



SFMTA

San Francisco Municipal Transportation Agency

Fiscal Year 2021 & 2022 Budget Update

Board of Supervisors
Budget and Appropriations Committee
May 5, 2021

Core Values

Safe Transportation System

Equity

Decarbonization

Work Culture that delivers
excellent customer service

Transportation services and investments
supporting a strong economic recovery

COVID-19 Muni Core Service Plan

Rail Service Servicio Ferroviario 輕軌服務 Serbisyo ng Tren	14R 5 Minutes or Less 5 minutos o menos 5分鐘之內 5 minuto o mas kaunti	9R Every 6-10 minutes Cada 6-10 minutos 每 6-10 分鐘 Tuwing 6-10 minuto	5 Every 11-15 minutes Cada 11-15 minutos 每11-15 分鐘 Tuwing 11-15 minuto	19 Every 16-20 minutes Cada 16-20 minutos 每16-20分鐘 Tuwing 16-20 minuto
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High-frequency corridors / Corredores de alta frecuencia / 更頻繁的班次 / Mas madalas na serbisyo

Other Transit Services

BART **BART**

Caltrain **CALTRAIN**

Golden Gate Transit **GGT**

SanTrans Route 122 **122**



Core Service

- Rebuilt transit system to focus on a Core Network
- Coordinated with regional partners to enhance service (GGT and SamTrans)
- Redesigned rail service plan to reduce congestion in subway



Golden Gate

Equity

- **Invest** Prioritize investments that address the needs of disenfranchised and vulnerable communities
- **Service** Increase frequencies for routes serving Equity Neighborhoods
- **Reliability** Direct capital improvements to enhance system reliability
- **Access** Connect Communities of Concern with centers of economic activity and opportunity



Innovation

We have innovated during the pandemic developing programs and implementing projects to get us through the pandemic

- Slow Streets
- Shared Spaces
- Ambassadors
- Essential Trip Card (ETC)
- Subway Task Force
- Temporary Emergency Transit Only Lanes



May Service Restoration

Coverage

- 91% of residents and 100% of equity neighborhoods will have transit access within walking distance

Metro

- Open all subway stations from Embarcadero to West Portal
- Restart N-Judah rail from Ocean Beach to Caltrain
- Run K/T from Balboa to Sunnydale

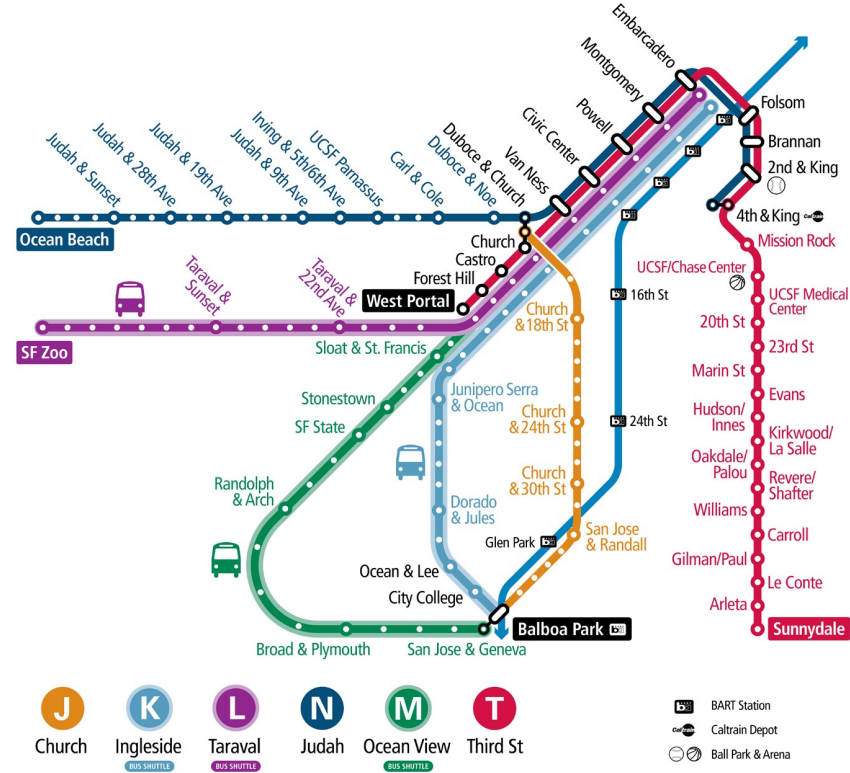
Historic

- Restore F line service 7 days a week (11am-7pm)

