that projects trends adjusting for adopted or proposed policy changes where noted. It includes known revenue changes in all areas where there is reasonable information or basis for a projection. The SFMTA used the same revenue assumptions as the Office of the Controller's Proposed Five-Year Financial Plan in developing the base case. Considering the impacts of COVID-19 on the local and national economy, the base case has been modified, in alignment with the Controller's Budget Outlook Update (March Joint Report), published on March 31, 2020, to reflect downward revisions to revenue expectations and the economic uncertainty stemming from the pandemic.

Key COVID-19 related Modifications to the base case include:

- Reductions to Transit Fare and Parking and Traffic Fees and Fines projections – Social distancing and an increase in telecommuting results in fewer projected riders on the SFMTA transit system as well as reduced demand for

and revenue generated through parking fines and fees.

- Reductions to State Operating Grants – The SFMTA receives revenue from various state sources tied to sales taxes and projects that these sources will experience reductions from the base case through much of this two-year budget, before recovering during the end of FY2021-22.
- Federal Relief - The Coronavirus Aid, Relief, and Economic Security Act, or "CARES Act" includes funding for transit agencies. While some relief will be received in time to stabilize the FY20 budget, additional funding is projected to be available for use in FY2020-21 and FY2021-22.

Additional included items of note as follows:

- Estimates from the Controller's Office on the General Fund Baseline transfers as of the March 31, 2020 Budget Outlook Update (March Joint Report).
- Implementation of the SFMTA Board's approved Automatic Indexing Implementation Plan (AIIP) for various fees, fines, rates and charges, subject to the California Vehicle Code.
- Sixty-six proposed Parking Control Officer positions added during fiscal years 2020-21 and 2021-22.
- Fare revenues based on implementation of "Equity Clipper" fare structure.

Revenue Trends Summary

- CARES Act provides lifeline. Up to \$200 million of CARES Act funding will be available to SFMTA for use in this two-year budget.
- Operating revenues are projected to increase from FY2020-21 to 2021-22. SFMTA forecasts \$1.284 billion in operating revenues in FY2020-21 and \$1.337 billion in operating revenues in FY2021-22, an increase of approximately \$53 million. An increased emphasis on Parking Enforcement, and the inclusion of additional developer fees are the main drivers of the projected increase.
- General Fund transfers crucial. The City's General Fund remains an essential revenue source for the agency and is projected to be received at \$347.4 million in FY2020-21 and \$354.1 million in FY2021-22. The General Fund as a share of the agency's revenues continues to increase and accounted for 34.7 percent of operating revenues in FY2018-19. While a boon in good economic times, increasing reliance on the General Fund exposes the agency to enhanced downside risk in the case of economic turbulence.

Appendix Items

Operating Expenditure Trends

Purpose and Approach

The SFMTA takes a generally conservative approach to estimating operating budget expenditures, using a combination of historical data, programmatic proposals, analysis of policy changes, and business owner expertise to arrive at adjusted base amounts. These projections are aligned with the two-year budget process goals of transparency, collaboration, and mission-focus.

Assumptions and Uncertainties

Expenditure projections contained herein describe the “base case”: a forecast that projects trends adjusting mandatory increases, efficiencies, and policy changes. It includes known expenditure changes in all areas where there is reasonable information or basis for a projection. SFMTA typically uses the Office of the Controller’s eTurnaround budget database as the basis for Cost of Living Adjustments (COLAs) and fringe benefit increases. However, because of timing issues and budget process disruptions related to COVID-19, the COLAs and FY2020-21-22 retirement contributions contained in this version of the budget are manually calculated estimates based on the best available information. When official COLAs and retirement contributions provided by the Controller’s Office become available, current estimates will be replaced.

Variances from the base case are expected as actual costs of operation are incurred. Variances can be due to many factors such as increased materials and supplies costs, use of unscheduled overtime, or emergency events.

