



SFMTA

San Francisco Municipal Transportation Agency

Fiscal Year 2021 & FY 2022 Operating and Capital

Consolidated Budget

Fiscal Year 2021 – 2025

Capital Improvement Program

Final Proposed

SFMTA Board of Directors

April 21, 2020



SFMTA

Budget Adoption:

- A Focus on Values
- Values as Programs and Policy
- Fiscal Status – Revenue Updates & Controlling Expenditures
- Final Proposed FY 21 & FY 22 Consolidated Budget
- Final Proposed FY 21 – 25 Capital Improvement Program



SFMTA

A Focus on Values

The budget is the SFMTA's most critical expression of values. Through the newly designed budget process, we have focused on being transparent about what the agency's fiscal status, what we can do, but also what we want to do for San Francisco. Through proactive outreach and engagement, we have adjusted our proposals based on feedback to propose a balanced budget.

Values Based Budget

The SFMTA budget is the **strongest reflection of the Agency's values.**

A resilient and financially sustainable system.

Safety

Equity

Decarbonization

A work Culture that delivers excellent customer service.

The final proposed budget focuses on **balance and the trade-offs** that are necessary to sustain our transportation system when people need it most.

Public Outreach – How did we come up with new and revised proposals?

January 28th

SFMTA Board Workshop

Agency Challenges
Financial Challenges
Budget Proposals
Baseline Budget

February 18th

Fare Policy

Fare Policy Goals
Automatic Indexing Policy
Free and Low Programs
Fare Revenues

March 3rd

Parking Policy, Fees, Fines

Parking Policy
Parking Revenues
Sunday & Extended Hours
Cost Recovery Fees

March 17th

Balanced Budget Proposal

Updated Proposals
Updated Revenues
Updated Expenditures

April 7th

CIP and Fiscal Status

Capital Needs
Asset Management
5-Year CIP
Fiscal Status/COVID-19

April 7th

CIP and Fiscal Status

Capital Needs
Asset Management
5-Year CIP
Fiscal Status

Public Outreach – How did we come up with new and revised proposals?

March 19th

Virtual Open House

Budget Presentation
Live Questions and Answers

April 2nd

Talk with Jeff Tumlin

Budget Video
Live Questions and Answers

Public Engagement

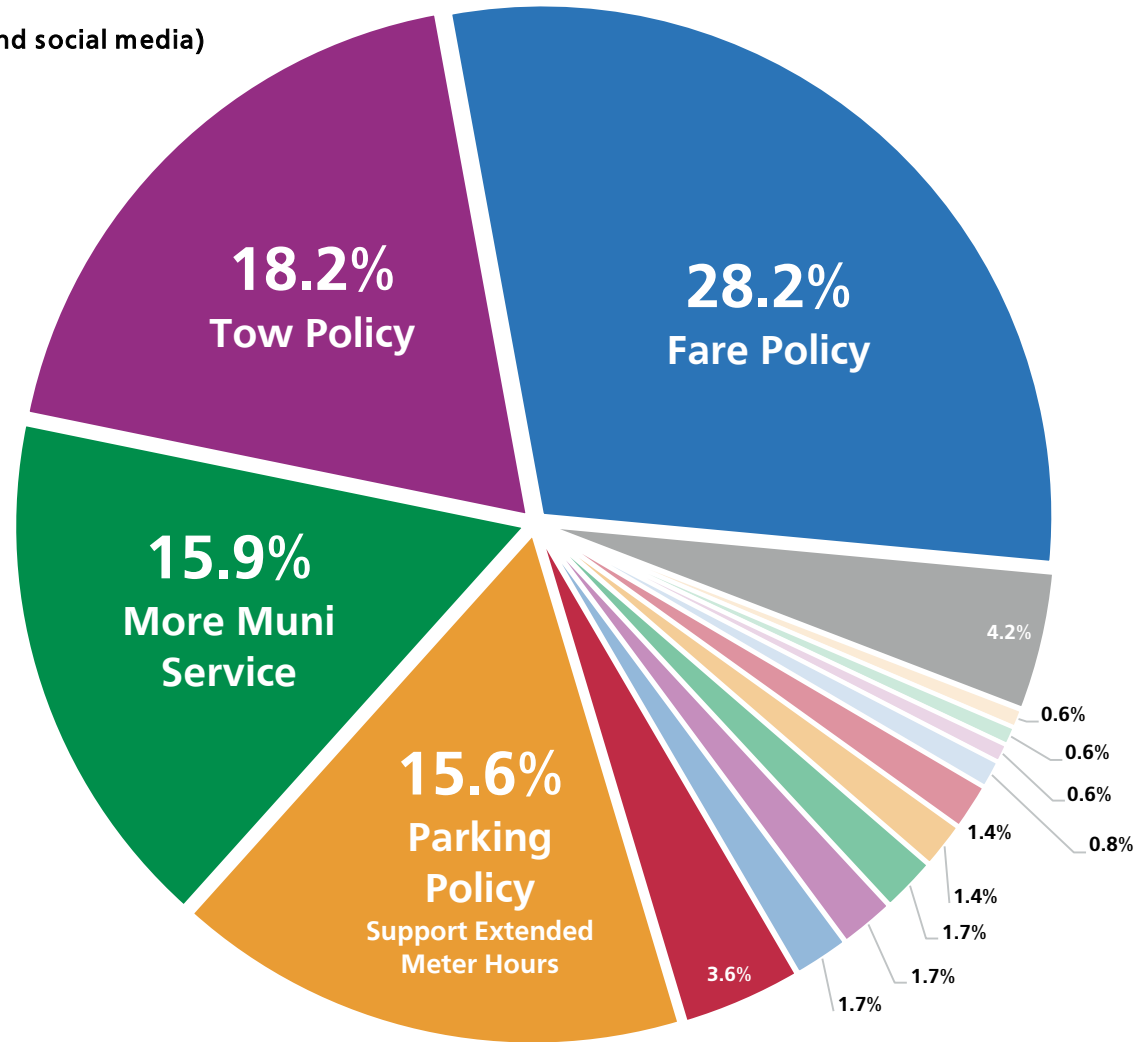
SFMTA Citizens Advisory Council
Small Business Commission
San Francisco Bicycle Coalition
Walk San Francisco
San Francisco Youth Commission
San Francisco Transit Riders
Budget Digital Town Hall
Paratransit Coordinating Committee
South of Market Community Action Network (SOMCAM)
Market and Octavia Citizens Advisory Committee

