



SFMTA

San Francisco Municipal Transportation Agency

FY 2023 & 2024 Consolidated Budget

FY 2023 – 2027 Capital Improvement Program

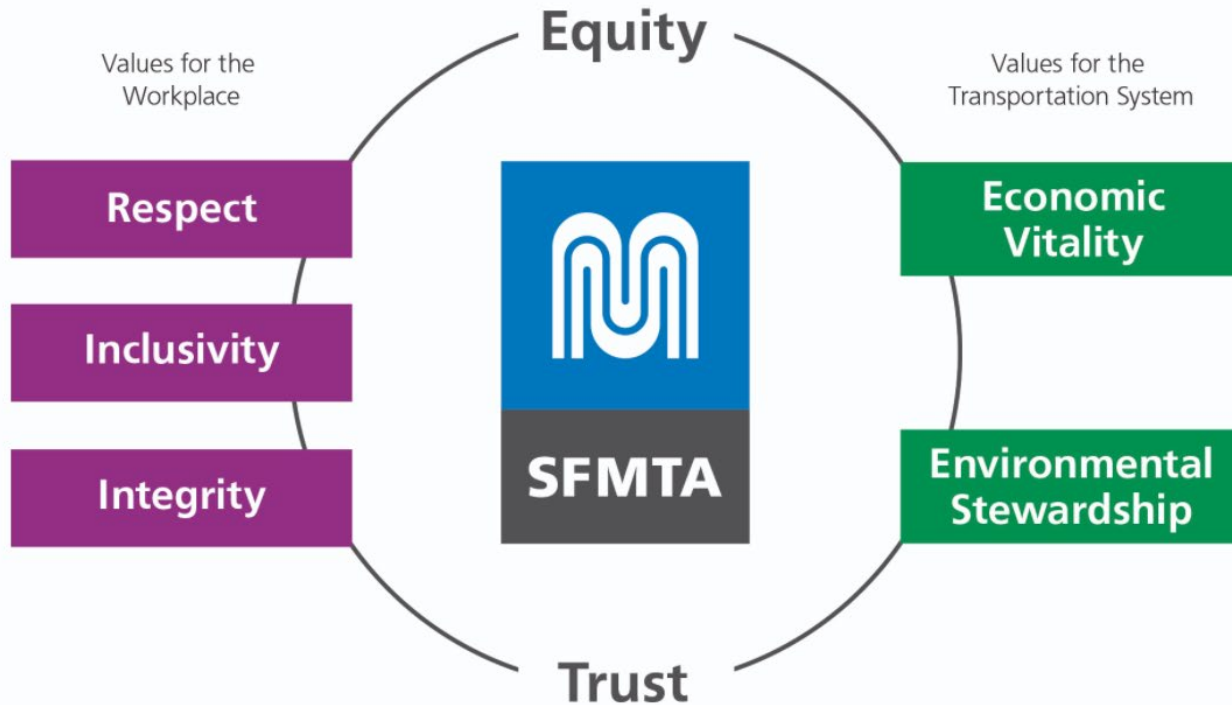
Citizens' Advisory Council
February 3, 2022

Creating (and maintaining) the SFMTA budget is a major step toward designing the agency and transportation system we all want.

The budget numerically represents our interests, passions and necessities.

By examining our expenses, we can better **understand our trends, figure out where we can perform better, determine if we're on the right path, and prepare for potential financial downturns.**

Most importantly,
the SFMTA budget
reflects our values.



By May 1st we must complete the development of two products.

2-Year Consolidated Budget

- 2-Year Operating Budget
- 2-Year Capital Budget
- Budget Resolution
- Budget Appropriation
- Fees, Fares and Fines Policy
- Other policies as directed
- FY 2023 & FY 2024

5-Year Capital Improvement Program

- Capital Projects by Program by Phase
- Funding Plans for all Capital Projects
- Capital Funding Priority Areas
- Analysis of Capital Investment Gaps
- First 2-Years as Capital Budget
- Other policies as directed
- FY 2023 – FY 2027

The 2-Year Consolidated budget lays out the operations, programs and projects the agency will take on between adopted budgets.

2-Year Consolidated Budget

Operating

Revenue (Sources)

Expenditure (Uses)

Operations (On-Going)

Programs (On-Going)

Programs (One-Time)

Capital

Revenue (Sources)

Funding Plans

Capital Programs

Capital Projects (One-Time)

Phases (One-Time)

The 5-Year Capital Improvement Program (CIP) lays out the capital revenues, funding plans, programs, projects and phases over a five-year period.

“What and Why”

The SFMTA Board provides policy direction on priorities through the 20-Year Capital Plan

Funding agencies specify through law or regulation how capital dollars may be used.

20-Year Capital Plan

Funding Agencies

5-Year Capital Improvement Program

“How and When”

The 5-Year Capital Improvement Program (CIP)

How? means – project **scope**

How? means – by what **phasing**

How? means – with what or **who’s dollars** (we have 30+ funding sources)

When? means – **sequence** of projects or phases to meet a policy objective

When? means – **cashflow** requirements to keep everything moving

The typical schedule for budget development is the following.

Summer/Fall	Fall	Jan/Feb	March/April	★
<p>Develop Operating Revenue Estimate</p> <p>Develop Capital Revenue Estimate</p> <p>Update 5-Year Financial Plan</p>	<p>Divisions develop operating and program proposals</p> <p>CIP Program Managers develop capital project proposals</p> <p>Baseline budget is developed</p>	<p>Constraints & Risks Analyzed</p> <p>MTA Board Workshop</p> <p>Public Outreach and feedback on priorities and proposals</p> <p>MTAB Hearings & Report Backs – Policy Issues</p>	<p>MTAB Hearings & Report Backs – Policy Issues</p> <p>Revised budget for MTAB Review, 5-Year CIP for Review</p> <p>Public Hearings, Budget & 5-Year CIP Adoption</p>	<p>City Charter requires submission to the Mayor by May 1st.</p> <p>Mayor submits to the Board of Supervisors on June 1st.</p> <p>Action/No Action by July or August.</p>

Financial Status Report

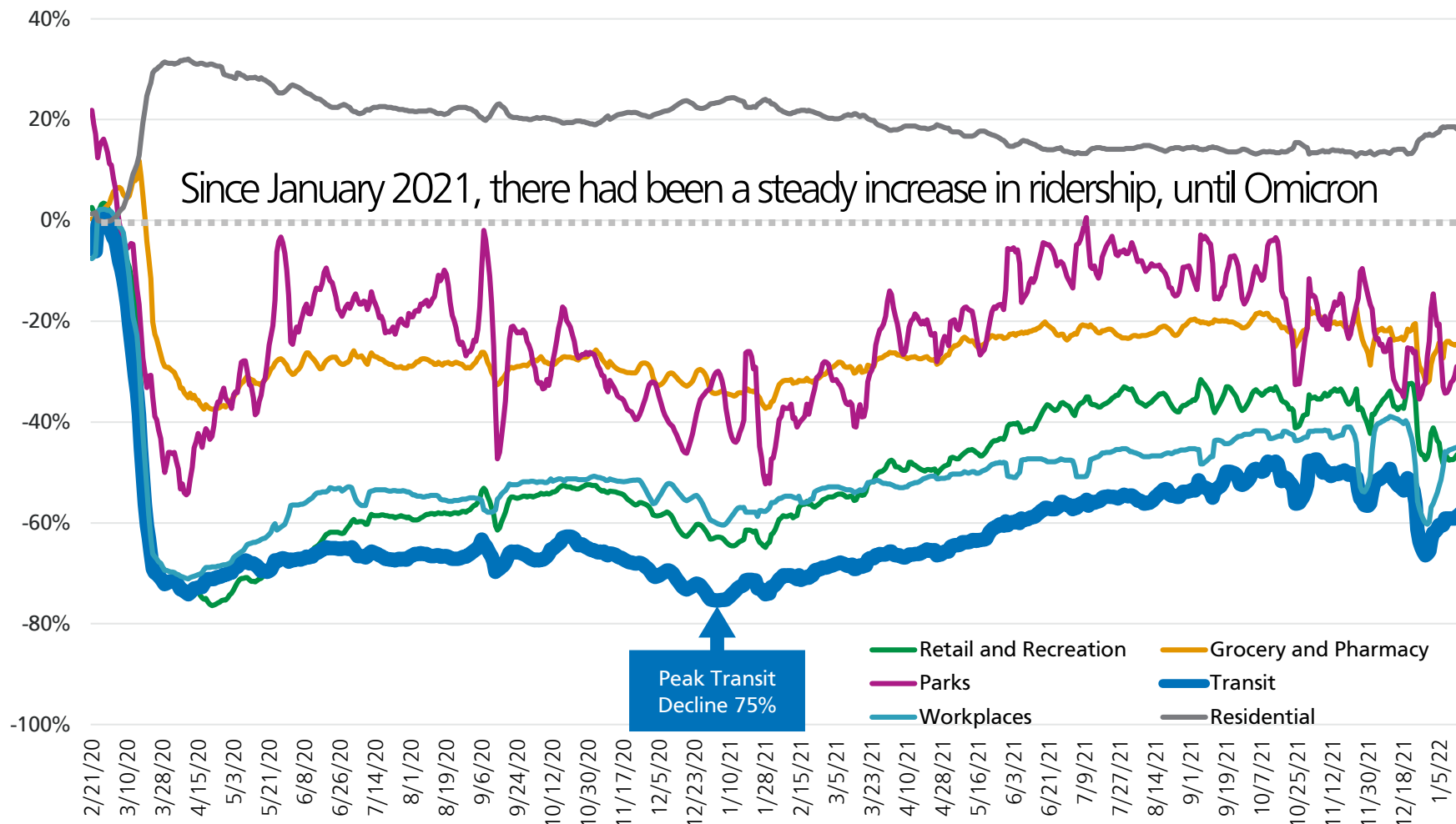
Data & Insights
Budget Baselines
Opportunities & Risks

Data is an important element of budget development.

We have been continuously monitoring data around change in in transportation choices.

Insights from this data impact our assumptions around revenues, and operating, program and project expenditures.

Google Mobility Data: San Francisco Destinations (Feb 2020 – today)

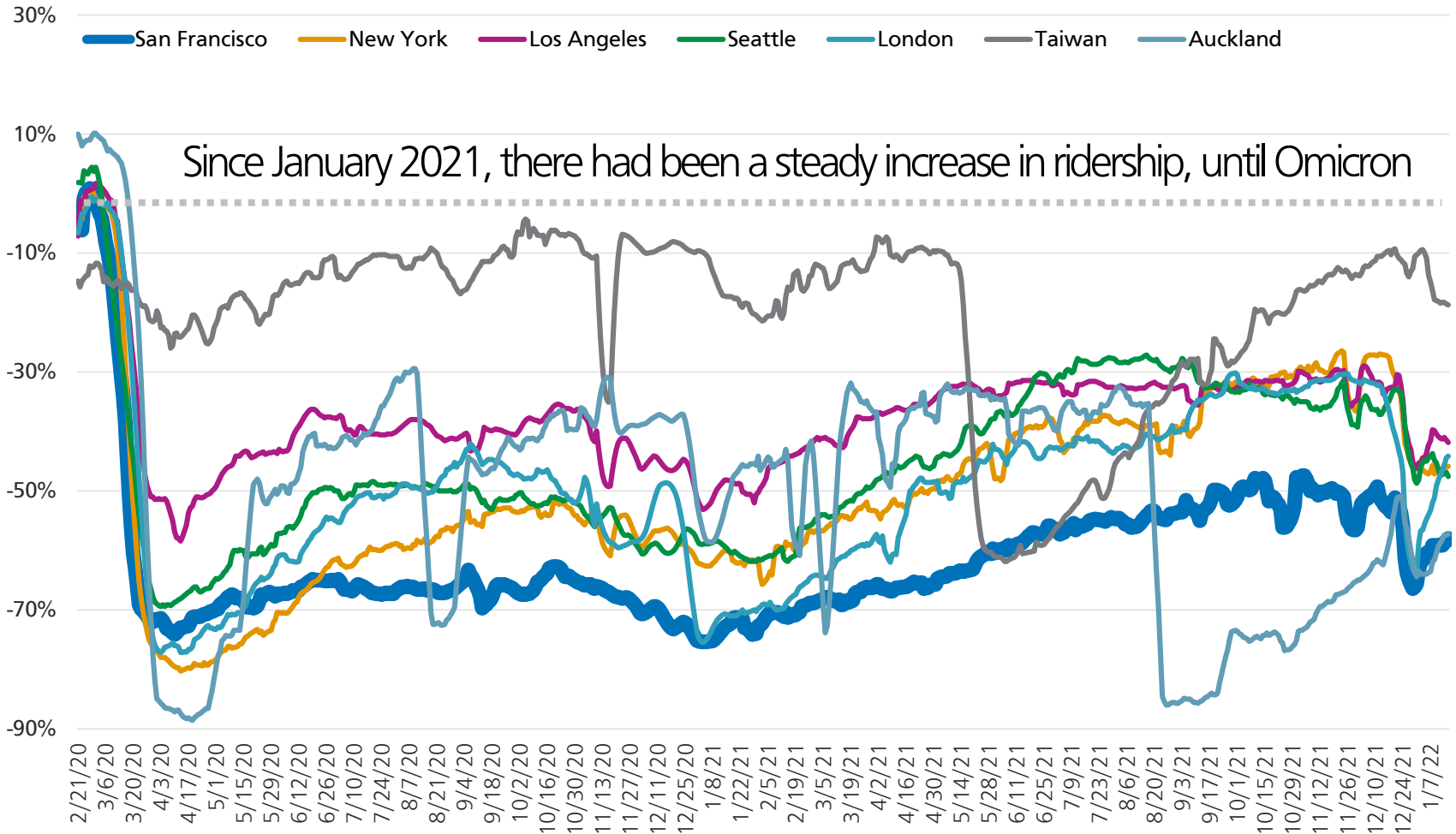


Source: Google LLC "Google COVID-19 Community Mobility Reports".