Expenditure Summary Trends

The revised operating budget includes adjustments in a given fiscal year accounting for mandatory and nonmandatory expenditure increases and efficiencies, including the following:

Mandatory Increases

- Employer retirement contribution increase of \$22.3 million in FY2020-21-22
- Controller’s base adjustments (fringe rates updates, FY2021-22 Rollover budget, etc.)
- Cost reductions and increases from position substitutions
- Increase for various approved contracts including Paratransit, Garage and Parking Operations, security, and credit card processing fees
- Debt service payment schedule
- Other adjustments (right sizing based on prior years, cost of living adjustments)
- Includes the prior year’s approved budget

Non-Mandatory Increases of Note

- \$45.3 million labor cost increase, for both FY 2020-21 and FY2021-22, representing Full-Time Equivalent (FTE)

position increases in the various Agency Divisions

- \$3.4 million in non-labor increase, for both FY 2020-21 and FY2022, from Vision Zero Education Program and Safe Routes to School for materials, supplies and other agency work orders to support the program
- \$11 million increase in Information Technology (IT) in non-personnel services contract budget, for both FY 2020-21 and FY2020-21-22, to remediate underfunding in prior budget periods that are required to pay license fees
- \$0.7 million increase, for both FY 2020-21 and FY2021-22, to manage the extended meters, Sunday meters, and garages programs, and a potentially reformed RPP

Efficiencies

- Divisional recommendations for 3.5% reductions to the base budget
- Slowed hiring and reduced all FTEs assumed as 1.0 to 0.77 or 0.50 in FY 2020-21 and FY2021-22, respectively resulting in \$375,000 and \$1.1 million in savings.
- Delayed Cost of Living Adjustment increases in executed labor contracts in FY 2020-21 and FY2021-22, per the Controller’s Office projected shortfall, resulting in \$14 million of savings in FY 2020-21 and \$26 million in savings in FY2021-22

Appendix Items

New and Transfer Positions

Transfer Positions

The table below provides a summary of Division transfer position FTEs for FY2020-21 and FY2021-22. Transfer position FTEs are positions that are reassigned from one cost center (Dept ID, Fund ID, Project ID, Activity) to another either within or outside the Agency Divisions.

Division	FY2020-21 FTE	FY2021-22 FTE
MTAAW Agency-wide	(6.00)	(6.00)
Board of Directors	(1.00)	(1.00)
Capital Programs and Construction	(25.00)	(25.00)
Communications and Marketing	0.00	0.00
Director of Transportation	2.00	2.00
Finance and Information Technology	24.00	24.00
Government Affairs	1.00	1.00
Human Resources	(83.00)	(83.00)
Sustainable Streets	1.00	1.00
System Safety	8.00	8.00
Taxi and Accessible Services	(13.00)	(13.00)
Transit Services	92.00	92.00
Total	0.00	0.00

New Positions

The following table illustrates new FTEs that have been included in the budget in FY2020-21 and FY2021-22. The following table showcases these new positions by classification per Division.

Division Description	Class	Job Class Title	FY2020-21 FTE	FY2021-22 FTE
Director of Transportation	1312_C	Public Information Officer	0.50	1.00
	1369_C	Special Assistant X	1.00	2.00
	1372_C	Special Assistant XIII	1.00	2.00
	1375_C	Special Assistant XVI	0.50	1.00
	1822_C	Administrative Analyst	0.50	1.00
	2917_C	Program Support Analyst	0.77	1.00
Director of Transportation Total			4.27	8.00