Chinatown Community Development Corp TRIP
SF Building Owners and Managers Association (BOMA)
SF Chamber of Commerce
SF Council of District Merchants
SF Interfaith Council
SF Travel
Young Women's Freedom Center
Community Housing Partnership
SF Rising

Public Outreach – How did we come up with new and revised proposals?

Issue areas (~290 responses via emails, phone calls, and social media)

● Fares	28.2%
● Against towing and fee increases	18.2%
● Support more Muni service	15.9%
● Support extended meters	15.6%
● Support for taxis	3.6%
● Support fare enforcement	1.7%
● Reduce citations for low-income individuals	1.7%
● Oppose extended meters	1.7%
● Support Tenderloin VZ	1.4%
● Crossing Guards	1.4%
● Support congestion pricing	0.8%
● Oppose cutting 83X	0.6%
● Support seeking Federal funding	0.6%
● Support for N Judah	0.6%
● Other	4.2%



Public Outreach – How did we come up with new and revised proposals?

What We Heard		What We Did
Issue Area	%	Responses
● Fares	28.2%	Revamped fare structure for more equitable rates, while raising enough revenue to maintain current service levels. See more details at sfmta.com/budget
● Against towing and fee increases	18.2%	Amended tow policy to focus on equity and efficiency. Eliminated or reduced some tow and boot fees for low income drivers and people experiencing homelessness.
● Support more Muni service	15.9%	Will invest in capital improvements like a new Automated Train Control System and a new version of NextBus to help improve congestion in the tunnels and make your trips more reliable. However, additional Muni service is not in the budget because we cannot afford it.
● Support extended meters	15.6%	Proposed expanded meter enforcement to evenings and Sundays in select corridors. SFMTA will partner with local merchant associations to determine where extended meter hours make the most sense, analyze the results, and adjust our approach accordingly
● Support for taxis	3.6%	We are going to waive all taxi fees for the two-year budget cycle as well as the taxi driver renewal fees for the current fiscal year.
● Fare enforcement	1.7%	The Agency is in the process of re-examining its fare enforcement practices to improve system equity.
● Reduce citations for low-income individuals	1.7%	Proposed free Muni for individuals experiencing homelessness and maintained discount programs for low income individuals. Eliminated or reduced tow & boot fees for low-income drivers and individuals experiencing homelessness.
● Oppose extended meters	1.7%	Parking pricing is used to ensure space availability and manage demand, not maximize revenue. Any revenue collected goes back into the transportation system, <i>specifically</i> to fund transit. Our policies state that if there is high demand during a time period, we should raise prices to ensure a space or two is available when you go to your favorite restaurant. When demand is low, we lower prices. We've recently looked at our parking policies and realized that they are outdated when it comes to evening metering and Sunday metering. That's why we're proposing this change.
● Support Tenderloin VZ	1.4%	We are committed to making the Tenderloin neighborhood safer. We are fully funding the Taylor Street project, allocating money to create a new project for Signal Upgrades in the Tenderloin, and dedicating 25 percent of the quick build budget to be spent exclusively in the Tenderloin. The projects funded by this 25 percent allocation will be determined by working with the community, including the Tenderloin Taskforce.
● Crossing Guards	1.4%	Given our constrained budget resources, particularly at this time, increasing hours for crossing guards would not be appropriate. Also, during the last budget cycle we decided that it was more beneficial to increase the number of guards rather than fund more hours for existing guards because it meant that we can serve more schools. As a result of that decision, the crossing guard program was increased by \$220,000 and resulted in hiring of additional 20 staff (a 20 percent increase).
● Support congestion pricing	0.8%	SFMTA partnered with the SFCTA to advance a study on congestion pricing. For more information visit SFCTA.org/downtown
● Oppose cutting 83X	0.6%	Maintenance of low-ridership lines runs contrary to the Agency's goals. This is an example of where we've taken a look at our operations and figured out that we can use our limited funding differently. It allows us to spend this money in underserved neighborhoods where people are heavily reliant on transit. There are other lines that provide redundant service to the 83X.
● Support seeking Federal funding	0.6%	There has been successful advocacy to provide \$1.3 billion to local Bay Area transit agencies. This funding will be critical in helping us get through this and next fiscal year.
● Support for N Judah	0.6%	Planning for N Judah improvements remains in the budget proposal.
● Other	4.2%	Please visit sfmta.com/budget for a broader list of questions and responses



SFMTA

Values as Policy & Programs

After public hearings and an extensive engagement process, the budget integrates what we heard into a number of program and policy proposals for the MTA Board of Directors. Based on our values, these proposals best meet our goals of maintaining and sustaining the transportation services San Francisco needs, while keeping the agency resilient during an economic downturn.