Bus

- Increase frequency for crowding management
- Close hilltop gap with 36/52 Special

Metro & Bus Shuttles



August 2021 Service Restoration

Coverage

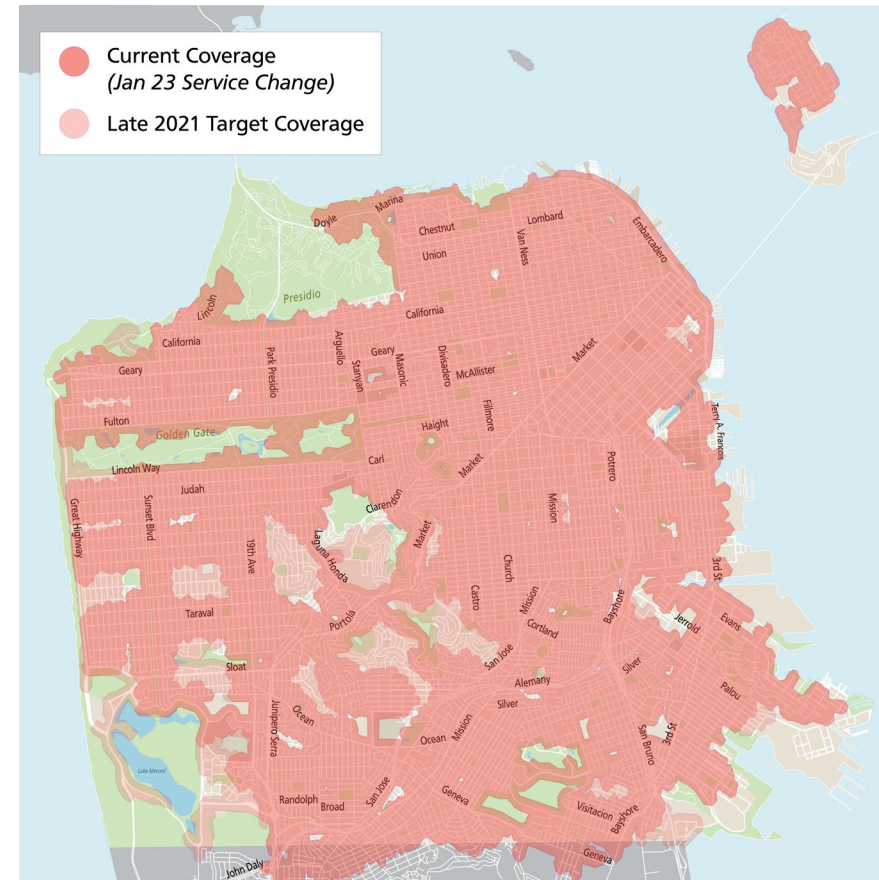
- 98% of residents and 100% of equity neighborhoods will have transit access within walking distance

Bus - Contingent on removing COVID capacity restrictions

- Continue to expand hilltop service
- Close coverage gaps in preparation for school reopening

Metro

- Rail Operator training to be prioritized
- Buses to deliver L, M until staffing levels are sufficient
- Buses to deliver K, L, M until staffing levels are sufficient



FY 2022 Service Changes

- Continue to restore rail and bus service up to 85% of pre-COVID levels
- Work with stakeholders to weigh tradeoffs such as:
 - Deliver 5 min network including equity priorities (e.g., 29R Sunset Rapid)
 - Re-introduce routes with parallel service (e.g., 21 Hayes)
 - Fully restore cable car system
 - Re-introduce downtown express service