<https://www.google.com/covid19/mobility/> Accessed: January 19, 2022.

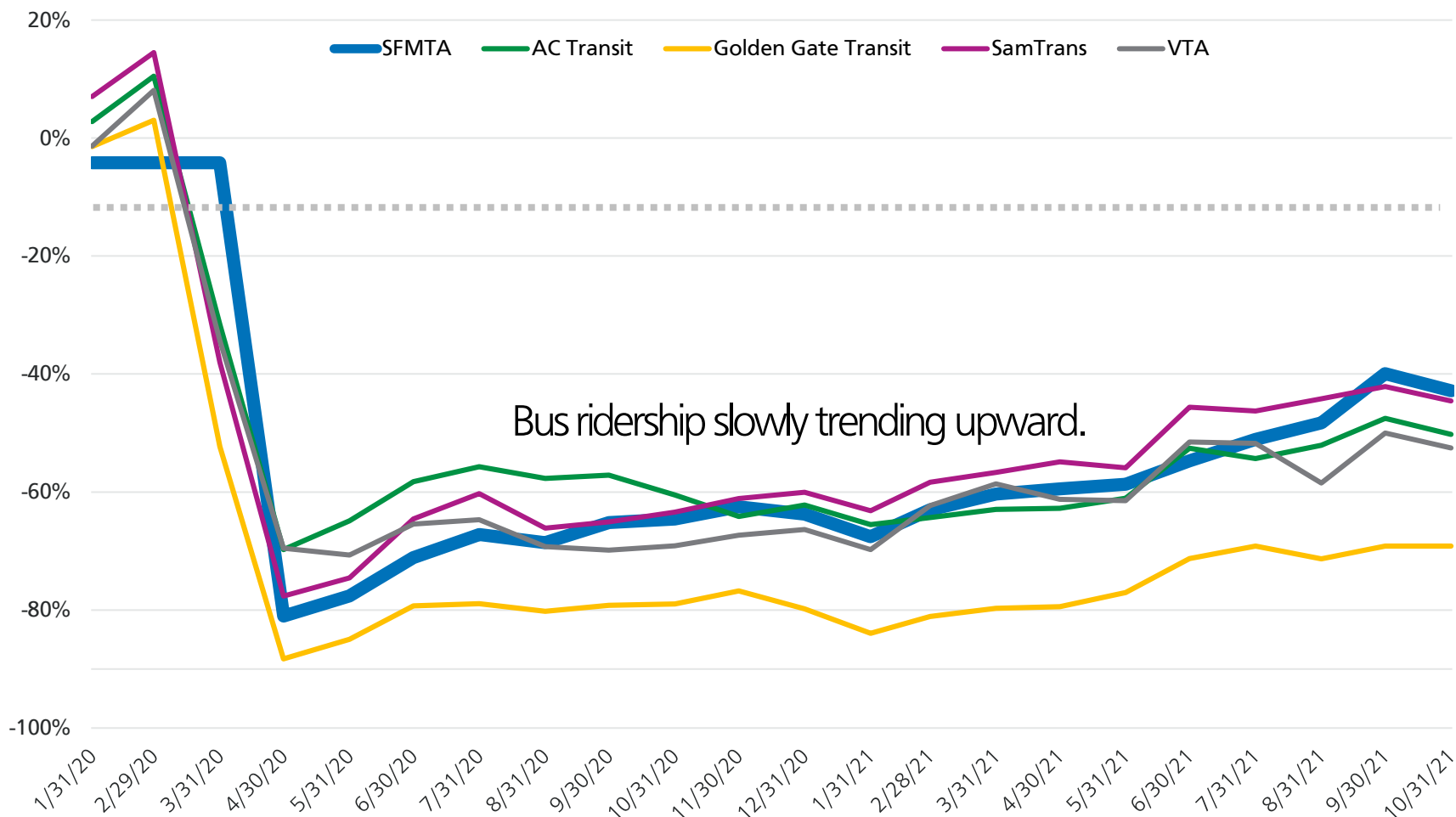
The baseline is the median value, for the corresponding day of the week, during the 5-week period Jan 3–Feb 6, 2020. Data is a rolling 7-day average versus the baseline.

Google Mobility Data: Transit Comparison (Feb 2020 – today)



Source: Google LLC "Google COVID-19 Community Mobility Reports".
<https://www.google.com/covid19/mobility/> Accessed: January 19, 2022.
 The baseline is the median value, for the corresponding day of the week, during the 5-week period Jan 3–Feb 6, 2020. Data is a rolling 7-day average versus the baseline.

National Transit Database (NTD): Bus Ridership (Jan 2020 – October 2021)

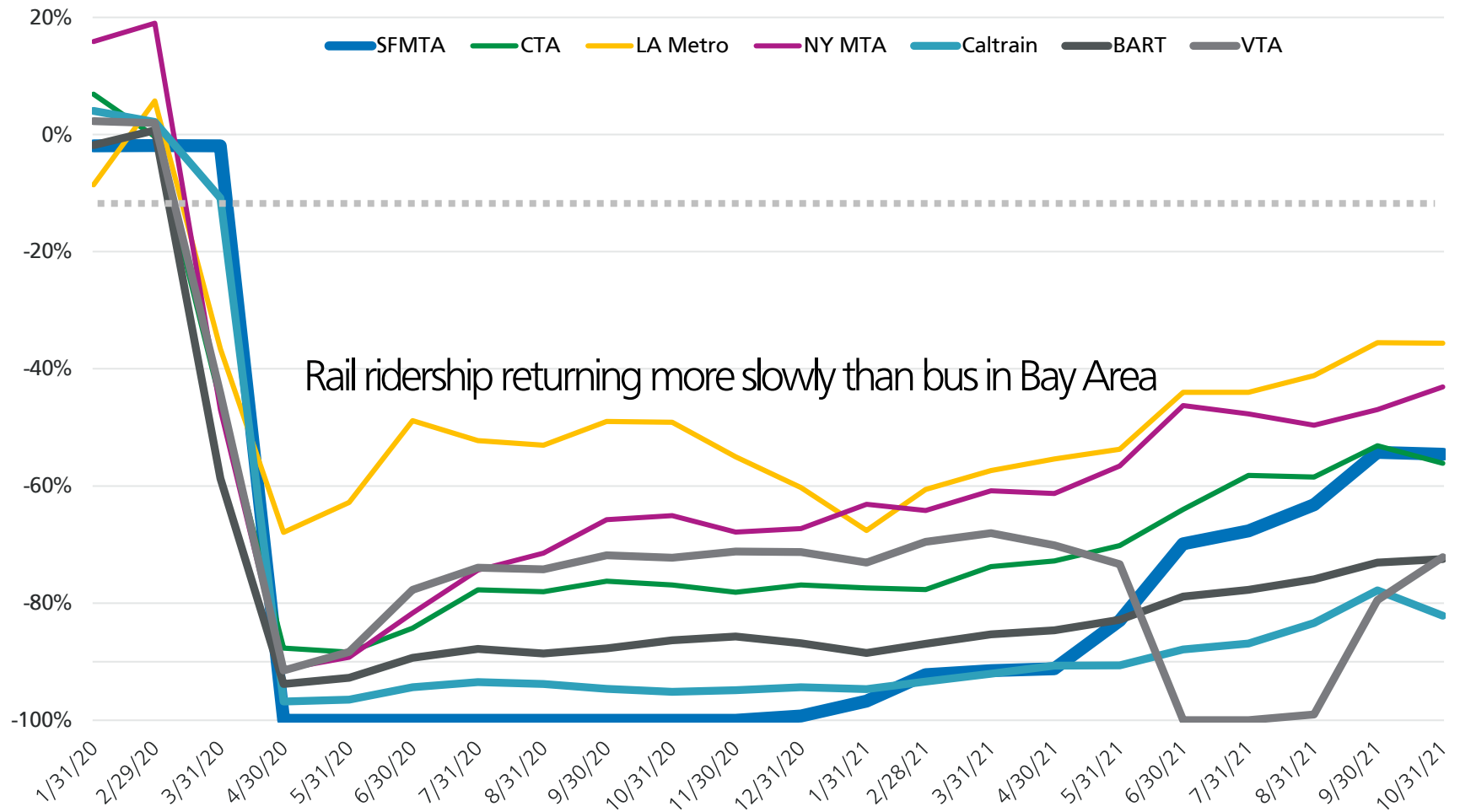


Source: National Transit Database

<https://www.transit.dot.gov/ntd>

Monthly bus ridership compared to the same month in calendar year 2019.

National Transit Database (NTD): Rail Ridership (Jan 2020 – October 2021)

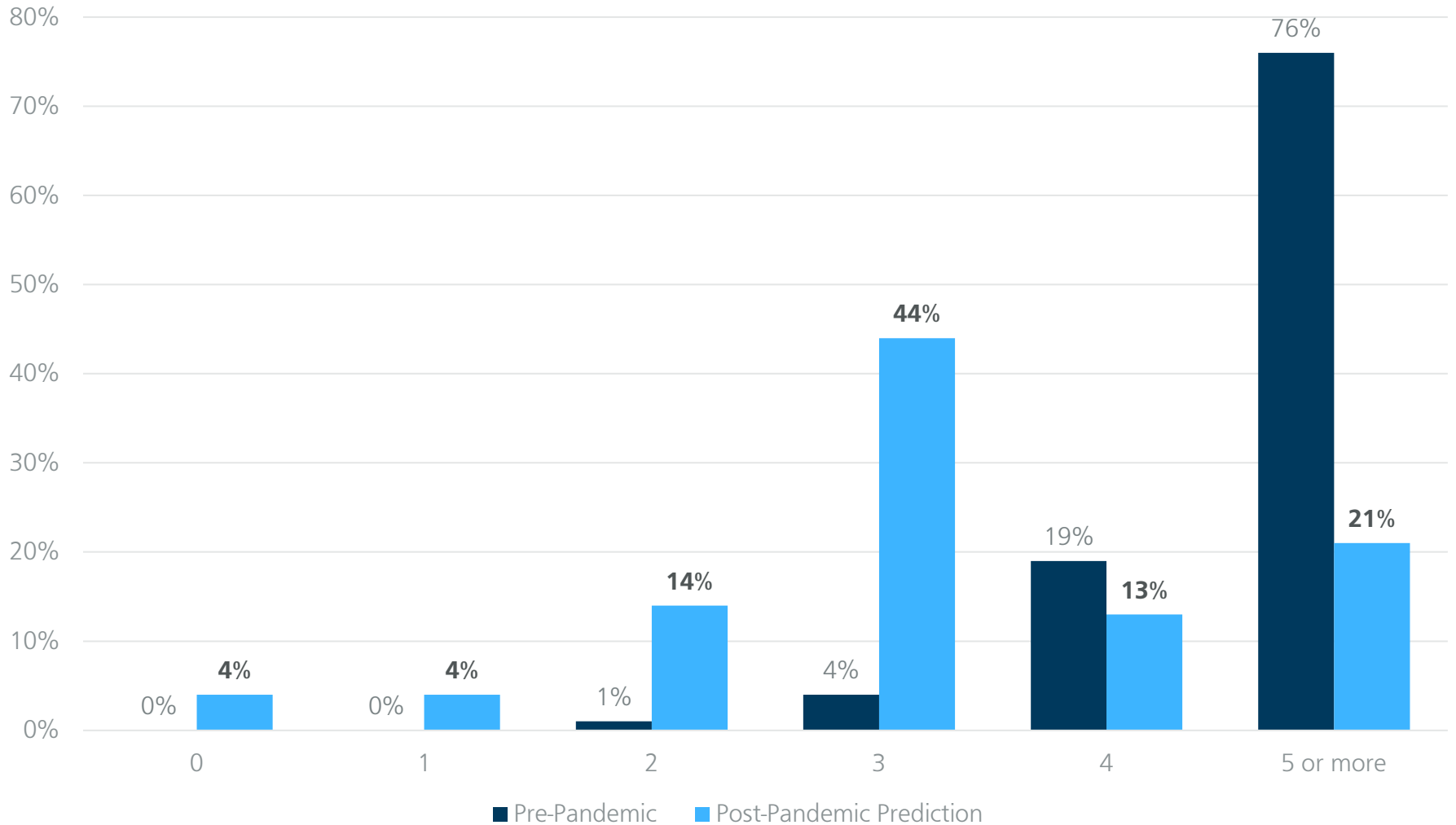


Source: National Transit Database

<https://www.transit.dot.gov/ntd>

Monthly rail ridership compared to the same month in calendar year 2019.