Updated Fare Policy: Equity Clipper

- Does not raise cash fare for more than 100,000 riders
- Extends Muni to all youth and cuts related administrative fees for more than 100,000 youth
- Creates a free pass for people experiencing homelessness
- Keeps current free programs as they are for seniors and persons with disabilities
- Reduces free Clipper discount for 200,000 riders of which only 31% are low-income
- Modestly raises monthly passes, and increases break even value (from 32 to 30 trips)

Fare Type	Current	Equity Clipper	
		FY21	FY22
Full Fare Single Ride	3.00	3.00	3.00
Full Fare Single Ride (Electronic)	2.50	2.80	2.90
Reduced Fare Single Ride	1.50	1.50	1.50
Reduced Fare Single Ride (Electronic)	1.25	1.40	1.45
Free Muni for all youth expansion		FREE	FREE
Free Muni for Individ. Exp. Homelessness		FREE	FREE
One-Day Pass (No Cable Car)	5.00	5.60	5.80
Adult "M" Monthly Pass	81.00	86.00	88.00
Adult "A" Monthly Pass (+ BART within SF)	98.00	103.00	106.00
Reduced Fare Monthly Pass	40.00	43.00	44.00
Lifeline Pass	40.00	41.00	42.00
Cable Car Single Ride	8.00	8.00	9.00
Paratransit Van Services	2.50	2.75	2.75

Updated Fare Policy: Other Proposals

Other Fare Policy Changes

Muni Day Pass on Farebox (available only on MuniMobile currently)

Study Fare Capping on MuniMobile

Cable Car Discount for Seniors/Youth/People w/ Disabilities on MuniMobile

Extend Bulk Sales Discounts for all Products on Muni Mobile

Eliminate Clipper Differential for **Passports**
due to slow transaction times impacting the ticket booths

*Minimal
Cost*

Updated Parking Policy: Extended Meter Hours (Weeknights and Sunday)

Parking pricing is used to **ensure availability and manage demand**, not maximize revenue. Revenue collected goes right back to transportation.

The SFMTA will partner local merchant associations to determine where extended meter hours.

- Extend meter hours in specific neighborhood commercial districts until 10pm Monday through Saturday.
- 6-10pm rates set at \$2/hour less than the 3-6pm rate, minimum \$1/hour
- Meter rates adjusted over time using demand-responsive pricing
- Extend short-term parking (green zones) and passenger loading (white zones) until 10pm or later where applicable
- Data collection and evaluation, expansion to other areas if successful

Taxi Policy: Fees and Fines Waiver



SFMTA is committed to **waive all taxi fees**, plus place a freeze on all taxi fines. The expected revenue loss of waiving all taxi fees alone is \$1.4 million per year.

- The amount of each fine will not change.
- *For current Taxi Fines and Fees refer to the San Francisco Transportation Code, Division II, Section 310 and 320.*

Updated Towing Policy: Reducing low income, and homeless fees

Proposals	Current		FY 21 Tow Policy	
	Est. Tows	FY 20 Current	FY 21 Fees	FY 22 Fees
First Time Tow/Admin Fee	23,622	\$449	\$524	\$543
Repeat Tow/Admin Fee	7,336	\$537	\$574	\$593
Low Income Tow/Admin Fee	4,352	\$238	\$100	\$100
New Tow/Admin Fee for people certified as experiencing homelessness	Small #	n/a	\$0	\$0
Standard Boot Fee	1,700	\$515	\$525	\$550
Low Income Boot Fee	400	\$100	\$75	\$75
New Boot Fee for people certified as experiencing homelessness	Small #	n/a	\$0	\$0
Estimated Cost Under-Recovery		(\$5M)	(\$4M)	(\$4M)

FY 21 and FY 22: Funded Programs

Budget Programs	FY 21	FY 22
Muni Working Group	6.7	11.4
Information Technology Support	6.5	4.5
PCOs Congestion Management and Bike Lane Violations	4.0	7.2
Chief of Staff and Office of Race, Equity and Inclusion	1.5	2.0
Muni Transit Assistance Program (MTAP)	1.0	1.4
Safe Routes to School Program (Labor and Non-Labor Costs)	1.1	0.8
Vision Zero Education (Labor and Non-Labor Costs)	1.4	1.6
Institutional Pass Program	0.2	0.3
Human Resources Staffing	1.8	2.4
TOTAL	24.2	31.6

FY 21 and FY 22: Funded Operating Programs

- Address operator shortages by staffing up in Human Resources
- Provide customer service and safety training for all customer facing staff
- Expand the Muni Transit Assistance Program to include expanded community ambassadors for riders
- Create a Race, Equity and Diversity Office (OREI) at SFMTA
- Create a Chief of Staff Office for internal coordination
- Improve parking and congestion management improving access to parking
- Increase subway and facility security across the system
- Invest in Vision Zero Education and Safe Routes to School
- Invest in critical technology and network infrastructure