FY 2021 and FY 2022 Adopted Operating Budget

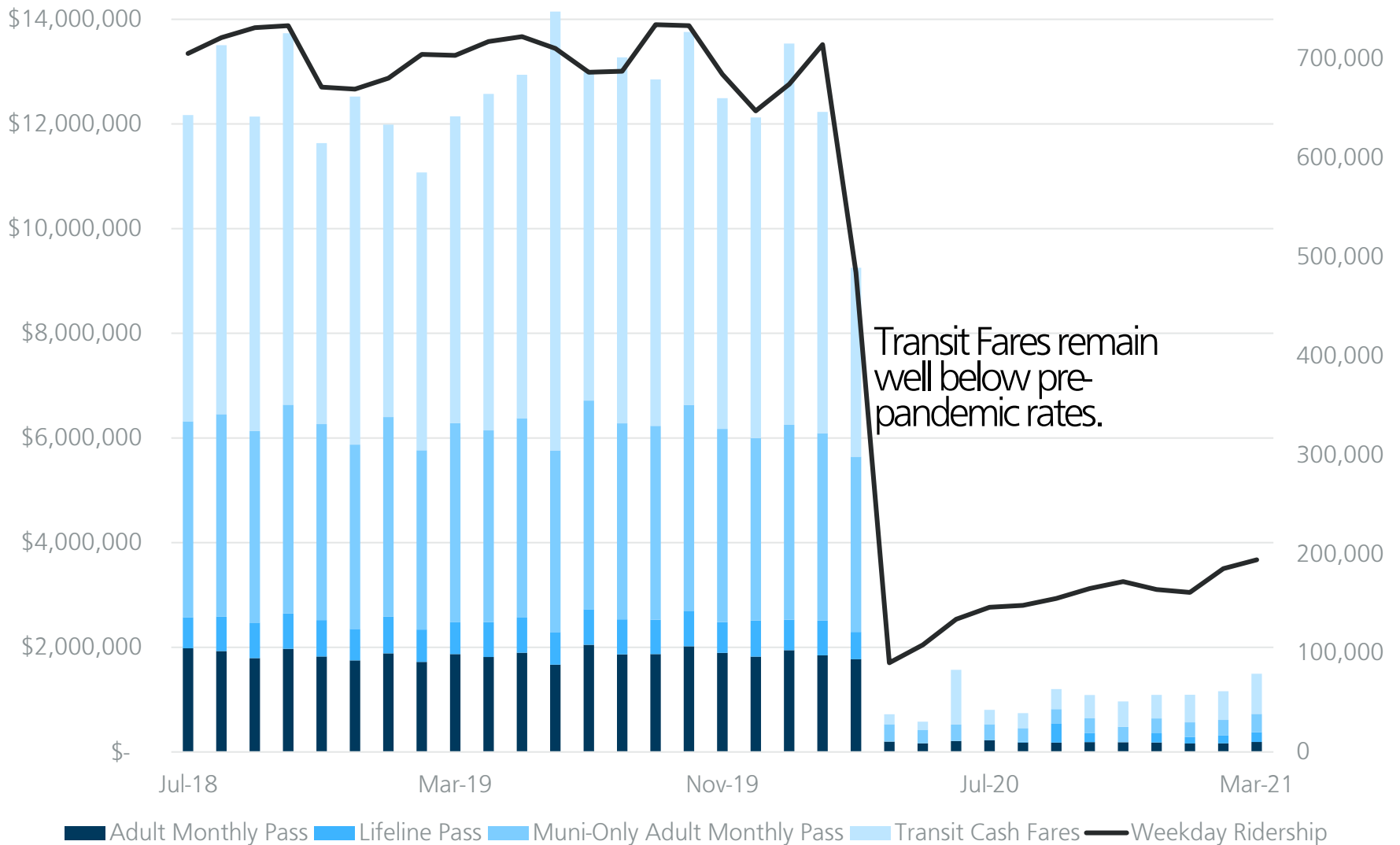
FY 21 Adopted
Operating Budget
\$1.259 b