Number of Days Typical Employee Comes to Workplace

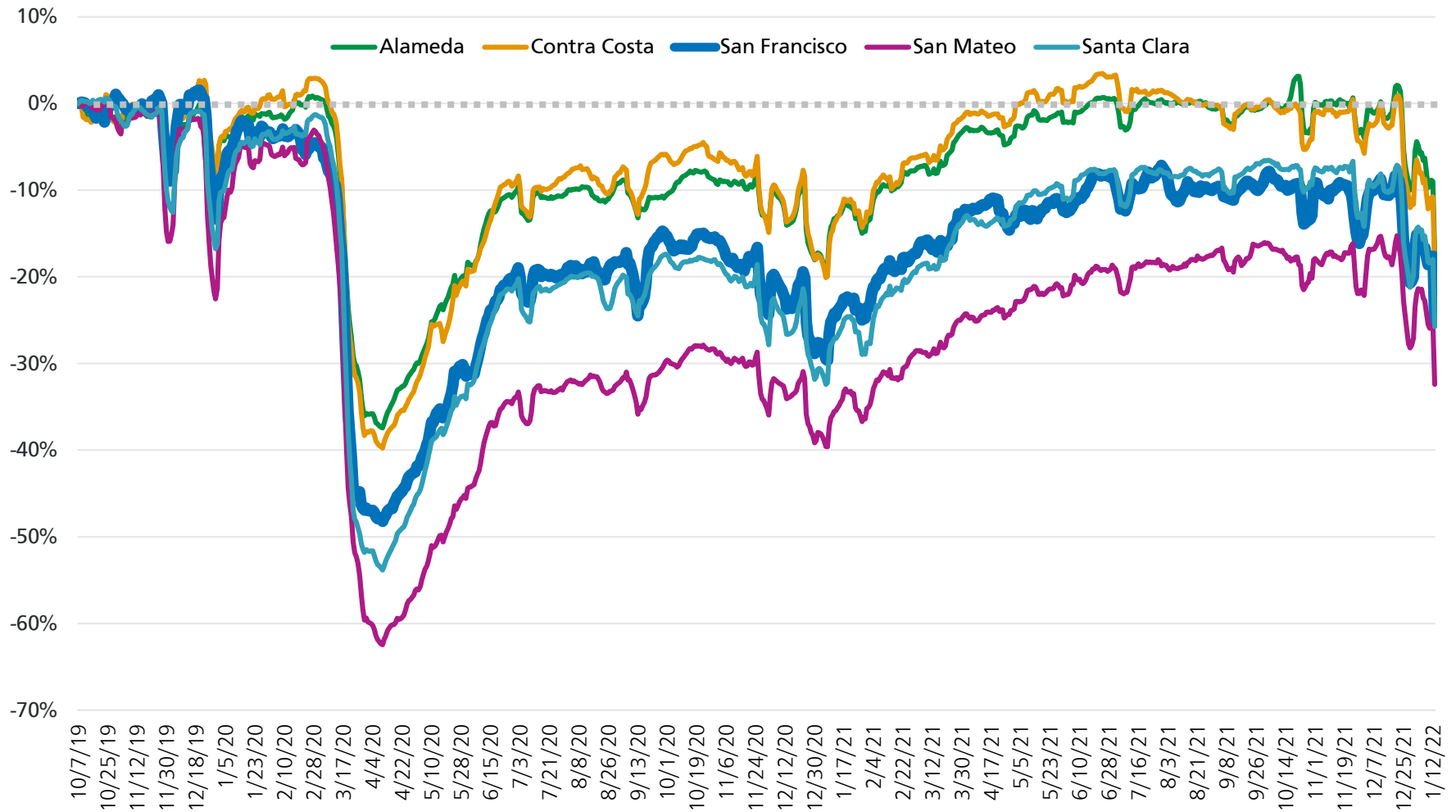


Source: Bay Area Council Economic Institute

<http://www.bayareaeconomy.org/>

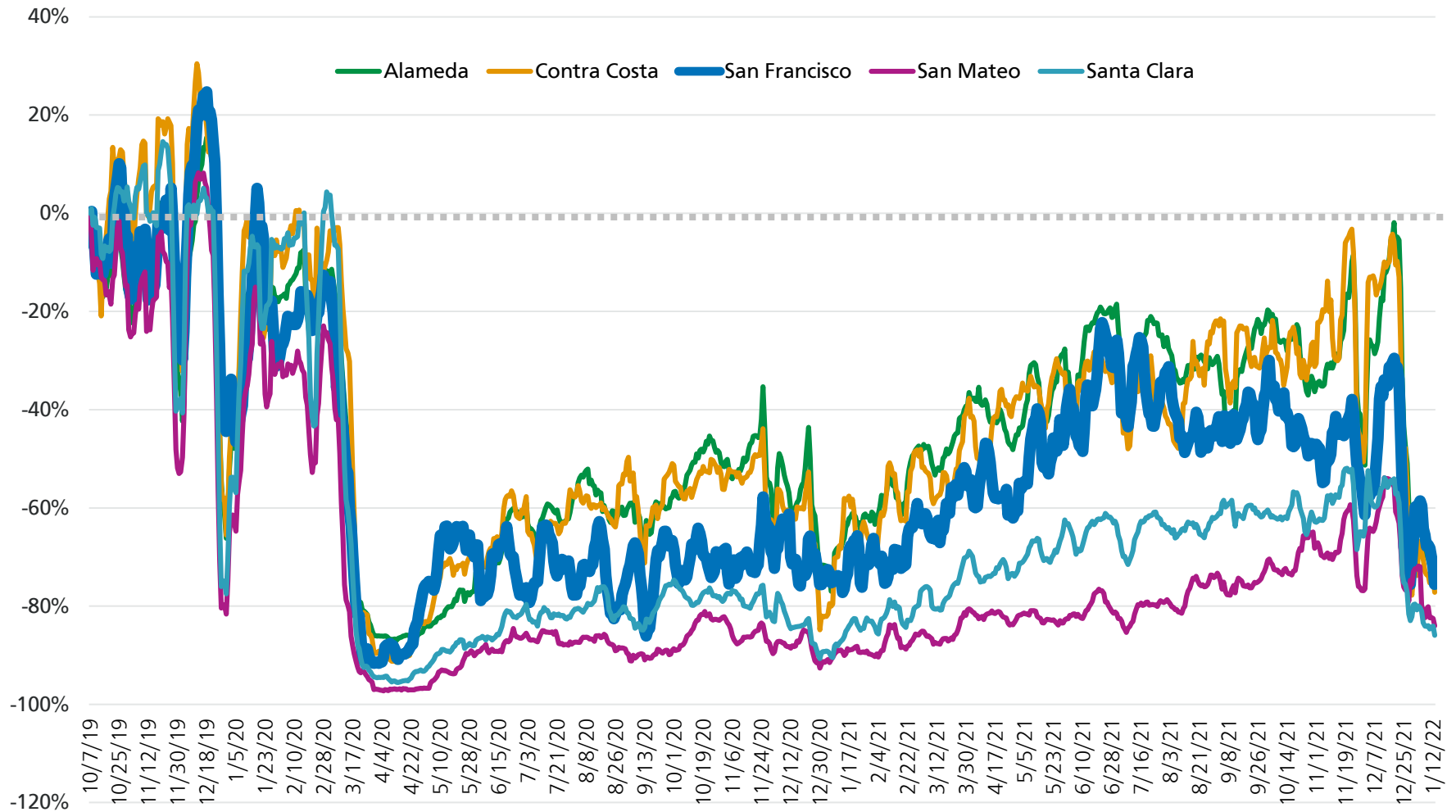
Results from December 2021 "Return to Transit Tracking Poll"

Caltrans Vehicle Miles Traveled: Bay Area Counties (Oct 2019 – today)



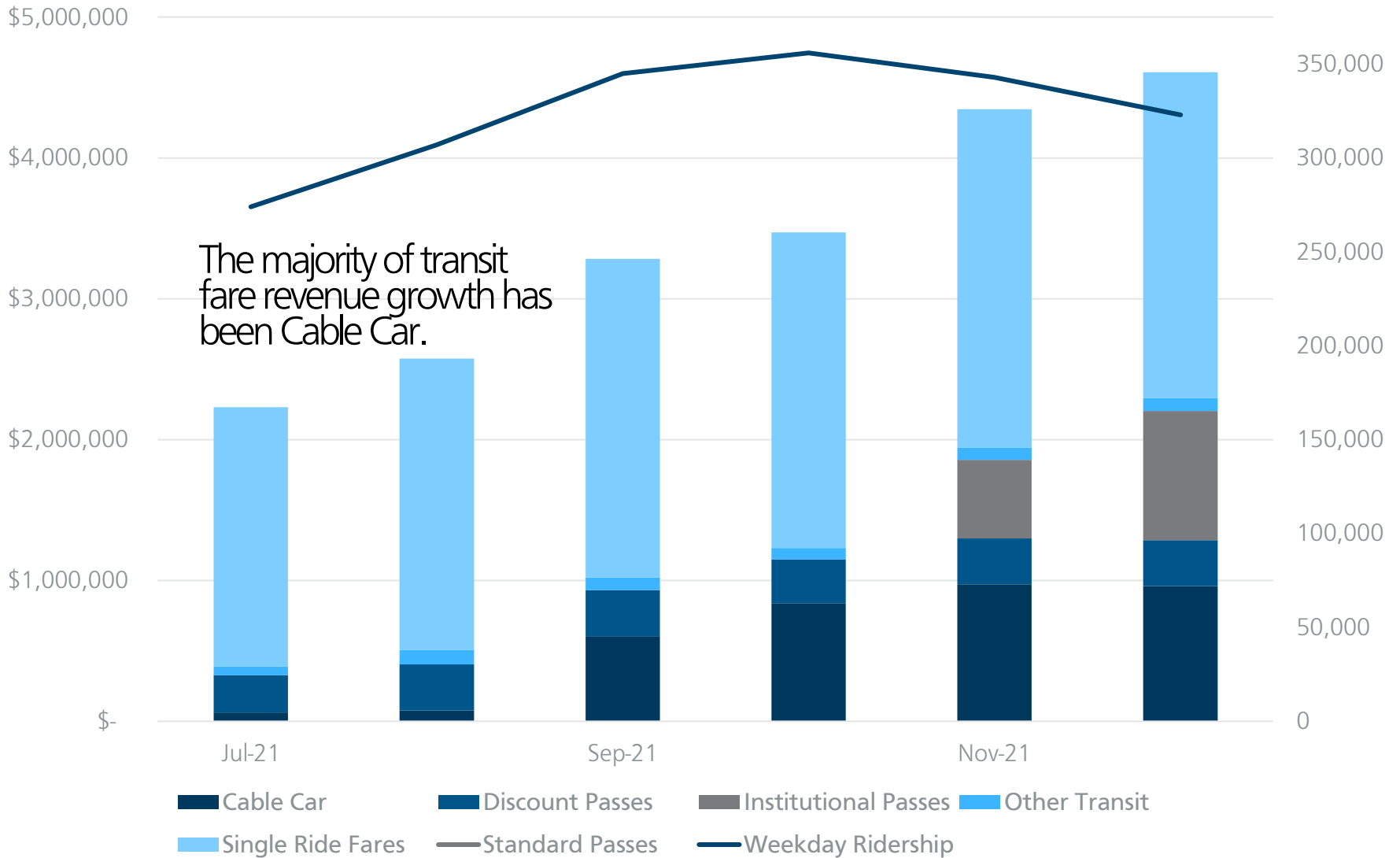
Source: California Department of Transportation. <https://pems.dot.ca.gov/> Accessed: January 13, 2022.
 The baseline is the seven-day average value for the first week of October 2019. Data is a rolling 7-day average versus the baseline.

Caltrans Vehicle Hours of Delay: Bay Area Counties (Oct 2019 – today)

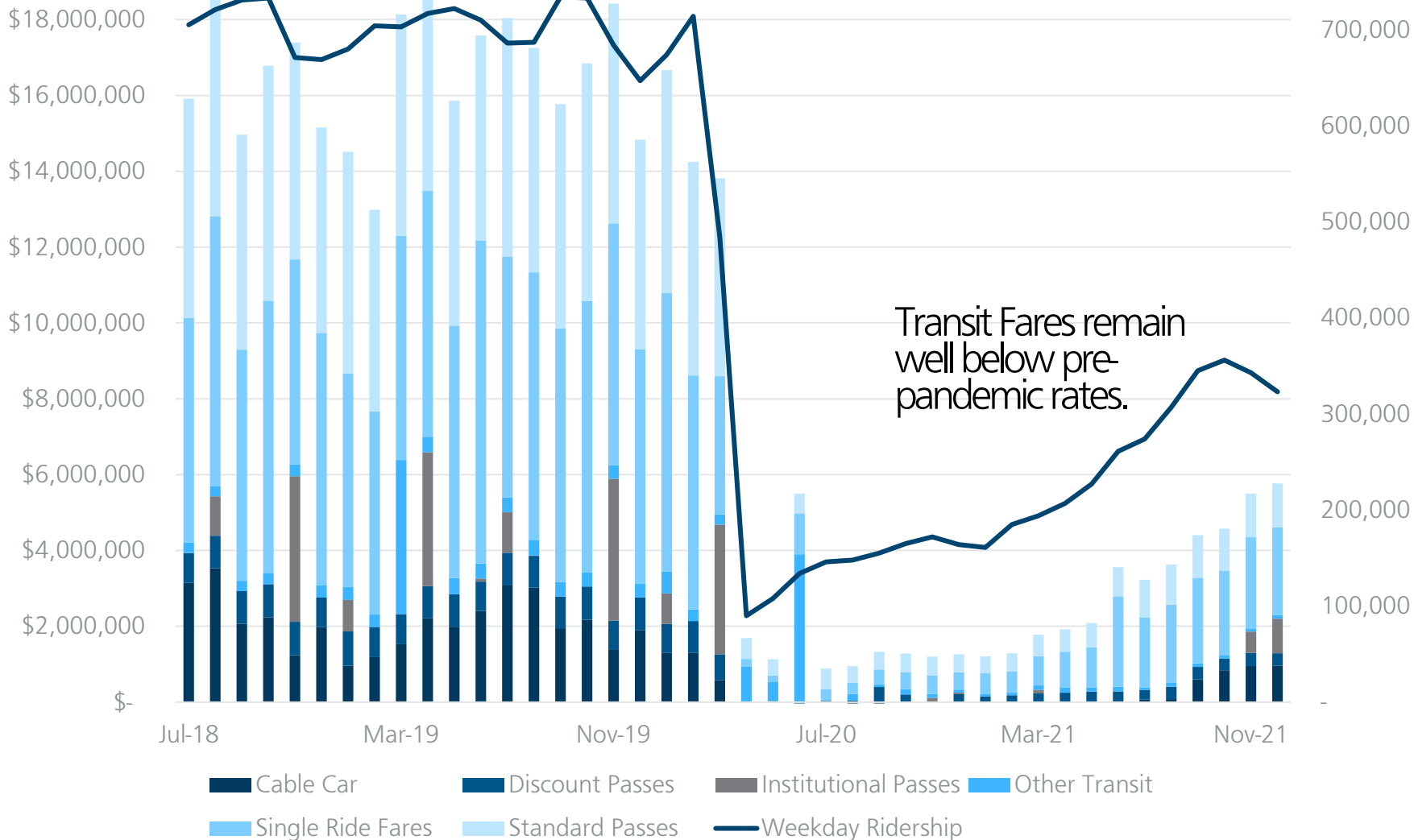


Source: California Department of Transportation. <https://pems.dot.ca.gov/> Accessed: January 13, 2022. The baseline is the seven-day average value for the first week of October 2019. Data is a rolling 7-day average versus the baseline.