FY 21 and FY 22: Funded Significant Capital Programs and Projects

- Muni Forward Quick Build Program
- Vision Zero Quick Build Program
- Major Streetscape Projects – Folsom Howard Phase 1, 6th Street, Taylor Street, Hyde Street
- LRV Replacement & Expansion
- Electric Bus Procurement
- Automatic Train Control System (ATCS)
- Better Market Street
- Muni Forward – M-Oceanview TPP; K-Ingleside TPP; J-Church TPP; L Taraval, 22 Fillmore: 16th St
- Accessible Pedestrian Signals
- Potrero Yard Modernization Project
- Folsom-Howard Bids 2/3
- Muni Forward – N-Judah TPP, Embarcadero Pocket Track, 14 Mission TPP
- Subway Mechanical Systems SGR Program
- Fire Life Safety SGR Program
- New Flyer Mid-Life Overhauls



SFMTA

Fiscal Status

The COVID-19. Public Health Emergency has created an economic shock, largely shutting down the economy and severely impacting SFMTA revenue sources. Revenue losses, however can be backfilled with the Transit Relief funding as a result of H.R. 748 the 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act, however this is not a sustainable source of revenues.

COVID-19 Fiscal Impacts

For the purposes of the FY 2021 and FY 2022 Consolidated Budget revenues re-evaluated assuming an economic slowdown through 2020 and into 2021 and the economic .

Revenue updates have been completed, including updates to General Fund Projections from the Controller's Office.

Economic "Shock"

Fiscal Year 2020

Revenue Loss Estimate:
\$195 - \$220 million

Economic "Downturn"

Fiscal Year 2021

Revenue Loss Estimate:
\$70 - \$140 million

Economic "Downturn"

Fiscal Year 2022

Revenue Loss Estimate:
\$30 - \$70 million

COVID-19 Fiscal Impacts

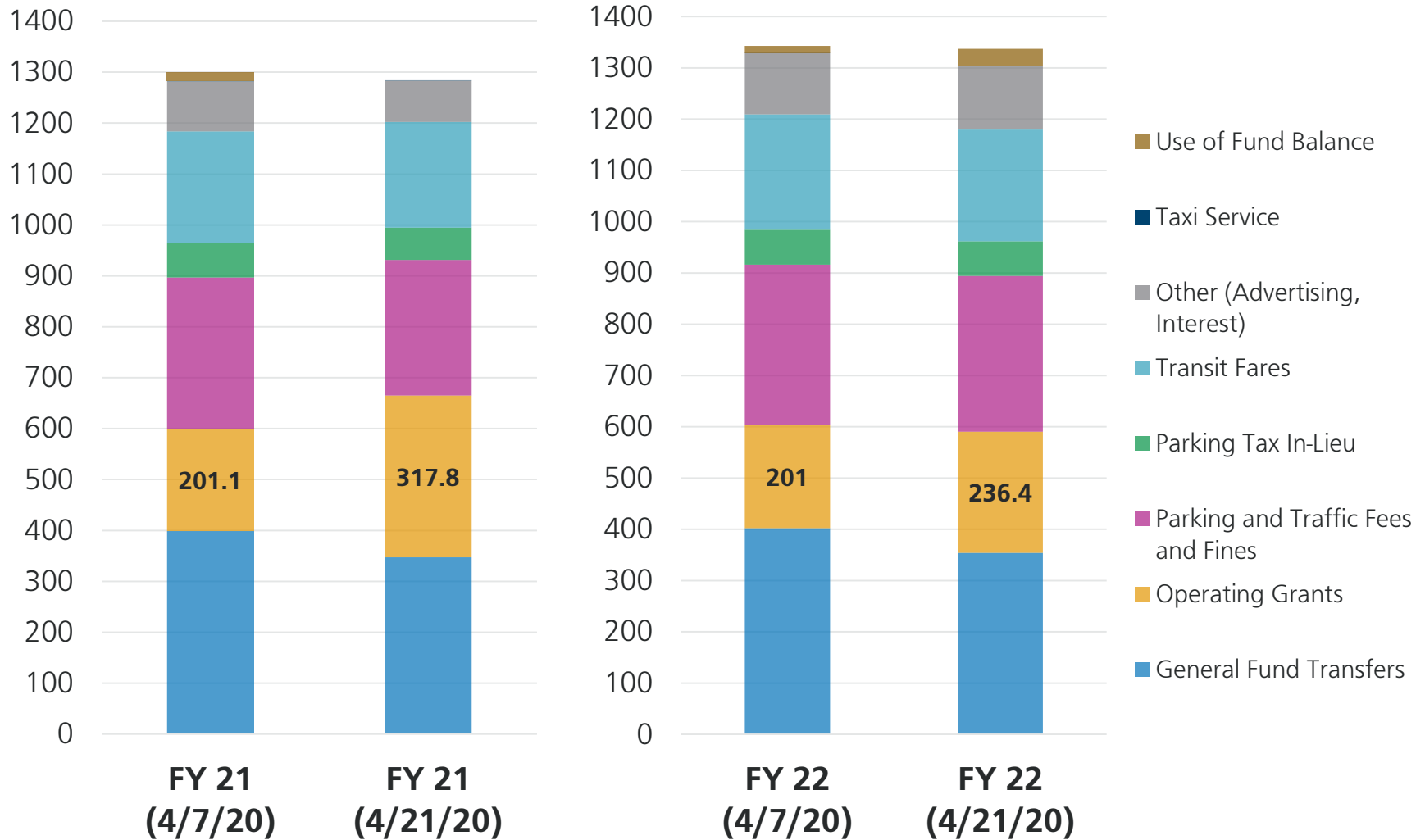
The **H.R. 748 the 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act** was signed into law March 27 providing financial relief nationally to transit agencies.