Finance and Information Technology	1043_C	IS Engineer-Senior	0.77	1.00
	1044_C	IS Engineer-Principal	0.77	1.00
	1822_C	Administrative Analyst	0.77	1.00
	5506_C	Project Manager III	0.77	1.00
Finance and Information Technology Total			3.08	4.00
Human Resources	1204_C	Senior Personnel Clerk	0.77	1.00
	1222_C	Senior Payroll And Personnel Clerk	0.77	1.00
	1241_C	Human Resources Analyst	5.39	7.00
	1244_C	Senior Human Resources Analyst	0.77	1.00
	1824_C	Principal Administrative Analyst	0.77	1.00
	9172_C	Manager II, MTA	2.31	3.00
Human Resources Total			10.78	14.00
Sustainable Streets	1312_C	Public Information Officer	0.77	1.00
	1822_C	Administrative Analyst	0.77	1.00
	1823_C	Senior Administrative Analyst	0.77	1.00
	5277_C	Planner I	2.31	3.00
	5288_C	Transportation Planner II	1.54	2.00
	5289_C	Transportation Planner III	1.54	2.00
	5290_C	Transportation Planner IV	0.77	1.00
	8214_C	Parking Control Officer	30.76	55.38
	8216_C	Senior Parking Control Officer	3.08	5.54
	9910_C	Public Service Trainee	15.40	20.00

Appendix Items

Sustainable Streets Total			57.71	91.92
Transit Services	1375_C	Special Assistant XVI	0.77	1.00
	1634_C	Principal Account Clerk	0.77	1.00
	1822_C	Administrative Analyst	0.77	1.00
	1823_C	Senior Administrative Analyst	0.77	1.00
	1842_C	Management Assistant	1.54	2.00
	5277_C	Planner I	2.31	3.00
	5288_C	Transportation Planner II	1.54	2.00
	5289_C	Transportation Planner III	1.54	2.00
	7251_C	Track Maintenance Worker Supervisor I	3.08	4.00
	7325_C	General Utility Mechanic	1.54	2.00
	7328_C	Operating Engineer, Universal	0.77	1.00
	7340_C	Maintenance Controller	0.77	1.00
	7345_C	Electrician	0.77	1.00
	7355_C	Truck Driver	0.77	1.00
	7364_C	Power House Operator	1.54	2.00
	7365_C	Senior Power House Operator	1.54	2.00
	7371_C	Electrical Transit System Mechanic	2.50	5.00
	7514_C	General Laborer	6.15	8.00
	9102_C	Transit Car Cleaner	4.62	6.00
	9131_C	Station Agent, Municipal Railway	2.00	4.00
	9139_C	Transit Supervisor	9.23	13.54
	9163_C	Transit Operator	-	23.10
	9172_C	Manager II, MTA	0.77	1.00
	9174_C	Manager IV, MTA	3.08	4.00

	9177_C	Manager III, MTA	0.77	1.00
	9181_C	Manager VII, MTA	0.77	1.00
Transit Services Total			50.68	93.64
Taxi and Accessible Services	9144_C	Investigator, Taxi and Accessible Services	3.85	5.00
Taxi and Accessible Services Total			3.85	5.00
Grand Total			130.37	216.56

Appendix Items

Operating Budget Details

- Transit Services Division new FTEs: 50.7 FTE in FY2020-21 and 93.6 FTE in FY2021-22
 - To support the Muni Working Group recommendations to hire and train operators more quickly, to provide supervision to deliver the best service, and to provide enforcement to keep traffic flowing
 - Critical front-line employees to support transit operations and address operator shortage
 - Increased management support structure for training functions that increase reliability and support trainers and supervisors
 - Strategic vehicle maintenance positions
 - Critical positions to support subway reliability and continue regular extended maintenance shutdowns and support Central Subway testing and start-up
 - Transit Operators and Supervisors to support Central Subway opening
- Sustainable Streets Division new FTEs: 57.7 FTE in FY2020-21 and 91.9 FTE in FY2021-22
 - Administrative and transportation planning FTEs to help manage the implementation of targeted extended evening and Sunday parking meter operation, potentially Residential Parking Permits (RPP)
 - Parking Control Officer (PCO) positions to address San Francisco congestion, and Bike Lane violations
 - Public Service Trainee positions for the Muni Transit Assistance Program (MTAP)
 - Planner positions to support the Vision Zero policy for staffing outreach and events, on-street, radio and online outlets and multilingual outreach in all mediums
 - Public Information and administrative positions to support marketing and administration of the Employer-Based Program
- Finance and Information Technology Division new FTEs: 3.1 FTE in FY2020-21 and 4.0 FTE in FY2021-22
 - Information system engineers, a project manager, and an administrative analyst to support actualizing information technology system infrastructure and long-term licensing costs
- Director of Transportation Division new FTEs: 4.3 FTE in FY2020-21 and 8.0 FTE in FY2021-22
 - To reinstate the Chief of Staff Office and create a new Office of Race, Equity and Inclusion
- Taxi and Accessible Services Division new FTEs: 3.8 FTE in FY2020-21 and 5.0 FTE in FY2021-22
 - Investigator positions in the Taxi and Accessible Services division for the Mobility Harmonization Initiative managed by the Taxi and Accessible Services Division
- Human Resources Division new FTEs: 10.8 FTE in FY2020-21 and 14.0 FTE in FY2021-22
 - To support increased administration, talent acquisition, examinations, leave management, and recruitment functions
- Divisional recommendations for 3.5% reductions to the base budget
- CARES Act funds to offset losses associated with COVID-19 related economic damages (\$144.8 million for FY2020-21 and \$46.2 million for FY2021-22)
- Use of fund balance to support one-time operating expenditures such as equipment and facility projects (\$33.8 million for FY2021-22)
- Waiving all Taxi Program fees for FY2020-21 and FY2021-22, at a cost of \$1.4 million each year