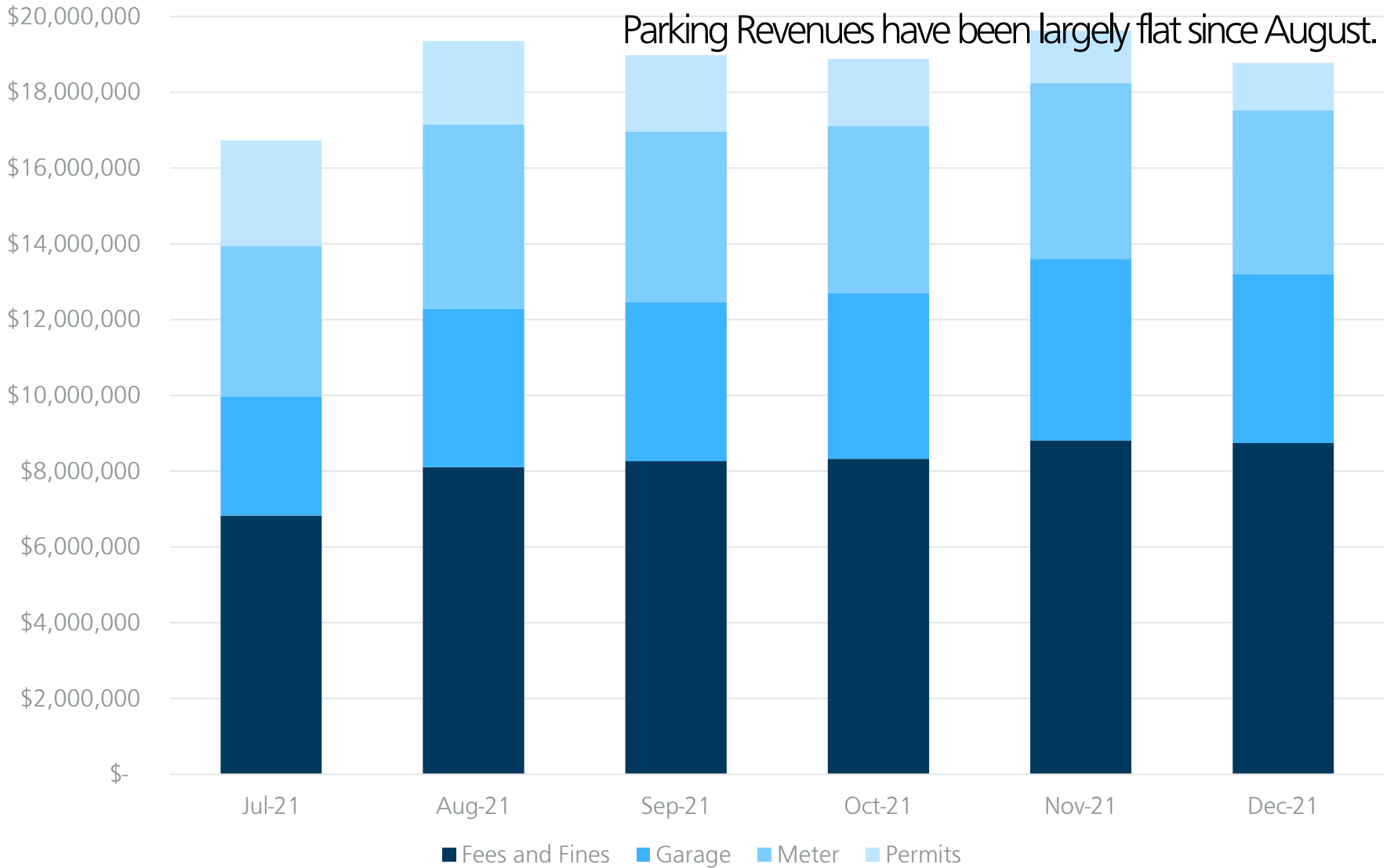
Transit Fare Revenue Trend: FY 2022



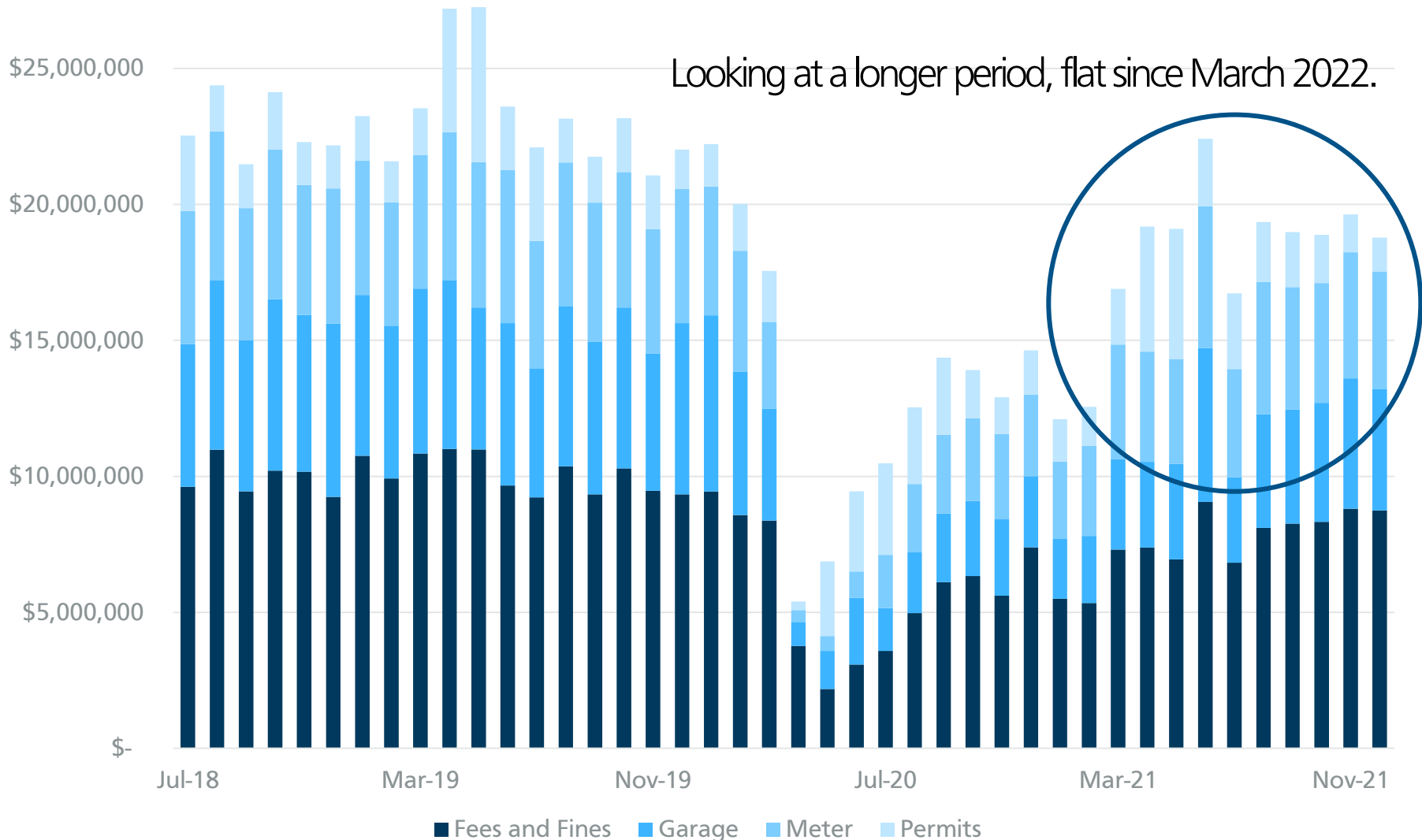
Transit Fare Revenue Trend: FY 2019 to present



Parking Revenue Trend: FY 2021



Parking Revenue Trend: FY 2019 to present



[Detailed Parking Data by Account Code](#)

Data Insights



Transit continues to recover slowly; the Bay Area continues to lag the nation. Pace of fare revenue growth remains uncertain. FY 2019 actual was \$195.7 million. Current baseline assumes 62% recovery by FY 23 and 78% in FY 23. Any gaps would be covered by advancing federal relief.



The length of the pandemic has likely permanently impacted travel patterns. Commute and tourist activity have slowly increased. Cable Car revenues are up. Number of days at work and trips to San Francisco continue to lag impacting parking revenues, which have flattened. Uncertainty remains.



The agency continues to run on one-time sources. The baseline assumes that agency 12.5% of agency expenses are covered by one-time sources in FY 23 and 7.7% in FY 24 if sustainable revenues continue to increase month-over-month, year-over-year. Revenue growth will be insufficient to cover both replacement of one-time funds and projected increases in costs. Structural deficit remains in the long-term.

We will start with the long-term to understand the impact of short-term decisions – especially with the budget.

Things are changing every quarter.

New data is coming in – making **resiliency to change** an important objective.

The next 2-year budget cycle will continue to challenge the SFMTA, as the operating environment changes and the financial picture on a rolling and regular basis.

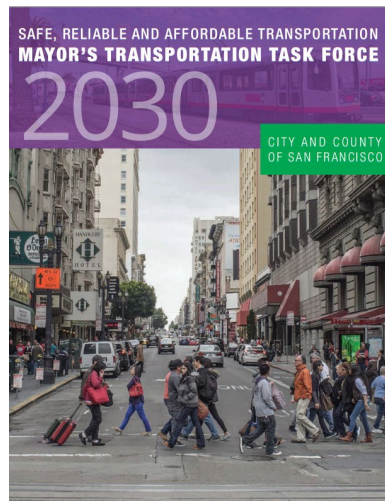
San Francisco

TRANSPORTATION 2050



Update – January 2022
Long-Range Financial Analysis

Transportation 2050 (T2050) builds upon the work done by the two prior Transportation Task Forces.