Details of the legislation include:

- \$25 billion appropriated based on FY20 funding formulas through the Federal Transit Administration (FTA)
- Funds may be used to reimburse operational expenses back to January 1, 2020
- Local Matching Requirement and TIP Requirements waived

Economic Downturn Scenario: Revised Revenues

CARES Federal Relief Funds reduce gap in FY 21, blunt a still weak economy in FY 22



Economic Downturn Scenario: Revised Revenues/Impact of CARES Federal Relief

Without CARES Federal Relief funds, the SFMTA would lose approximately \$174 million.

FY 21
Revenue Loss
All Sources
-10.1%

FY 22
Revenue Loss
All Sources
-3.1%

Recession Scenario
FY 21 & FY 22
As of April 2020
(\$173.6 m)

FY 21 (w/CARES)
Revenue Loss
All Sources
-1.2%

FY 22 (w/CARES)
Revenue Loss
All Sources
-0.4%

Recession Scenario
FY 21 & FY 22
As of April 2020
(\$21.5 m)

In addition, an economic downturn results in an increased pension contribution of \$22.3 million in FY 22, **making the total impact \$195.9 million.**

Final Budget Impact

Taking both an updated economic downturn forecast and the CARES Act funds into account resulted in a new budget results and deficit.

4/14/20 – Budget Baseline		
Item	FY 21, \$M	FY 22, \$M
Revenue – <i>Updated Projection</i>	1,284	1,337
Expenditures – Original (4/7/2020)	1,300	1,343
Operating Gap	(16)	(6)

Updated Balanced Budget

The FY 21 and FY 22 final proposed budget for operations is **balanced in both revenue and expenditure.**

Final Proposed Budget ~ for Adoption		
Item	FY 21, \$M	FY 22, \$M
Revenue – Updated Projection	1,284	1,337
Expenditures – New Base	1,284	1,337
Operating Gap	0	0



Operating Revenues ~ Final Proposed

4/21/20 – Operating Revenues, \$M

Item	FY 21	FY 22
General Fund Transfers	347.4	354.1
Operating Grants	317.8	236.4
Parking and Traffic Fees and Fines	266.3	303.5
Parking Tax In-Lieu	63.4	67.7
Transit Fares	207.3	218.0
Other (Advertising, Interest)	81.4	123.2
Taxi Service	0.2	0.2
Use of Fund Balance	0.0	33.8
TOTAL	1,283.8	1,336.9

Operating Expenditures ~ Final Proposed

4/21/20 – Operating Expenditures , \$M

Item	FY 21	FY 22
Salary	586.8	604.7
Fringe Benefits	290.7	318.9
Overhead	(39.2)	(39.9)
Non Personnel Service	252.0	256.9
Material & Supplies	74.1	74.4
Capital Spending	7.2	7.2
Debt Service	23.4	23.4
Work Order	88.9	91.3
TOTAL	1,283.8	1,336.9

Use of One Time Fund Balance

Item	FY 21	FY 22
Beginning Fund Balance	293	39
10% Reserve Policy (goal is resilience in next downturn: fund >50% potential extra shortfall)	(129)	(5)
Remaining Balance for Use:	164	34
Capital Project Reserve/Contingency: Reserve for major capital project CMODs and budget overruns	(85)	
Operating Budget Appropriation: Appropriation for non-labor materials & supply and other one-time costs		(34)
Parking Meter Replacement Project: Replacement of the parking meters (enterprise costs)	(22)	
Transit Capital Projects: Offset of Proposition B Population Baseline shift to Operating Costs	(10)	
Facilities Capital Projects: Building Progress Program/Facilities Improvements	(8)	
Remaining Balance	39	0

Key Elements of Budget Balancing

- Assumed revenue loss of \$173.6 million over FY 21 and FY 22
- Assumes CARES Federal Relief over FY 21 and FY 22 covers most of loss
- Assumed Cost of Living Adjustment delays (per labor MOUs) in FY 21 and FY 22 totaling \$14 m and \$26 m respectively
- Slowed hiring of new positions included in the budget by a minimum of one quarter resulting in a \$0.3 m savings in FY 21 and \$1.1 m savings in FY 22
- Included a retirement contribution increase of \$22.3 million in FY 22 and held steady healthcare projected costs in both FYs.
- Recommend no use of fund balance for operating costs in FY 21 and maximizing federal grant relief, results in \$33.8 m use of fund balance in FY 22
- Includes divisional recommendations for efficiencies resulting in savings
- Includes labor cost savings from position substitutions