FY 22 Adopted
Operating Budget
\$1.305 b

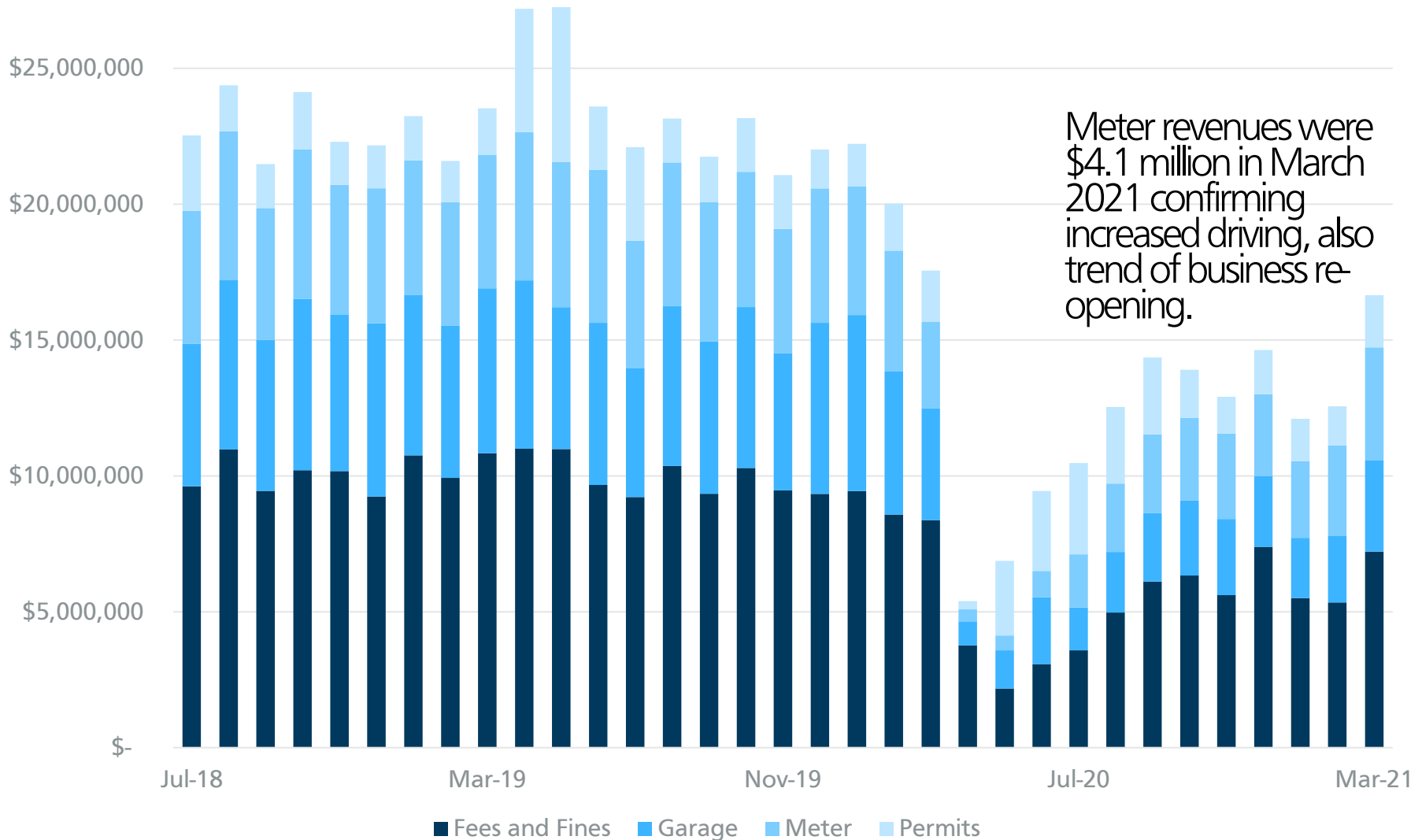
Considerations:

- SFMTA has a two-year fixed operating budget
- The operating appropriations of \$1.259 billion in FY 2021 and \$1.359 billion remain unchanged
- Minor adjustments to work orders and City baselines, e.g. general fund, MBTIF
- One-time federal relief will close shortfalls in operating revenue in FY 2022

Transit Fare Revenue Trend: FY 2019 to present



Parking Revenue Trend: FY 2019 to present



FY 2021 & FY 2022 Expenditure Controls

Contracts & Purchase Orders

Procurement management controls were in place in FY 2021
Controls and reviews will continue into FY 2022.



Overtime

Overtime management controls will be
Implemented in the FY 2021 and FY 2022.



Hiring Controls

A hiring freeze was in place for FY 2021, except for mission
Critical positions. The absolute freeze will end in FY 2022, but
with hiring controls in place.