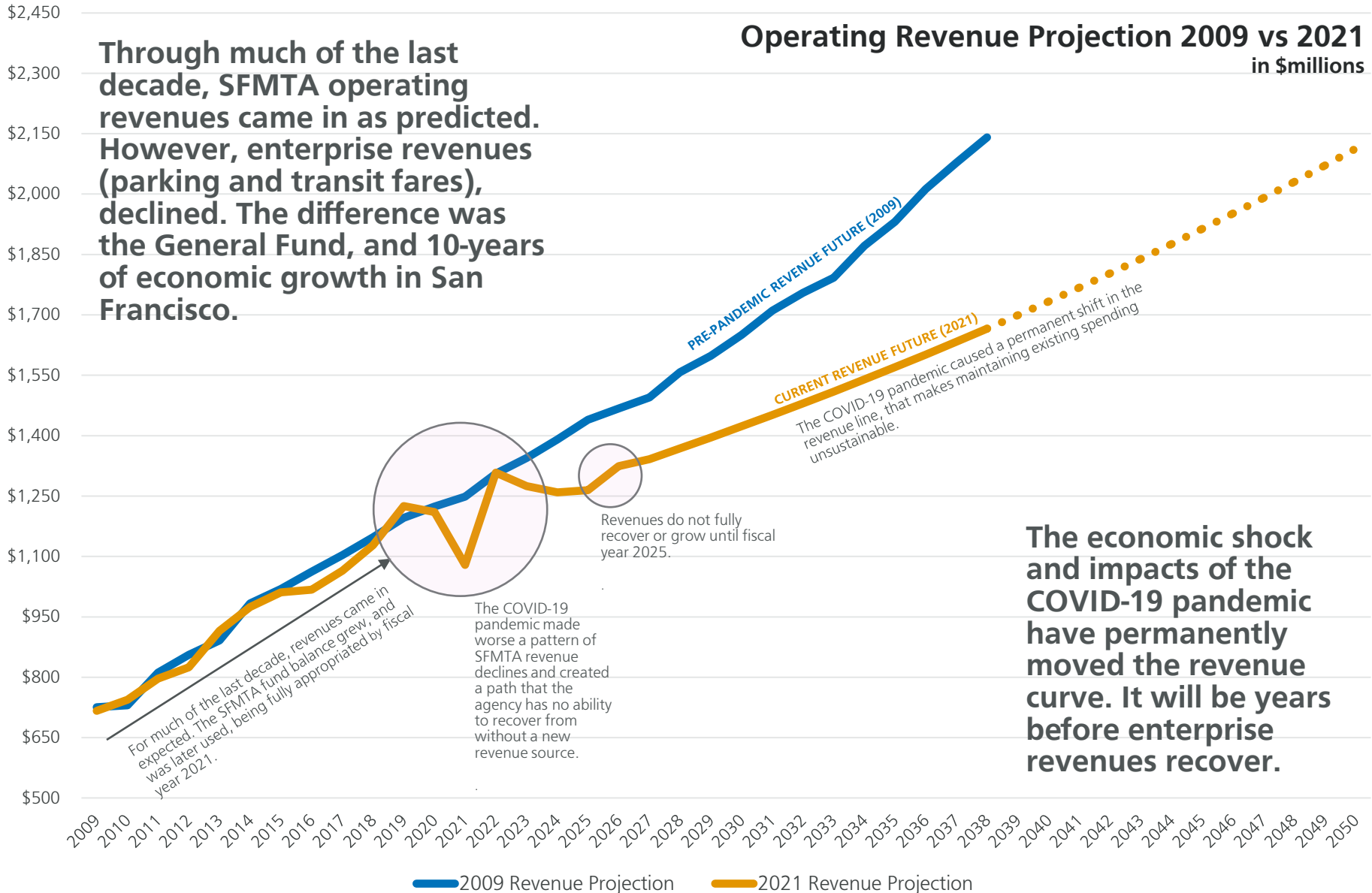
2013



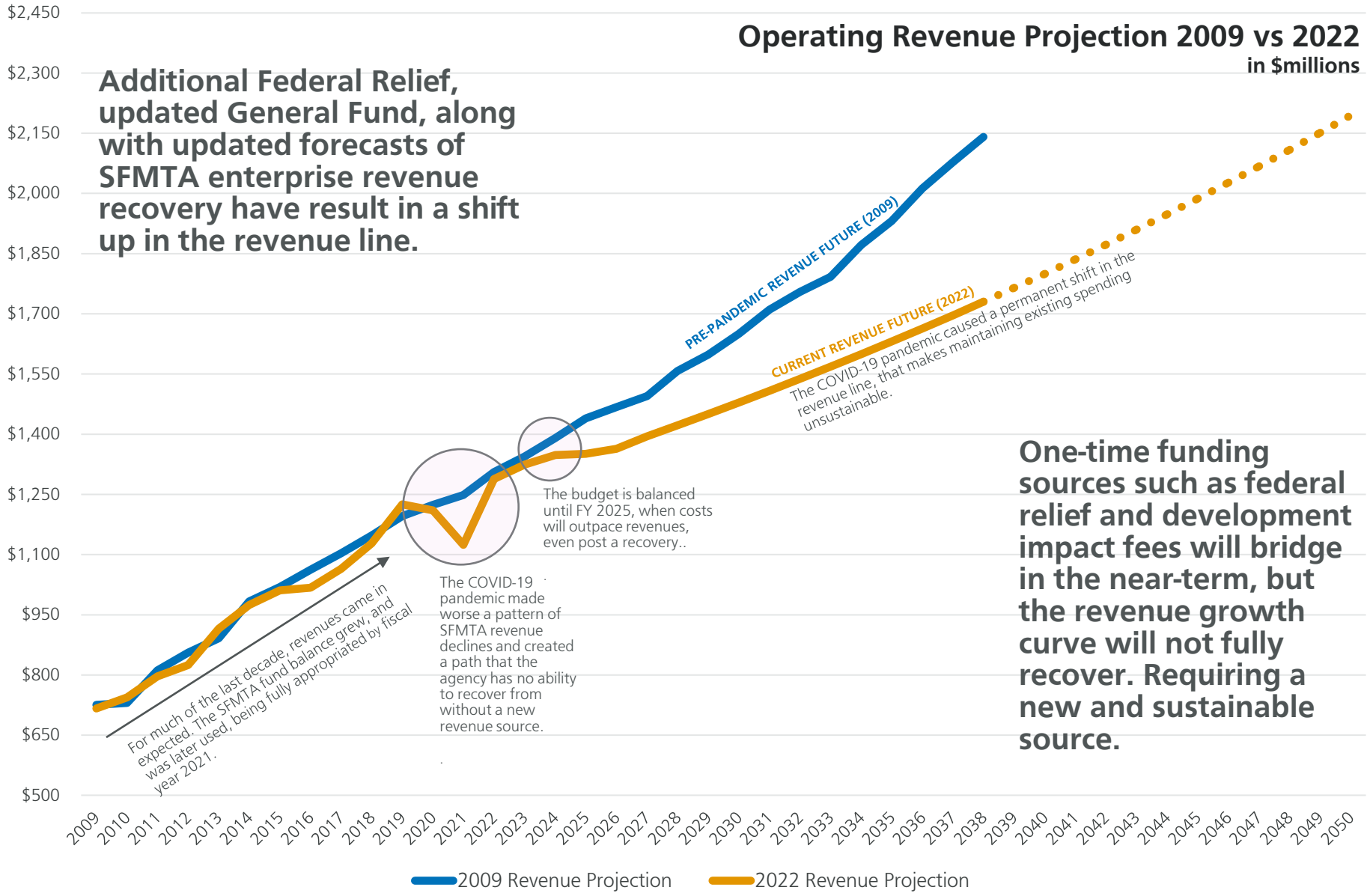
2018

Reference: [Transportation 2030 Report](#)

Reference: [Transportation 2045 Report](#)

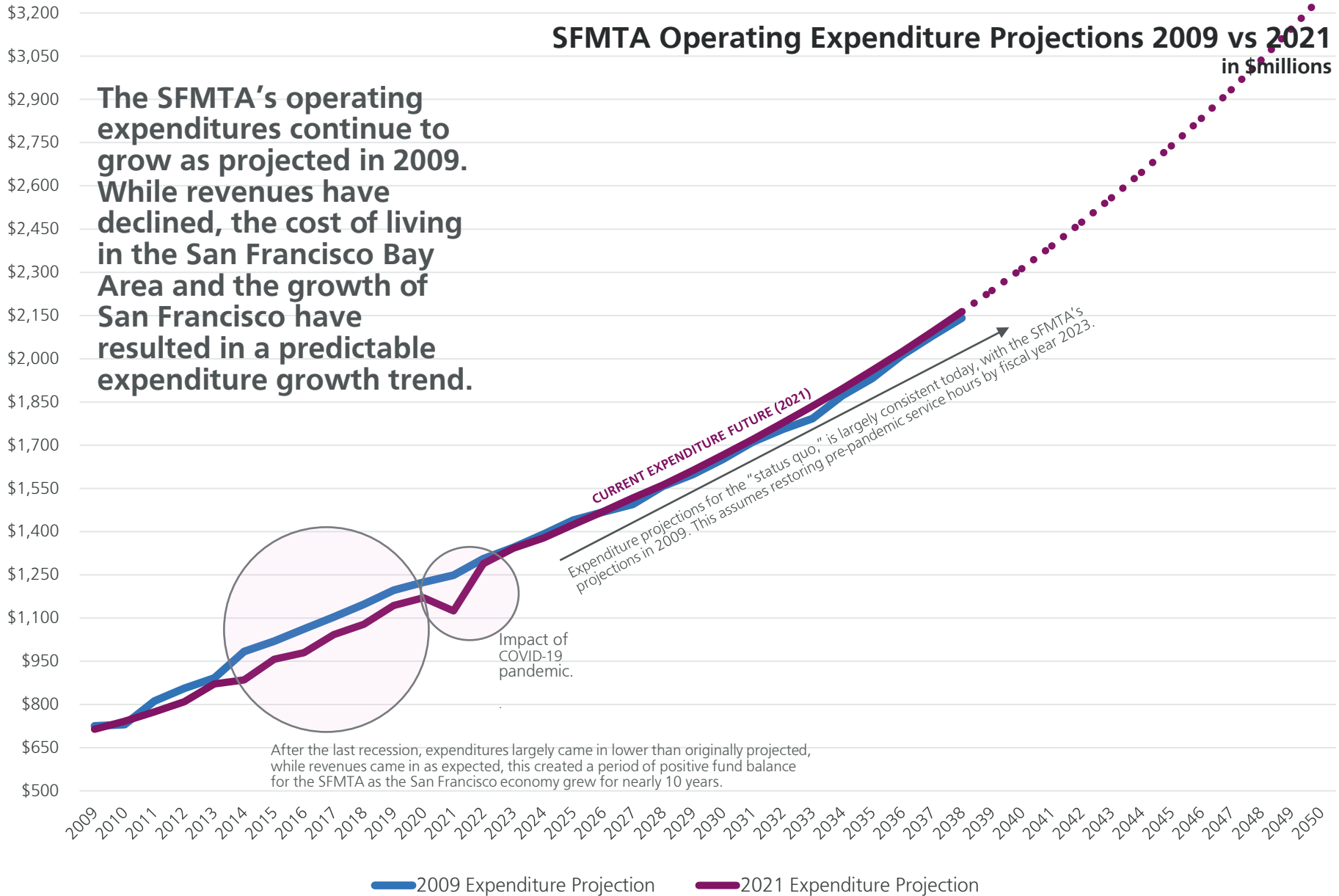


Operating Revenue Projection 2009 vs 2022 in \$Millions



SFMTA Operating Expenditure Projections 2009 vs 2021 in \$Millions

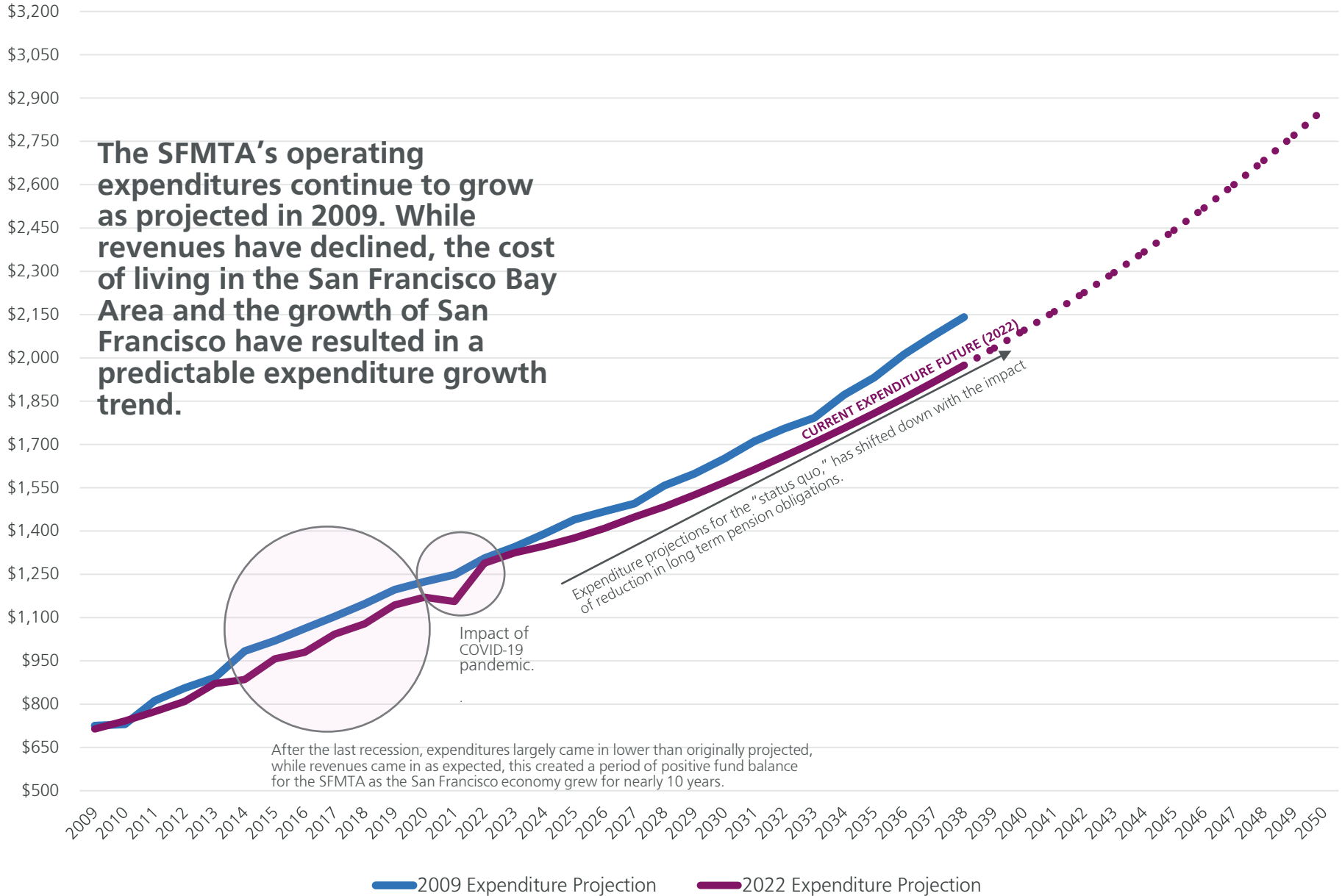
The SFMTA's operating expenditures continue to grow as projected in 2009. While revenues have declined, the cost of living in the San Francisco Bay Area and the growth of San Francisco have resulted in a predictable expenditure growth trend.