Operating Expenditures ~ Final Proposed

4/21/20 – Operating Expenditures , \$M

Item	FY 21	Change from 4/7/2020	FY 22	Change from 4/7/2020
Salary	586.8	(27.4)	604.7	(34.3)
Fringe Benefits	290.7	3.3	318.9	22.6
Overhead	(39.2)	13.0	(39.9)	12.3
Non Personnel Service	252	0	256.9	0
Material & Supplies	74.1	0.8	74.4	0.8
Capital Spending	7.2	0.1	7.2	0.1
Debt Service	23.4	(0.6)	23.4	(0.6)
Work Order	88.9	(4.9)	91.3	(6.8)
TOTAL	1,283.80	(15.70)	1,336.90	(5.80)

Cost Controls: Managing Expenditures in FY 21 and FY 22

With an expected economic downturn/recession planned within the budget cycle. Fiscal controls will be put in place for planned expenditures, program initiation and new positions.

Fiscal Controls to be maintained in FY 21 include:

- Executive approval of unscheduled overtime
- Quarterly review of the timing and sequence of hiring; with a specific focus on service critical positions
- Review of purchases of non-service critical services and supplies and workorders with other City Departments

Cost Controls: Managing Expenditures in FY 21 and FY 22

In addition, the following programs will be subject pending the fiscal health of the SFMTA and the agency's ability to hit planned revenue targets.

Vision Zero Education

Safe Routes to School Program

Free Muni for Youth Expansion

FY 21 50.7 FTE – Transit Division

FY 21 50.7 FTE – Transit Division

FY 21 57.7FTE – Sustainable Streets Division

FY 21 3.1 FTE – Finance & Info Tech Division

FY 21 3.8 FTE – Taxi & Accessible Svs. Division

Programs and Positions on

Budget Hold

Pending Review of the
Fiscal Health of the SFMTA

\$22.7 m

Cost Controls: Managing Expenditures in FY 21 and FY 22

Throughout FY 21, staff will provide the SFMTA Board updates on the fiscal health of the Agency, revenues and expenditures with updates on budget implementation.

FY 21
Final Proposed
Budget
\$1.28 b

FY 22
Final Proposed
Budget
\$1.34 b

Fiscal Controls
Estimated Savings
\$10 m

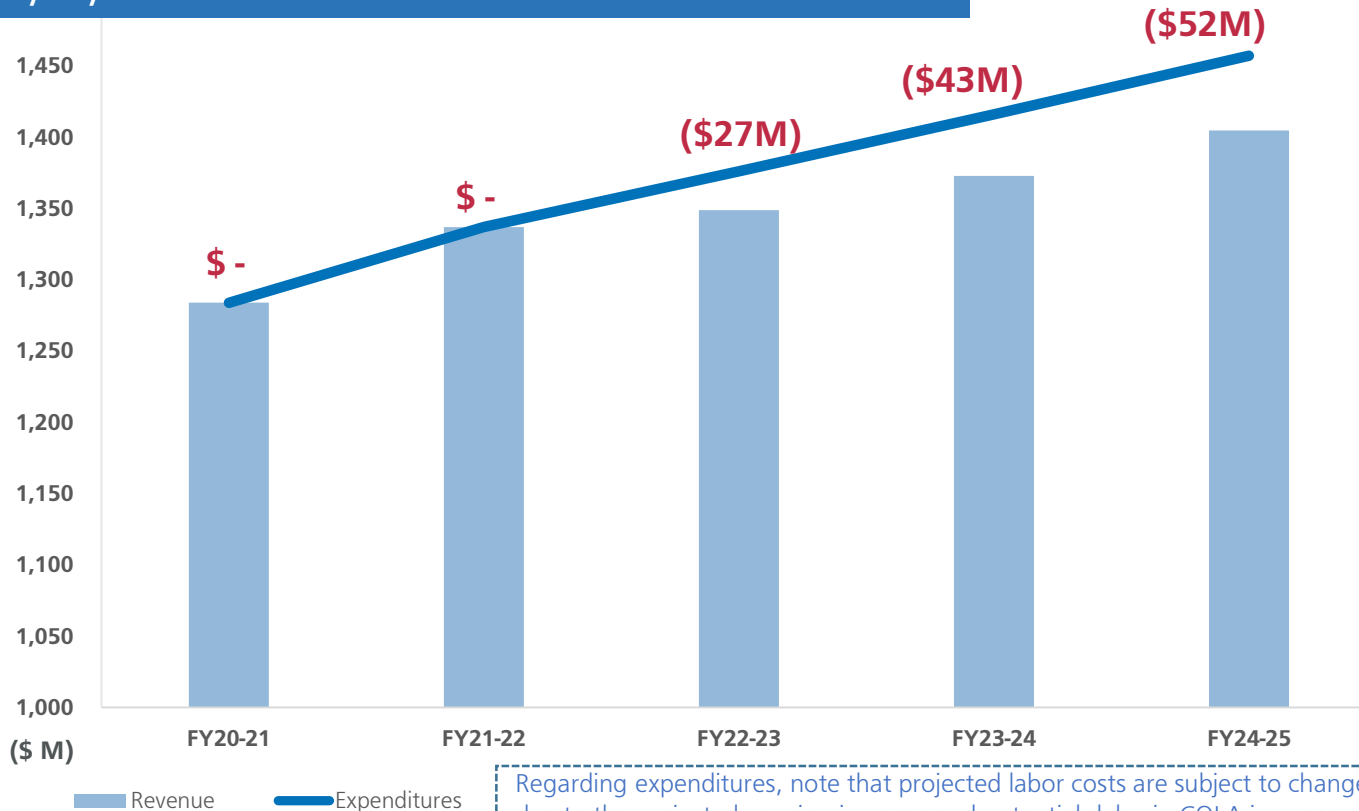
Budget Holds
Revenue Review
\$23 m

10% Reserve
Appropriated
\$129 m

Ongoing Structural Deficit

The SFMTA 2-year budget is balanced however an **ongoing structural deficit** remains.