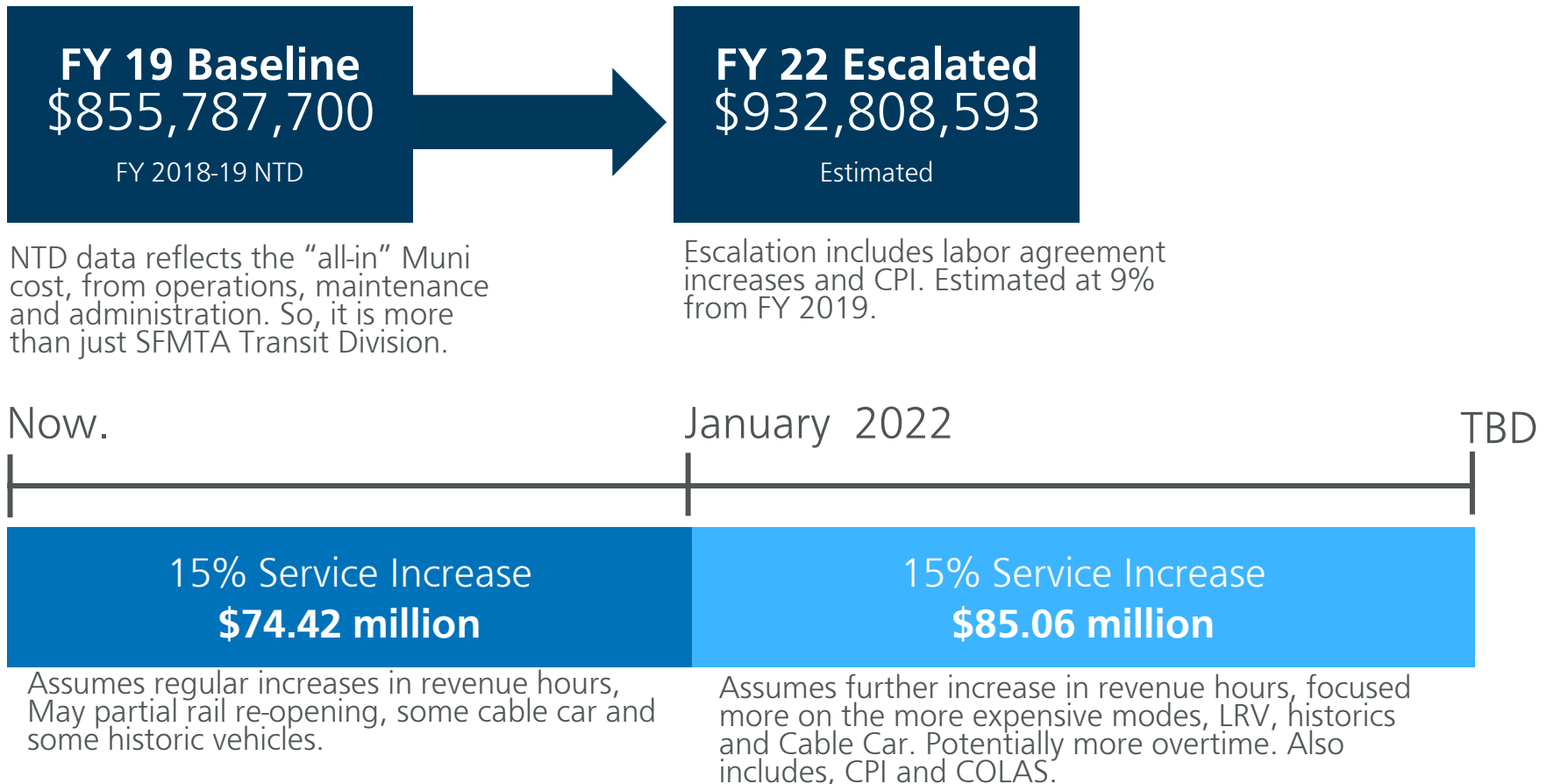


FY 2022 Key Expenditures

- Implement a phased restoration of service (85% of pre-pandemic service by January 2022, *review in February 2022*)
- Build baseline agency capital and human resource infrastructure for a successful recovery and also consistent with the recommendations from the Muni Reliability Working Group (e.g. Operator Support, Hiring)
- Fully fund the SFMTA's Office of Race, Equity and Inclusion and implementation of Phase I of the SFMTA Racial Equity Action Plan
- Implement key safety projects on the High Injury Network (e.g. Tenderloin, Western Addition).
- Invest one-time funds on continuation of innovate programs such as Slow Streets and TETLs

Operations/Service: Cost of Transit Service Restoration

Estimating the cost-of-service restoration, we use data from the National Transit Database (NTD) as the baseline then consider cost per revenue hour, service and escalation. Pre-pandemic service restoration is estimated at \$159.5 million.