SFMTA Operating Expenditure Projections 2009 vs 2022

in \$millions



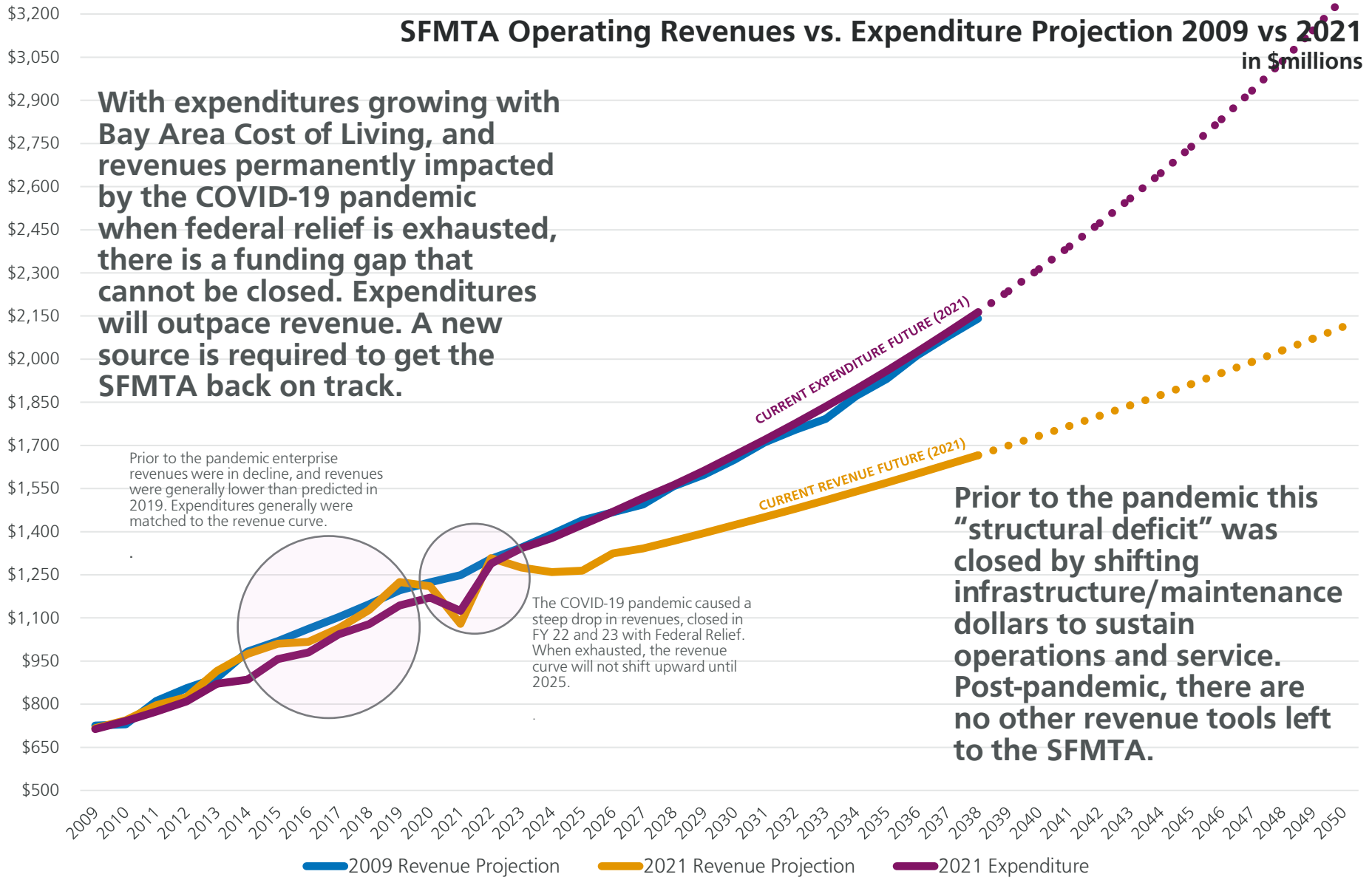
SFMTA Operating Revenues vs. Expenditure Projection 2009 vs 2021 in \$ millions

With expenditures growing with Bay Area Cost of Living, and revenues permanently impacted by the COVID-19 pandemic when federal relief is exhausted, there is a funding gap that cannot be closed. Expenditures will outpace revenue. A new source is required to get the SFMTA back on track.

Prior to the pandemic enterprise revenues were in decline, and revenues were generally lower than predicted in 2019. Expenditures generally were matched to the revenue curve.

The COVID-19 pandemic caused a steep drop in revenues, closed in FY 22 and 23 with Federal Relief. When exhausted, the revenue curve will not shift upward until 2025.

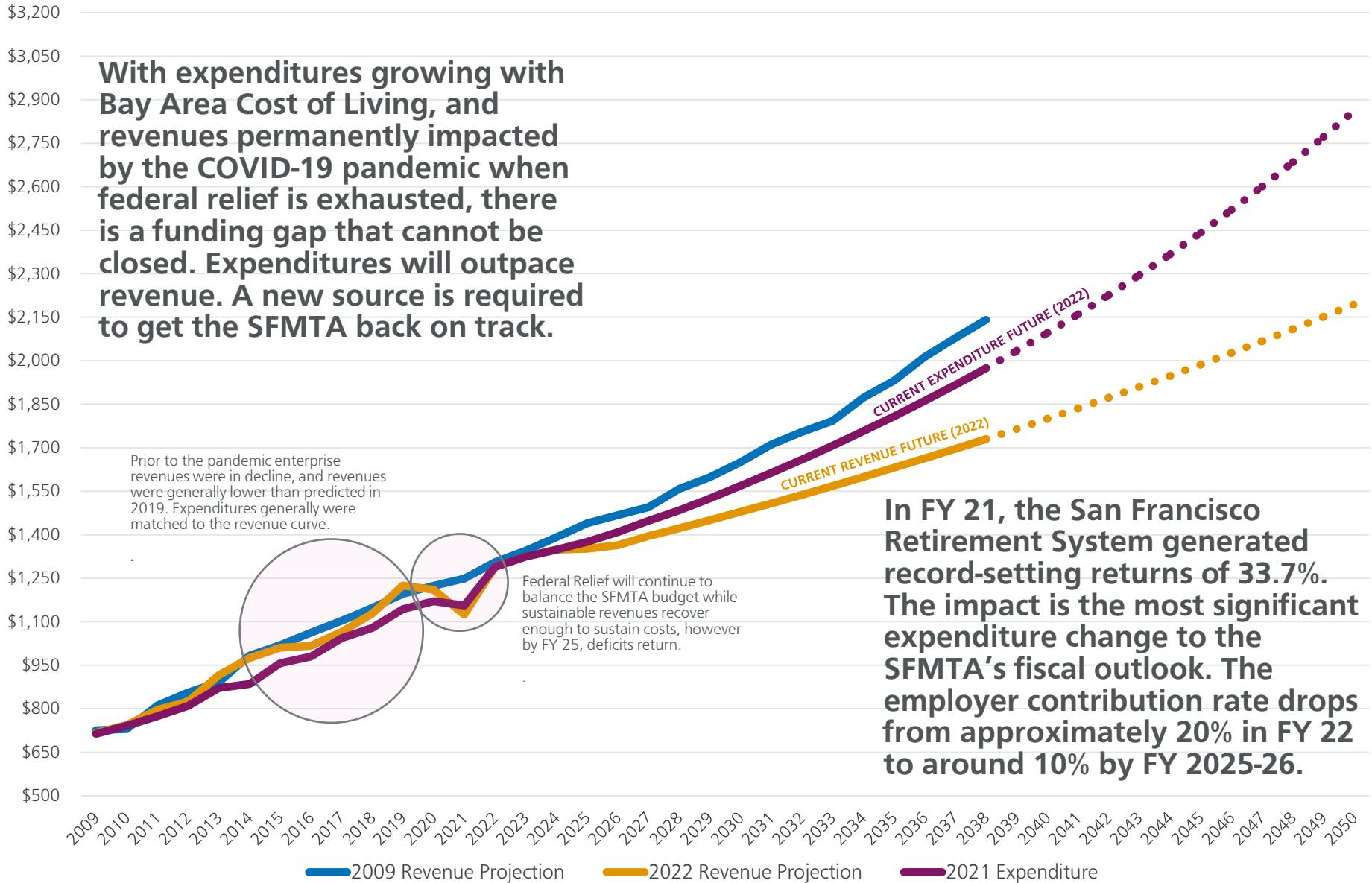
Prior to the pandemic this “structural deficit” was closed by shifting infrastructure/maintenance dollars to sustain operations and service. Post-pandemic, there are no other revenue tools left to the SFMTA.





SFMTA Operating Revenues vs. Expenditure Projection 2009 vs 2022

in \$millions



Here are your priorities ... and their cost over 30-years to 2050



INVESTING EQUITABLY



Fast and
Convenient
Transit



More Repairs
and
Maintenance



Improving
Safety
and Access

\$111.3B

What the vision will
require us to spend over
30-years

\$63.4B

We will spend over the
next 30-years

57% funded

(\$47.8B)

T2050 Funding Gap
Cumulative total over 30-years
43% funding gap

Here are your priorities ... and their cost over 30-years to 2050



INVESTING EQUITABLY



Fast and
Convenient
Transit



More Repairs
and
Maintenance



Improving
Safety
and Access

\$106.2B

What the vision will
require us to spend over
30-years

(\$5.1B)

\$67.1B

We will spend over the
next 30-years

63% funded

+6.3%

(\$39.0B)

T2050 Funding Gap
Cumulative total over 30-years
37% funding gap

+\$8.8B

Based on community priorities, we have created three potential futures.

System in a state of good repair; maintenance done on-time; pre-pandemic service; 20% service increase; 5-minute network implemented; streets are safer and accessible to all.

System in a state of good repair. Maintenance and asset replacement done on-time. Return to pre-pandemic service in 2023. System is not expanded.

A mixture of core infrastructure, enhancements and expansion. Return to pre-pandemic service in 2023. Infrastructure replacement backlog does not grow.

Implementing SF Vision



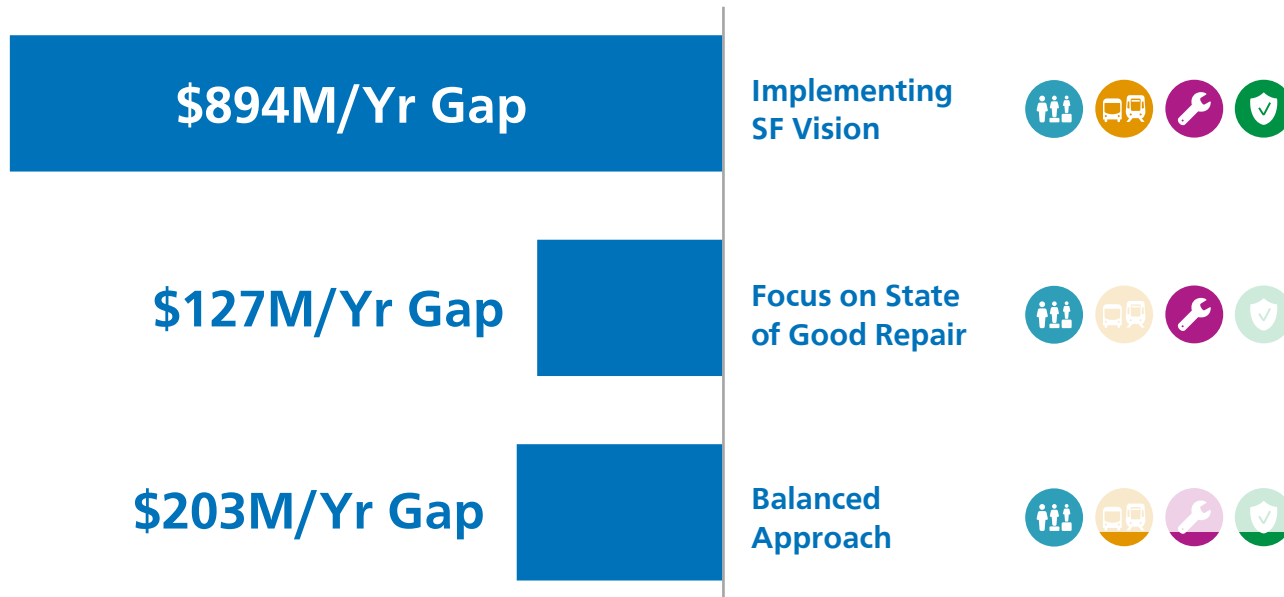
Focus on State of Good Repair





Balanced Approach



We have updated our annual requirements over 30-years which are reflected below to achieve this vision new revenues are required



These potential new revenue sources are:

Source	Benefits	Short Term \$/yr	Long Term \$/yr
Transportation Special Tax	Dedicated tax for transportation, providing a predictable stable source for transit service and maintenance. May be bonded against for near-term capital infrastructure investment, reducing long term maintenance.	\$50 m/yr	\$60-70 m/yr
Parking Tax	Increase existing San Francisco Parking Tax with opportunities to reform or modify for transportation infrastructure, transit service and maintenance.	\$20 m/yr	Declining
 CCSF General Obligation Bond Program	The SFMTA as part of the City GO Bond Program has allowed for critical infrastructure investment, safety improvements and transit reliability investments – reducing the cost of operations and long-term maintenance.	\$40 m/yr	\$50 m/yr
 Federal Grants	The current proposed bi-partisan Infrastructure Bill provides opportunities for increased Federal support for up to 5-years for transportation infrastructure and maintenance campaigns.	\$35 m/yr	\$40 m/yr
State Grants	The current State budget designates significant additional dollars to transportation available through grants for transportation infrastructure.	\$7 m/yr	Unknown
Development Revenue	Development of SFMTA properties provide significant long-term opportunities to produce revenues that can go directly toward transportation infrastructure, transit service and maintenance.	\$5 m/yr	\$25-35 m/yr

With these potential new sources, we can fund just over 2/3 of our vision for San Francisco over 30-years.



INVESTING EQUITABLY



**Fast and
Convenient
Transit**



**More Repairs
and
Maintenance**



**Improving
Safety
and Access**

\$106.2B

What the vision will
require us to spend over
30-years

\$73.0B

We will spend over the
next 30-years

**69% funded
with new
funding sources**

(\$33.1B)

T2050 Funding Gap
Cumulative total over 30-years

31% funding gap

And over 2/3rd of the vision... over 10 years



INVESTING EQUITABLY



**Fast and
Convenient
Transit**



**More Repairs
and
Maintenance**



**Improving
Safety
and Access**

\$27.2B

What the vision will
require us to spend over
10-years

\$19.6B

We will spend over the
next 10-years (all sources).