4/21/20 – SFMTA 5-Year Forecast



Regarding expenditures, note that projected labor costs are subject to change due to the projected pension increase and potential delay in COLA increase.



SFMTA

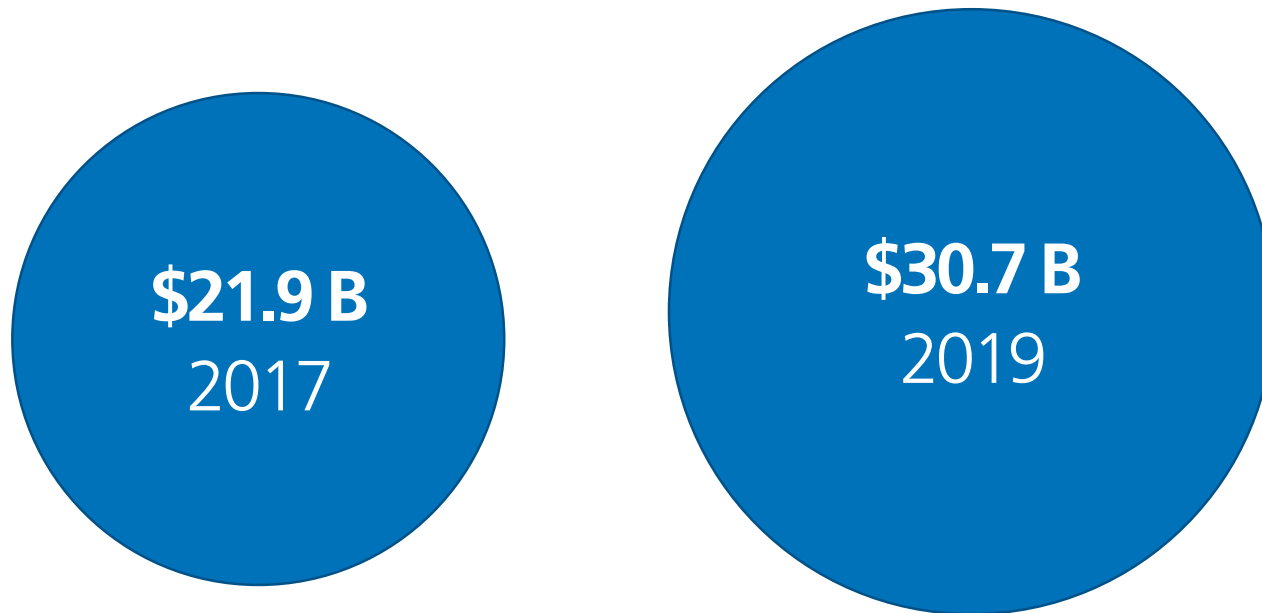
Fiscal Year 2021 – 2025

Capital Improvement Program

With final revenues identified and project proposals including project scopes, phasing, schedules and costs, the final 5-Year Capital Improvement Program has been developed for final adoption by the SFMTA Board of Directors.

Capital Needs: SFMTA 2019 20-Year Capital Plan Update

SFMTA 20-Year Capital Plan needs for the transportation system **grew by \$8.9 billion between 2017 and 2019.**



SFMTA 5-Year Capital Improvement Program

The SFMTA 5-Year Capital Improvement Program is a **fiscally constrained 5-year program of capital improvement and operational projects.**

- *An implementation plan* for regional, citywide, and agency-wide strategies and policy goals
- *Maintains credibility* with external funding agencies (eg. MTC, FTA)



SFMTA 5-Year Capital Improvement Program – CIP Programs/Descriptions



Fleet

Purchase and rehabilitate transit vehicles including motor coaches, trolley coaches, light rail vehicles and paratransit vans



Signals

Plan, design, engineer and construct traffic signals and associated infrastructure to improve mobility and safety on San Francisco streets and decrease transit travel time



Parking

Plan, design, rehabilitate and construct public parking facilities or street infrastructure related to public parking



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



Comm & 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.



Transit Optimization

Plan, design, engineer and construct infrastructure improvements to improve travel time and increase the capacity and reliability of the transit system



Fixed Guideway

Plan, design, engineer and construct improvements to critical infrastructure including rail track, overhead wires, and train control technology



Security

Plan, design and construct or implement systems to improve the security of the transit system



Facilities

Acquire, develop and/or rehabilitate transit station areas and maintenance facilities used for transit, traffic, and parking operations.