NTD data reflects the "all-in" Muni cost, from operations, maintenance and administration. So, it is more than just SFMTA Transit Division.

Escalation includes labor agreement increases and CPI. Estimated at 9% from FY 2019.

Now. | January 2022 | TBD

15% Service Increase
\$74.42 million

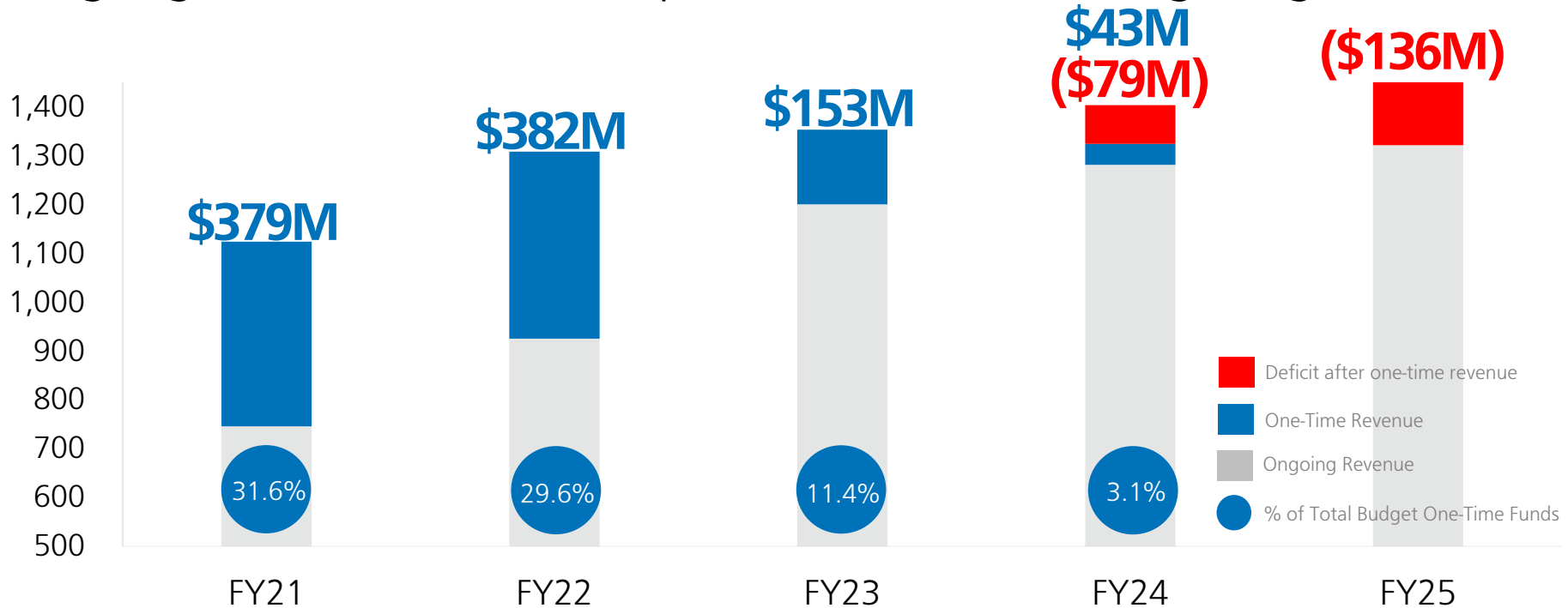
15% Service Increase
\$85.06 million

Assumes regular increases in revenue hours, May partial rail re-opening, some cable car and some historic vehicles.

Assumes further increase in revenue hours, focused more on the more expensive modes, LRV, historic and Cable Car. Potentially more overtime. Also includes, CPI and COLAS.