**72% funded
with new
funding sources**

(\$7.7B)

T2050 Funding Gap
Cumulative total over 10-years

28% funding gap

Budget & CIP Outlook

FY 2023 & 2024 Consolidated Budget
FY 2023 – 2027 Capital Improvement Program

The SFMTA before, during and after the pandemic faces financial challenges.

Our long-term financial objectives include:

Financial Sustainability

(on-going revenues for ongoing costs)

Economic Resiliency

(limited impacts due economic disruption)

Service Demand

The public expects more than simply the restoration of service – better system

Capital Funds Declining

The 5-Year CIP revenues decline each budget cycle

Infrastructure Needs

Capital infrastructure replacement backlog continues to grow ~ over \$3 billion

Potential for Downturn

Revenues may not recover as projected.

Structural Deficit

Labor and other operating costs rising faster than fare/parking revenues

Operating Budget Overview

With four quarters of data since widespread vaccines were available, there has been growth in revenue, however not at the pace required to backfill the use of one-time funds.

Transit Fares

Grown-Month over Month
Most growth was in Cable Car
& Institutional Passes

FY 2023 Baseline
230% Growth

FY 23
12.5%
Federal
Relief

Parking Revenues Flat

Parking Revenue
generally flat since
March 2022.

FY 2023 Baseline
6% Growth

FY 24
7.7%
Federal
Relief

Operating Budget Overview

Agency finances have yet to fully recover and are not expected to do so during the upcoming 2-Year Operating Budget period 18 – 24 months. That and significant unknowns, such as pace of recovery require a **resilient budget design**.

Manage to the Pace of Recovery

Prepare based on optimism but have stopgaps in place.

Work toward restoration of full Agency Operations

Service restoration, street management, agency internal ops.

Consider what is not known.

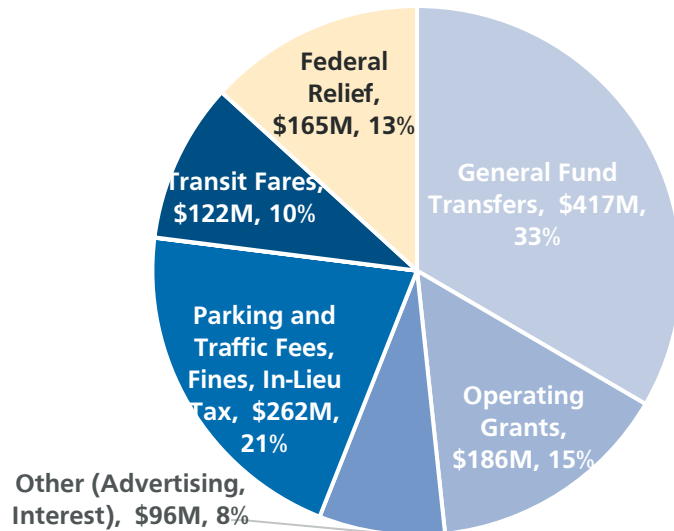
Impact of inflation and new labor contracts.

Operating Budget Base

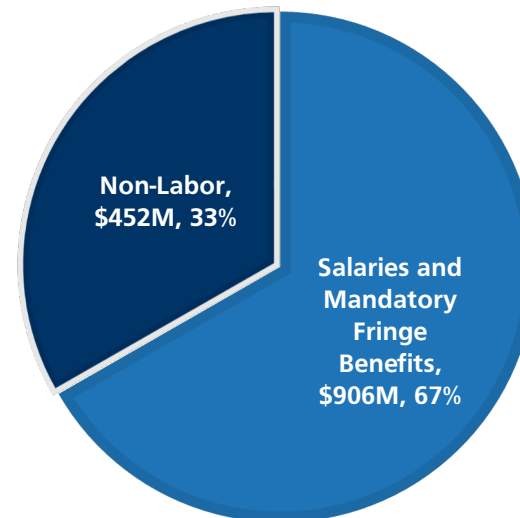
Item	FY 23, \$M	FY 24, \$M
Revenue – Projection	1,323	1,348
Expenditures – Base	1,323	1,348
Base Operating Gap	(0)	(0)

* Assumes no use of one-time revenues

FY 23 Operating Budget
Revenue Projection



FY 23 Base
Operating Budget Expenditures



Operating Budget FY 2023 & FY 2024 Baseline

EXPENDITURES (USES)	FY23 Projected	FY24 Projected
Salary & Fringe	906,205,986	914,482,609
Overhead & Allocations	(35,797,588)	(36,810,659)
Professional Services	256,543,965	263,804,159
Materials & Supplies	76,448,280	78,611,767
Capital Outlay	4,131,188	4,248,101
Debt Service	23,046,100	27,928,477
Workorders	93,401,111	96,044,362
Expenditures	1,323,979,043	1,348,308,815

REVENUES (SOURCES)	FY23 Projected	FY24 Projected
City Population-based Baseline - Operating Support	30,000,000	30,000,000
Federal Relief	165,542,866	103,326,408
General Fund Transfers	417,730,000	448,160,000
General Fund Transfers (MBTIF)	7,600,000	7,800,000
Operating Grants	186,094,788	189,754,714
Other (advertising, Interest, misc fees, recovery)	49,967,931	51,601,932
Parking & Traffic Fees & Fines	262,482,877	278,222,485
Parking Tax In-Lieu	64,150,000	66,040,000
Proposition D Traffic Congest Mitigation Tax	8,198,958	10,346,447
Taxi Services	200,000	200,000
Transit Development Fees - Operating Support	10,000,000	10,000,000
Transit Fares	122,011,622	152,856,830
Revenue	1,323,979,043	1,348,308,815

The **revenue base** was completed in partnership with the City Controller includes the following before adjustments:

Included:

- **\$418 million in City General Fund Transfers:** this figure represents 32% of projected operating revenues in FY23, increasing to \$448 million and 33% in FY24
- **115% growth in Transit Fare Revenues**, an increase of \$65 million from FY 2022; a further increase of \$31 million in FY24
- **\$10 million Transit Fares** from the Automatic Indexing Implementation Plan (AIP) in FY23, \$12 million in FY24
- **6% growth in Parking Revenues** an increase of \$15 million from FY 2022; a further increase of \$16 million in FY24
- **\$166 million in Federal Relief:** this figure represents 13% of projected operating revenues in FY23; decreasing to \$103 million and 8% of revenues in FY24

Excluded

- **\$15.8 million from Extended Meter Hours (Sunday and Evenings)**

The **expenditure base** was completed in partnership with the City Controller includes the following before adjustments:

Included:

- **Salary and Benefits** projects salary increases equal to the change in CPI using Moody's SF Metropolitan Statistical Area CPI as well as reductions in pension contributions starting in FY 24. Same formula will apply to **City Workorders**.
- **Funding levels to return to baseline of agency operations** positions and non-labor budgets that were frozen in the prior 2-years due to pandemic revenue losses are restored.
- **Makes permanent \$3 million for HR Division** for enhanced and expanded hiring, and employee relations

Excluded

- **\$0 wage increase for all labor contracts**
- **\$0 for additional fringe costs for all labor contracts**
- **\$0 Augmentation Requests from Divisions (pending MTAB Discussion)**

The Capital Improvement Program (CIP) is a fiscally-constrained 5-year investment plan for delivery of transportation capital projects.

It serves as an implementation plan for regional, citywide, and agency-wide strategies and policy goals:

- SFMTA Strategic Plan
- SFMTA 20-Year Capital Plan
- Street Safety/Vision Zero
- Muni Forward
- Fleet Plan
- Building Progress Program
- State of Good Repair
- Bicycle and Pedestrian Strategies
- Plan Bay Area
- SF General Plan
- Neighborhood & Area Plans
- SFCTA Transportation Plan

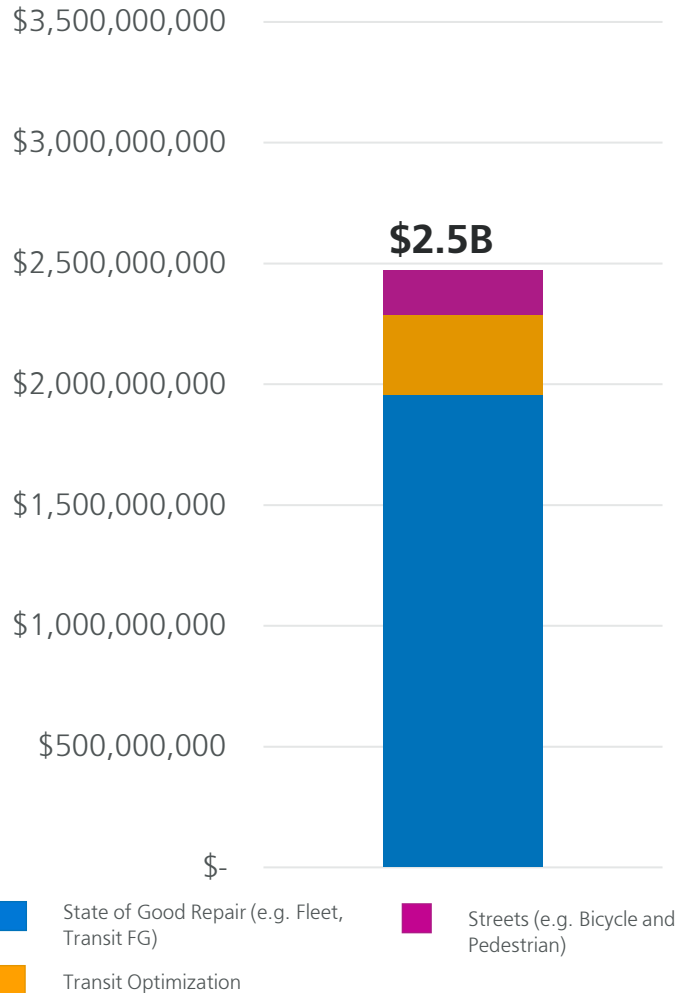
20-Year Capital Plan

“What and Why”
Policy Priorities

5-Year CIP

“How and When”
Fiscal Constraints

Baseline FY23-27 CIP



225 Projects \$2.5 Billion Investment

- FY 2023 – 2027 Capital Improvement Program “balancing” in progress
- Current project funding needs exceed revenues; will consider cashflow management and project phasing options
- Several large projects:
 - LRV4 Replacement Phase
 - Vehicle Mid-Life Overhauls
 - Central Subway Closeout
 - Computer Based Train Control
 - Potrero Yard Modernization
 - Potrero Modernization
- Planning for contingency needs (risk analysis)

FY 2023 – 2027 Capital Improvement Program Baseline

Program	Capital Budget					5-Year CIP
	FY23	FY24	FY25	FY26	FY27	Total (Current)
Fleet	170.47	151.90	199.23	419.59	237.40	1,178.59
Transit Optimization	53.37	30.13	96.95	53.56	100.39	334.40
Transit Fixed Guideway	78.72	54.96	126.16	144.30	83.38	487.53
Streets	53.21	39.84	35.92	21.55	35.64	186.16
Facility	24.03	49.32	51.86	9.00	24.40	158.62
Signals	33.03	17.01	19.15	14.95	6.54	90.69
Communications & IT	0.53	2.79	2.20	1.70	2.80	10.02
Parking	0	0	0	0	0	0
Security	1.93	1.93	1.93	1.93	1.93	9.69
Taxi	0.65	0.35	0.73	0.001	0.52	2.27
Total	415.97	348.25	534.13	666.60	493.02	2,457.97

Opportunities & Risks

Risk Analysis – Operating & Capital
5-Year Financial Plan

With so much uncertainty,
we prepared a risk analysis – and
included opportunities to remove risks.

We don't have all the data now, but we can make reasonable assumptions about possible futures. We need to choose one we think may be true and plan for optimism but have clear plans to mitigate risks if they were to be realized.

Risk Analysis Summary

2-Year Consolidated Budget

Supplemental Federal Relief
\$45 m - \$100 m

Optimistic Fare Recovery
\$20 m

Extended Meter Hours
\$16 m

Optimistic Parking Recovery
\$6 m

Inflation/Increased Costs
(\$20 m)

No Fare Program Changes
(\$12 m)

Slower City Recovery
(\$28 m)

Slower Parking Recovery
(\$4 m)

5-Year Capital Improvement Program (CIP)

GO Bond Passes
\$400 m

Planned Project Needs
(\$581 m)

SFMTA revenues have not fully recovered, however modest recovery is assumed. The total risk range is Risk ranges from the baseline are from **(\$18 – 62 m)** in FY 23 and **(\$22 – 53 m)** in FY 24.

Inflation/Increased Costs
(\$20 m)

Increased material supply costs (i.e. fuel), contract costs and other inflation sensitive costs could increase base expenditures.

No Fare Program Changes
(\$12 m)

Baseline Budget assumes Automatic Indexing and implementation of the Equity Clipper Fare Program adopted as part of the prior budget process. No change would result in revenue decline.

Slower City Recovery
(\$28 m)

Slower recovery of the city overall, especially daytime population and tourism would slow M-o-M revenue growth resulting in reduced revenues within the FY.