Streets

Plan, design, engineer and construct improvements to street safety that promote walking, bicycling, and taking transit

SFMTA 5-Year Capital Improvement Program – Revenue Assumptions and Options

CIP Revenue Assumptions



Competitive Grants

Conservatively included at 80% of the three-year average of awarded amounts to SFMTA.



Regional Measure 3

\$140M in Regional Measure 3 (RM3) is included starting in FY2020-21. RM3 Core Capacity is included at \$18 million starting in FY2020-21.



Proposition D

The Transportation Network Tax (Proposition D) is assumed at \$62 million from FY21-25 based on available data.



\$60M TIRCP

The Transit and Intercity Rail Capacity Program (TIRCP) cap and trade grant is assumed at \$60M in FY2024-25.



FTA Transit Capital Priorities

The Federal Transit Administration (FTA) Transit Capital Priorities (TCP) is based on the Core Capacity Challenge Grant Program (CCGP) estimate.

CIP Potential Revenues



2nd \$500 million General Obligation Bond

Scheduled to go on the ballot in November 2022. Not included in current revenue assumptions.



Proposition K

Potential re-authorization of the Proposition K sales tax is not included in current revenue assumptions.



Revenue Bonds

Significant capacity available but has impact on operating budget: debts service payments = ~\$7M annually per \$100M issued at current interest rates.



Regional Measure

One cent sales tax potentially scheduled to go on the ballot in November 2020. Expected to generate \$100.6 billion over 40 years. Not included in revenue assumptions.

SFMTA Five-Year Capital Improvement Program – Stats

5-year Amount
\$2.54 b

Projects
188

Funding Sources
50+

Average SGR
Annual Investment
\$268.7 m

SFMTA Five-Year Capital Improvement Program – Proposed FY 2021-25 CIP

Program	Capital Budget					5-Year CIP
	FY21	FY22	FY23	FY24	FY25	Total (Current)
Central Subway	\$0	\$0	\$0	\$0	\$0	\$0
Communications & IT	\$7.0	\$3.3	\$1.3	\$9.4	\$4.4	\$25.3
Facility	\$69.6	\$67.7	\$64.5	\$35.4	\$5.2	\$242.5
Fleet	\$150.6	\$186.1	\$164.9	\$139.9	\$274.6	\$916.1
Parking	\$0.0	\$11.4	\$11.1	\$0.0	\$0.0	\$22.5
Security	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$10.2
Signals	\$18.5	\$24.1	\$19.3	\$6.9	\$22.8	\$91.6
Streets	\$77.9	\$80.0	\$51.1	\$39.4	\$36.4	\$284.8
Taxi	\$0.7	\$0.7	\$0.4	\$0.4	\$0.2	\$2.3
Transit Fixed Guideway	\$63.2	\$60.6	\$72.9	\$88.0	\$108.2	\$392.9
Transit Optimization	\$170.2	\$117.2	\$96.4	\$80.6	\$85.2	\$549.7
Total SGR	\$249.7	\$283.0	264.8	\$225.2	\$320.9	\$1,340.3
Total	\$559.8	\$553.1	\$483.8	\$402.0	\$539.1	\$2,537.8

SFMTA Five-Year Capital Improvement Program – Final Adjustments

Program	7 April Total	Final Proposed	Delta	Adjustment
Central Subway	\$0.0	\$0.0	\$0.0	
Communications & IT	\$25.3	\$25.3	\$0.0	
Facility	\$220.5	\$242.5	\$22.0	Added \$22M in future issuance of General Obligation (GO) Bonds
Fleet	\$933.0	\$916.1	(\$16.9)	Shifted funds to maintain integrity of 40' Bus Expansion project, decline in total reflects use of reserves for this purpose
Parking	\$22.5	\$22.5	\$0.0	
Security	\$10.2	\$10.2	\$0.0	
Signals	\$91.6	\$91.6	\$0.0	
Streets	\$284.8	\$284.8	\$0.0	
Taxi	\$2.3	\$2.3	\$0.0	
Transit Fixed Guideway	\$392.9	\$392.9	\$0.0	
Transit Optimization	\$501.4	\$549.7	\$48.3	Added \$45M in future issuance of GO Bonds and \$3.5M in CCSF new revenue
Total SGR	\$1,340.3	\$1,343.7	\$0.0	
Total	\$2,484.4	\$2,537.8	\$53.4	

Proposed FY 2021-25 CIP – Weather Map Analysis

Capital Program	2019 Capital Needs	% of Capital Needs	5-Year CIP Needs (25%)	Proposed CIP	Delta	% Need Met
Communications & IT	281	1%	70.3	25.3	(45.0)	36%
Facility	4,599	15%	1,149.8	242.5	(907.2)	21%
Fleet	5,419	18%	1,354.8	916.1	(438.7)	68%
Parking	681	2%	170.3	22.5	(147.8)	13%
Security	557	2%	139.3	10.2	(129.0)	7%
Streets	4,936	16%	1,234.0	284.8	(949.2)	23%
Taxi	65	0%	16.3	2.3	(14.0)	14%
Traffic Signals	1,488	5%	372.0	91.6	(280.4)	25%
Transit Fixed Guideway	1,755	6%	438.8	392.9	(45.9)	90%
Transit Optimization & Expansion	11,068	36%	2,767.0	549.7	(2,217.3)	20%
Total	\$30,849	100%	\$7,712.3	\$2,537.9	\$(5,174.4)	33%