

File No. 130873

Committee Item No. 2

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date April 9, 2014

Board of Supervisors Meeting

Date _____

Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER (Use back side if additional space is needed)

- powerpoint presentation dated 12/4/13
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- _____
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- _____

Completed by: Linda Wong Date April 4, 2014

Completed by: _____ Date _____

File No. 130873 12/4/13 Presented in Committee

Presentation to Budget and Finance Committee

Report on Funding and Implementing the Bicycle Strategy

Full Report to Supervisor Mar (December 4, 2013)

December 4, 2013

Office of the Budget & Legislative Analyst

San Francisco Board of Supervisors



Scope of Policy Analysis

- How can SFMTA's Bicycle Strategy Strategic Plan Scenario be funded and implemented?
- How much of SFMTA's current capital and operating budgets are allocated to bicycle mode projects?
- How are projects and funding prioritized by SFMTA, by mode?
- Can SFMTA's bicycle project delivery process be improved?
- How does SF's investment in bicycle projects compare to other cities?

SFMTA Policy Goal: decrease private auto use to 50% of all trips by 2018

- Requires more trips by transit, taxi, ridesharing, car sharing and bicycling.
- To encourage more bicycle use, SFMTA prepared 3 possible bicycle infrastructure improvement and funding plans:

Three Bicycle Plan Scenarios in SFMTA's Bicycle Strategy		
Scenario	Cost	Resulting Bicycle Mode Share
<u>The Bicycle Plan Plus Scenario</u>	\$59.4 million	4.5 – 6%
<u>The Strategic Plan Scenario*</u>	\$191 million	8-10%
<u>The Full System Build-Out</u>	\$580.5 million	20%

Source: Bicycle Strategy, April 2013, SFMTA

* Scenario analyzed by BLA in report.



→ **Bicycle Strategic Plan Scenario**

- Bicycle mode-share increase from current 3.5% of all trips to between 8-10%.
- Upgrade 50 miles of the existing bicycle network.
- 12 miles of new bicycle facilities.
- 21,000 bicycle parking spaces.
- 50 intersections upgraded to accommodate bicycles.
- Other improvements.
- \$191 million cost.

Bicycle Program = \$4.2 mn., 0.5% of \$851.1 mn. SFMTA operating budget, FY 2013-14

Estimated Bicycle Program Operating Budget, Fiscal Year 2013-14

Sustainable Streets Subdivision	Budgeted Expenditures	Uses
Transportation Engineering	\$661,030	Funds benefit all modes. The cost is based on a 4% modal breakdown of street use for bikes.
Livable Streets	\$359,238	Non project based staff activities such as staff trainings and team meeting.
Strategic Planning & Policy	\$100,464	Bicycle Strategy Bicycle Strategy Planning, Bike Wayfinding Planning, bike planning of Complete Streets, prioritization of bike projects in the CIP, and Transportation Demand Management for bikes.
Paint Shop	\$795,055	Maintenance of bike lanes, sharrows and corrals.
Sign Shop	\$386,500	Maintenance of racks and removing signs related to bike lanes.
Signal Shop	\$468,643	Maintenance of bike signals, signal timing changes for bikes and other special projects.
Division Overhead	\$564,771	Division administrative support
Department Overhead	\$871,005	Department support
TOTAL	\$4,206,706	

**Bicycle Program = \$35.7 mn., 1.39% of \$2.6 bn. SFMTA
5 year capital budget, FYs 2012-13 – 2016-17**

Allocation of SFMTA FY 2013-2017 Capital Investment Program (CIP) Spending by Mode		
Mode	Allocation	% Total
Bicycle	\$35,733,971	1.39%
Pedestrian	16,923,291	0.66%
Parking	51,300,000	2.00%
Other Street Improvements (Traffic Calming, Signals, School)	97,306,585	3.79%
Transit	2,261,093,418	88.00%
Taxi	3,694,000	0.14%
Support Infrastructure	103,010,757	4.01%
Reserve	417,500	.02%
TOTAL	\$2,569,479,522	100%

Source: SFMTA

Bicycle Spending in other Cities

Per Capita Capital Bicycle Spending in Other Cities				
City	Estimated Annual Amount Spent on Capital Bicycle Improvements Per Year	Time Frame	Population (2012)	Bicycle Spending Per Capita
Amsterdam	\$17,500,000	Average over 2007-2010 (4 years)	779,808	\$22.44
Minneapolis	\$5,000,000	2011	392,880	\$12.72
Seattle	\$6,641,986	FY 2012-13	634,535	\$10.47
Portland	\$6,000,000	2013-14	603,106	\$9.94
San Francisco	\$7,566,617	Average CIP FY 2013-2017	825,863	\$9.16
Austin	\$5,000,000	2013-14	842,592	\$5.93
Los Angeles	\$12,000,000	2013-14	3,858,000	\$3.11

Source: Each city, surveyed by Budget and Legislative Analyst

Bicycle Strategy Five Year Funding Shortfall: \$142 mn.