Slower Parking Recovery
(\$4 m)

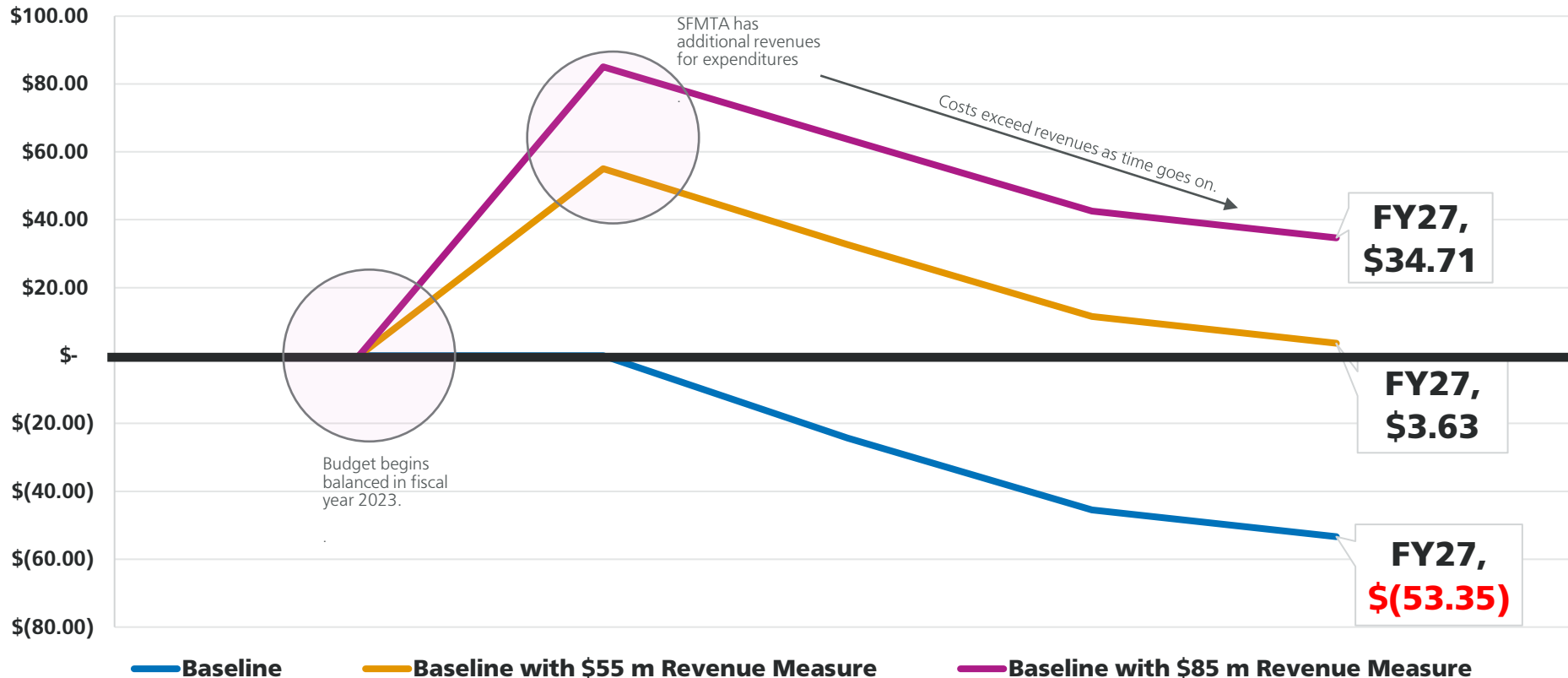
Parking revenues have generally recovered, however there are indications that we may see no further growth.

There are, however, some opportunities for additional revenues to emerge during the budget cycle. The best opportunity is supplemental federal relief, estimated at \$46 million.

Revenue Source	FY23 Projected	FY24 Projected
Competitive ARP Federal Relief Hoping for FTA decision by March 2022	46.0	250.0
Fares (85% recovery in FY23) Fares could come in at the optimistic level	29.9	20.4
Evening/Sunday Meters* Full Implementation could occur	15.8	15.8
Rapid Parking Recovery Parking fees and fines could come in at the optimistic level	6.1	16.4
TOTAL OPPORTUNITIES	97.8	302.6

Scenario 1: Baseline Budget

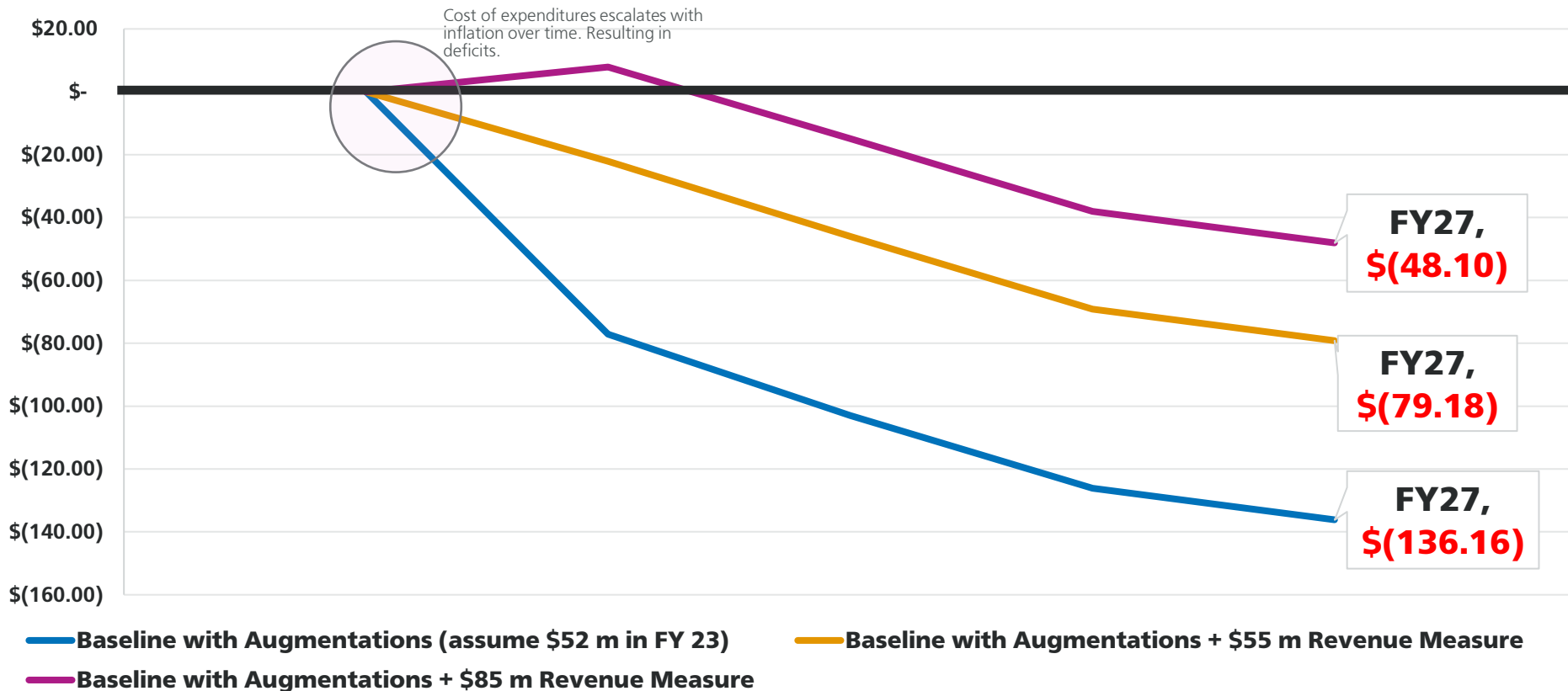
This scenario models the baseline budget with no expenditure augmentations and projected jointly with the SFMTA and the San Francisco Controller's Office. Revenues come in as expected.



Scenario also assumes new sources of revenues if they were to begin some time during fiscal year 2023. The result is the projected deficit at the end of the 5-year financial plan or fiscal year 2027.

Scenario 2: Baseline Budget with Expenditure Augmentations

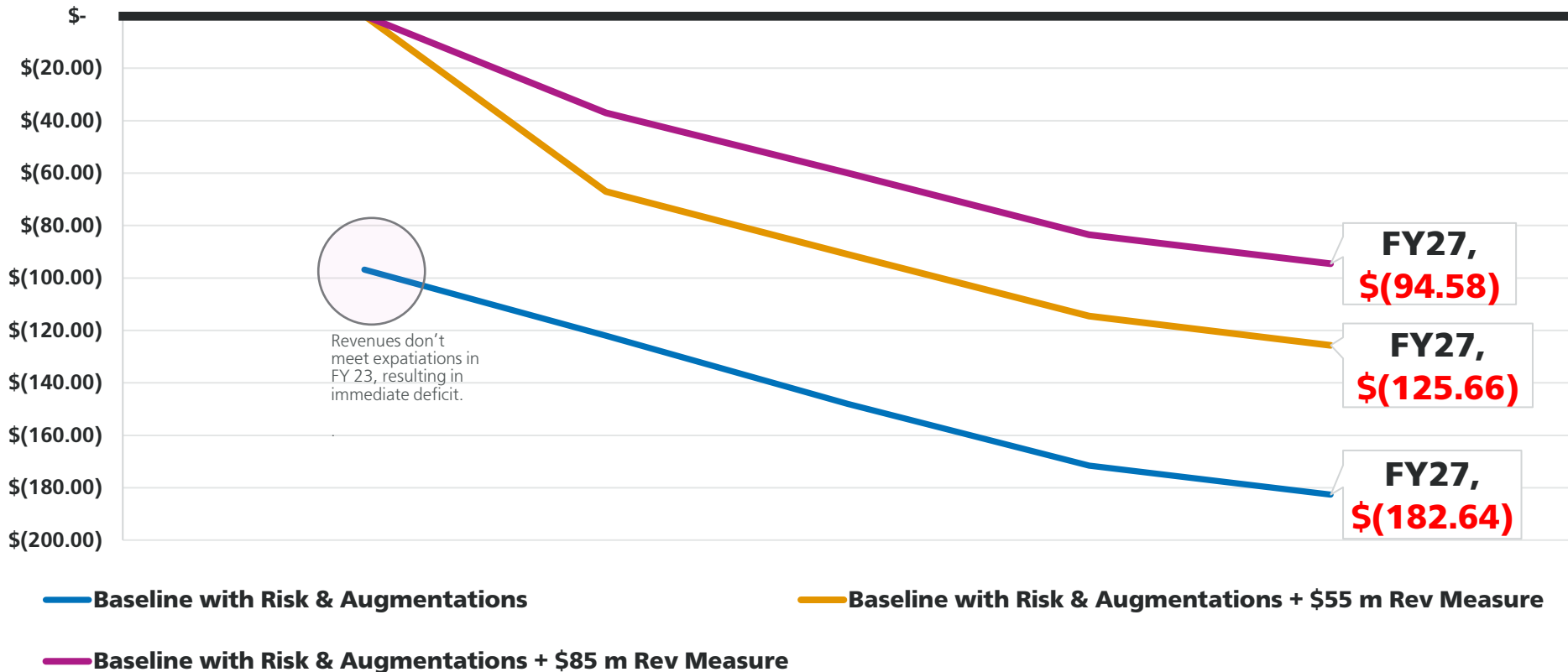
This scenario models the baseline budget with \$52 million in additional expenditures beyond the baseline beginning in FY 2023. Revenues come in as expected.



Scenario also assumes new sources of revenues if they were to begin some time during fiscal year 2023. The result is the projected deficit at the end of the 5-year financial plan or fiscal year 2027.

Scenario 3: Baseline Budget with Revenue Risk & Expenditure Augmentation

This scenario models the baseline budget in which revenues do not come in at the levels projected at the baseline with an additional \$52 million in annual expenditures.



Scenario also assumes new sources of revenues if they were to begin some time during fiscal year 2023. The result is the projected deficit at the end of the 5-year financial plan or fiscal year 2027.

CIP revenues have been in steady decline at a time where project requirements for initiatives in the pipeline or underactive construction require additional cash/funding or cashflow. Risk ranges from the baseline CIP are **(\$143 - \$581 m)**.

Development Impact Fees

Development impact fees have come in significantly below forecasts; Prop B capital dollars were used to close existing project budgets with shortfalls; significantly impact the agency's ability to manage cashflow.

Sales Tax

All major Transit Categories are nearly exhausted; except for Guideways in Prop K. This also limits the agency's ability to manage changes in cashflow.

Project Cost Increases

COVID-delays, higher bids, and change orders are resulting in cost and cash requirements beyond contingency.

Shifting Proposition B from Operating to Capital

A permanent shift of \$30 m per year reduces capital revenues 5-year period of \$150 m that existed in prior years and CIP programs.

The current capital project risks include the following.

- Central Subway contract and project closing costs (est. \$35 m – 45 m).
- Major street corridor projects ready for competitive grants or other possible sources (\$19 – 21 m).
- Regional Measure 3 funds are still stuck in the courts this could result in a cashflow problem for critical fleet and facilities project including: LRV 4, Muni Metro East Expansion, etc. (\$140 m)
- Potrero Yard Modernization Project is a “pay-go” project, funding is secured through design, but construction funds will be needed in the 5-year CIP window (\$190 - \$200 m)
- Facility renovations have always been funded by operating funds, as no secure federal or regional source exists other than SB 1 State of Good Repair dollars (\$150 m)
- The current 5-year CIP currently has little in contingency, a minimum of 2% is typically recommended.

The SFMTA has prepared numerous shovel ready projects, that simply need cash/revenue.

The **General Obligation Bond** is the best opportunity to fund these projects. (\$400 million)

In addition, the **Reauthorization of the current transportation sales tax** would infuse capital dollars that have been exhausted for facilities, guideways and the Muni Fleet.
(est. \$140 million)

Next Steps

Budget Schedule
Requests for Report Backs

The Board Workshop begins the public process to develop the SFMTA budget for the next 2-years.

- The Board Workshop is an opportunity to ask questions, get clarify and solicit data and report backs on proposals, informing the entire process.
- **February** Public Outreach and Budget “listening sessions” will occur; we will report back on what we hear
- **February** report backs
 - CIP Development, Prioritization and Advocacy Strategy
 - Building Progress Program + Potrero Yard Development
 - Board Workshop Follow-ups
- **March** update to the CAC + public hearings on Fares, Fees and Fines
- **Late-March** we will provide a budget that revises the baseline, after 6-month financial review
- **April** final budget & 5-Year CIP modifications and adoption.



Thank you.