Operating/Service: Structural Deficit Analysis

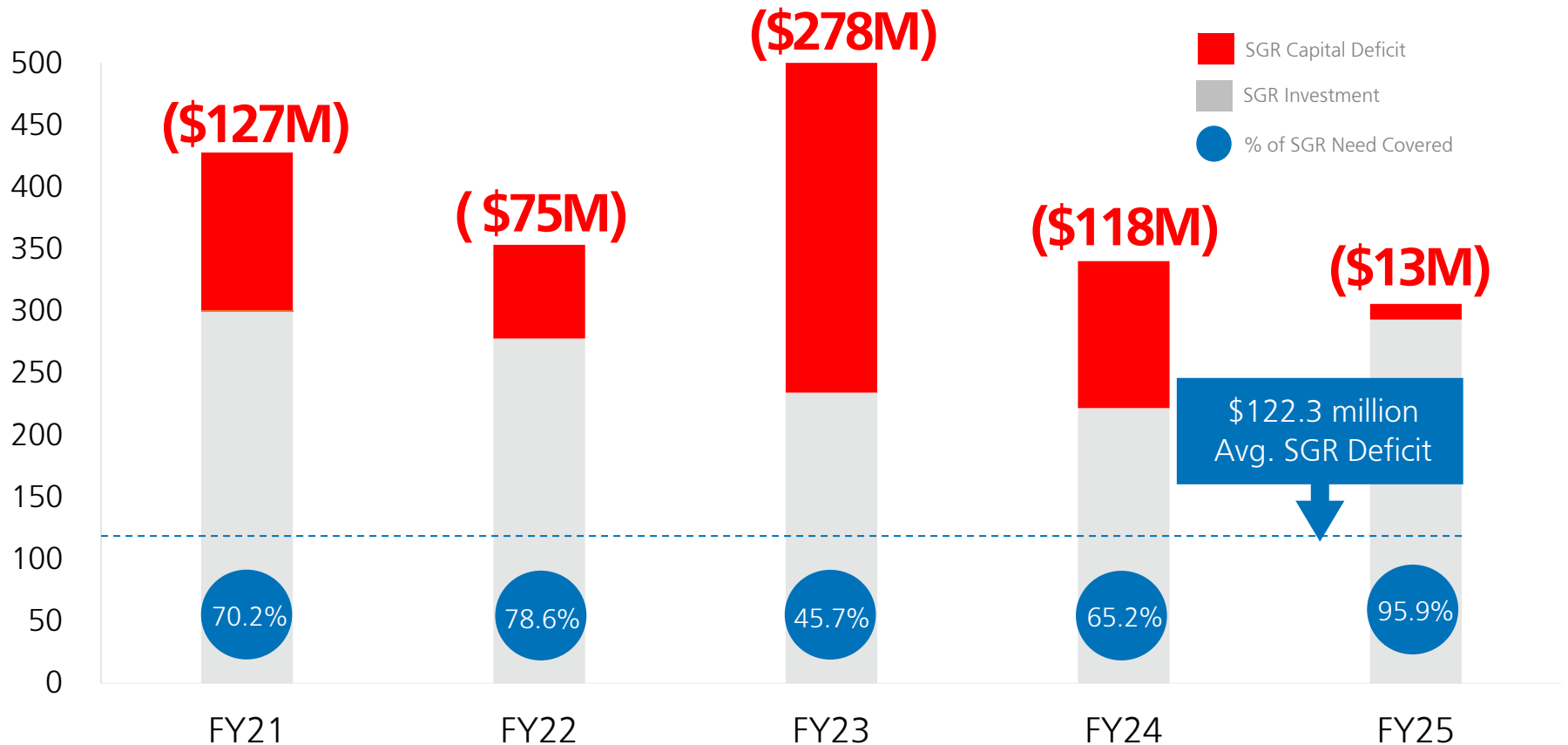
SFMTA's structural deficit will be closed with one-time funding through FY23. Ongoing revenues will need to replace one-time revenue beginning in FY24.



Operating Budget, \$M	FY21	FY22	FY23	FY24	FY25
Revenue Ongoing (base)	744	923	1,200	1,281	1,321
Expenditures	1,123	1,305	1,353	1,403	1,457
Revenue Less Expenditures	(379)	(382)	(153)	(122)	(136)
Revenue (one-time)	379	382	153	43	0

Capital/Infrastructure: Structural Deficit Analysis

In the SFMTA FY 2021-25 CIP, the Agency is addressing 68.5% of the state-of-good repair (SGR) need, leaving a gap of \$611.5 million.





Thank you.