FY 2014-15 through 2018-19	
Revenue/Cost Item	Amount
FY 15, FY 16, FY 17 Capital Improvement Budget (CIP)	\$17,761,189
Projected FY 2017-2018 Capital Budget	\$2,574,978
Projected FY 2018-19 Capital Budget	\$2,653,807
Series 2013 Revenue Bonds	\$6,000,000
Revenue Subtotal	\$28,989,974
Total Estimated Cost: Strategic Plan Scenario	\$191,144,660
Less \$20 million for 2009 Bicycle Plan	(\$20,000,000)
Cost Subtotal	\$171,144,660
TOTAL Estimated Shortfall (Cost subtotal less Revenue subtotal)	\$142,154,686

Source: SFMTA, Calculations by Budget and Legislative Analyst

Possible Sources to Eliminate Bicycle Strategy Funding Shortfall

Potential Revenue Sources to Fund SFMTA's Bicycle Capital Projects		Potential Annual Revenues
Revenue Source		
Vehicle License Fee (VLF)		\$72,800,000
General Obligation Bond (one-time revenue)		\$500,000,000
.5% Increase in Sales Tax		\$73,000,000
Proposition K Advance (one-time)		\$13,050,000
2016 SFMTA Revenue Bonds (one-time)		\$150,000,000
2019 SFMTA Revenue Bonds (one-time)		\$150,000,000
SFMTA Operating Budget Discretionary Revenue		\$278,500,000
General Fund Discretionary Funds		\$2,710,000,000

Source: Budget and Legislative Analyst

BLA Funding Scenario #1: Sources Requiring Voter Approval

Revenue Available for Bicycle Projects							
Revenue Sources	Annual Est'd Amount	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	Total
Vehicle License Fee	\$72,800,000		\$14,560,000	\$14,560,000	\$14,560,000	\$14,560,000	\$58,240,000
General Obligation Bonds	500,000,000	25,500,000					25,500,000
0.5% Increase in Sales Tax	73,000,000		14,600,000	14,600,000	14,600,000	14,600,000	58,400,000
TOTAL		\$25,500,000	\$29,160,000	\$29,160,000	\$29,160,000	\$29,160,000	\$142,140,000


BLA Funding Scenario #2: Sources not Requiring Voter Approval

Revenue Available for Bicycle Projects							
Revenue Sources	Annual Est'd Amount	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	Total
Proposition K Advance	\$11,450,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$8,000,000
2016 SFMTA Revenue Bonds	150,000,000		54,000,000				54,000,000
2019 SFMTA Revenue Bonds	150,000,000					54,000,000	54,000,000
SFMTA Operating Budget	278,500,000	2,228,000	2,228,000	2,228,000	2,228,000	2,228,000	11,140,000
General Fund Allocation	\$2.7 bn.	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
TOTAL		\$6,828,000	\$60,828,000	\$6,828,000	\$6,828,000	\$60,828,000	\$142,140,000

BLA Funding Scenario #3: Some Sources Requiring Voter Approval, Some Not

Revenue Available for Bicycle Projects

Revenue Source	Annual Est'd Amount	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	Total
Vehicle License							
Fee	\$72,800,000		\$8,736,000	\$8,736,000	\$8,736,000	\$8,736,000	\$34,944,000
General Obligation							
Bonds	500,000,000	\$12,500,000					12,500,000
0.5% Increase in							
Sales Tax	73,000,000		8,760,000	8,760,000	8,760,000	8,760,000	35,040,000
Proposition K							
Fund Advance	11,450,000	1,000,000	500,000	500,000			2,000,000
2016 SFMTA							
Revenue Bonds	150,000,000	23,250,000					23,250,000
2019 SFMTA							
Revenue Bonds	150,000,000					23,250,000	23,250,000
SFMTA							
Operating Budget	278,500,000	835,500	835,500	835,500	835,500	835,500	1,671,000
General Fund							
Allocation	\$2.71 bn.	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
TOTAL		\$39,155,500	\$20,831,500	\$20,831,500	\$20,331,500	\$43,431,500	\$142,655,000




SFMTA Project Execution

- 47 of 60 bicycle projects from 2009 Bicycle Plan completed; 13 projects in progress, suspended or being replaced.
- Additional staff and contractor resources will be needed at SFMTA Sustainable Streets Division to implement Bicycle Strategy Strategic Plan Scenario.
 - Currently 37 engineers and planners for \$7 million of bicycle projects/year + other projects. Strategic Plan Scenario would increase this to average of \$38 million/year. Staffing analysis underway.
- Need for improved project delivery and management tools at Sustainable Streets Division identified in Controller's 2011 audit; only some recommendations implemented to date.

Recommendations

SFMTA to:

1. Implement Controller's Paint Shop audit management recommendations.
2. Develop interim capital project tracking system.
3. Report back to Board of Supervisors every 6 months on first two recommendations and status of each bicycle project.
4. Report back to Board of Supervisors and SFMTA Board of Directors on staffing analysis now underway to support Agency's Capital Improvement Program.
5. Develop with DPW and report back on bicycle project implementation plan.
Board of Supervisors:
6. Establish follow up process to consider bicycle funding options.



Questions

Report on Funding and Implementing the Bicycle Strategy

Full Report to Supervisor Mar (December 4, 2013)

Fred.Brousseau@sfgov.org

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Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee.
An ordinance, resolution, motion, or charter amendment.
- 2. Request for next printed agenda without reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [] inquires"
- 5. City Attorney request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. []
- 9. Request for Closed Session (attach written motion).
- 10. Board to Sit as A Committee of the Whole.
- 11. Question(s) submitted for Mayoral Appearance before the BOS on []

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative

Sponsor(s):

Mar, Chiu

Subject:

Hearing Regarding Funding the Municipal Transportation Agency's Bicycle Strategy

The text is listed below or attached:

Signature of Sponsoring Supervisor: _____



For Clerk's Use Only:

130873