- State Transit Assistance (\$53.6 million for FY2020-21 and \$59.2 million for FY2021-22)
- Updated estimates to reflect estimates from the Controller's Office on the General Fund Baseline transfers (\$347.4 million for FY2020-21 and \$354.1 million for FY2021-22)
- Updated estimates on state and regional operating grants (\$173.1 million for FY2020-21 and \$190.1 million for FY2021-22)
- Included employer retirement contribution increase of \$22.3 million in FY2021-22
- Healthcare Projected Costs– in baseline
- Slowed hiring and reduced all FTEs assumed as 1.0 to 0.77 or 0.50 in FY2020-21 and FY2021-22, respectively resulting in \$375,000 and \$1.1 million in savings.
- Delayed Cost of Living Adjustment increases in executed labor contracts in FY2020-21 and FY2021-22, per the Controller's Office projected shortfall, resulting in \$14 million of savings in FY2020-21 and \$26 million in savings in FY2021-22
- \$3.4 million in non-labor increases for both FY2020-21 and FY2021-22 from Vision Zero Education Program and Safe Routes to School for materials, supplies and other agency work orders to support the program
- \$11 million in Information Technology (IT) in non-personnel services contract budget to remediate underfunding in prior budget periods that are required to pay license fees
- \$0.7 million to manage the extended meters, Sunday meters, and garages programs, and a potentially reformed RPP for both FY2020-21 and FY2021-22
- Controller's base adjustments (fringe rates updates, cost of living adjustments, FY2021-22 Rollover budget, etc.)
- Cost reductions and increases from position substitutions
- Other adjustments (right sizing based on prior years, cost of living adjustments)
- Muni pass increases based on SFMTA's AIPP for passports and cable cars
- Expanded free Muni for youth program to include all youth under 19 years old
- Creation of free Muni program for HSH-approved individuals experiencing homelessness
- Continuation of Free Muni for Seniors and Disabled San Francisco residents with a gross annual family income at or below 100 percent of the Bay Area Median Income level
- Modified Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living adjustments
- Creation of a Cable Car Discount Single Ride for MuniMobile
- Fare increases in excess of AIPP for all other monthly Muni passes
- Modifications to various rates, fees, charges, and fines, including increases and decreases pursuant to (1) the AIPP, (2) to reflect actual SFMTA costs, or (3) to deter violations of the law
- Creating a one-time waiver for towing and boot removal fees for HSH-approved individuals experiencing homelessness, and lowering tow fees for low-income individuals and HSH-approved individuals experiencing homelessness
- A new color curb renewal fee
- New ISCOTT permit fees for Community Events

Acknowledgements

The Budget, Financial Planning and Analysis Section (BFPA)

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 Office, Financial Analysis Office, Asset Management Unit, Funding Strategy and Programs Office Grant 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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