

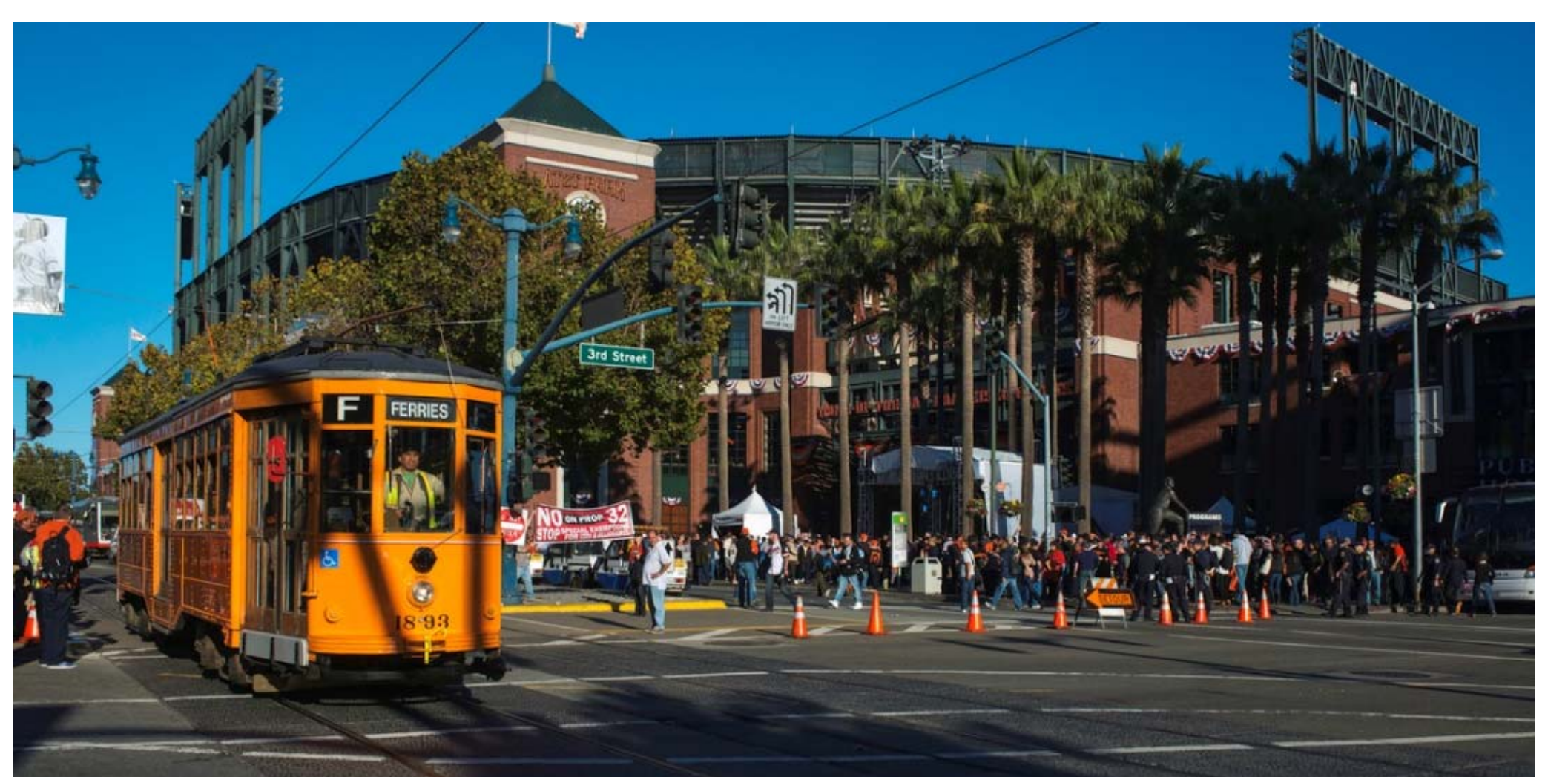
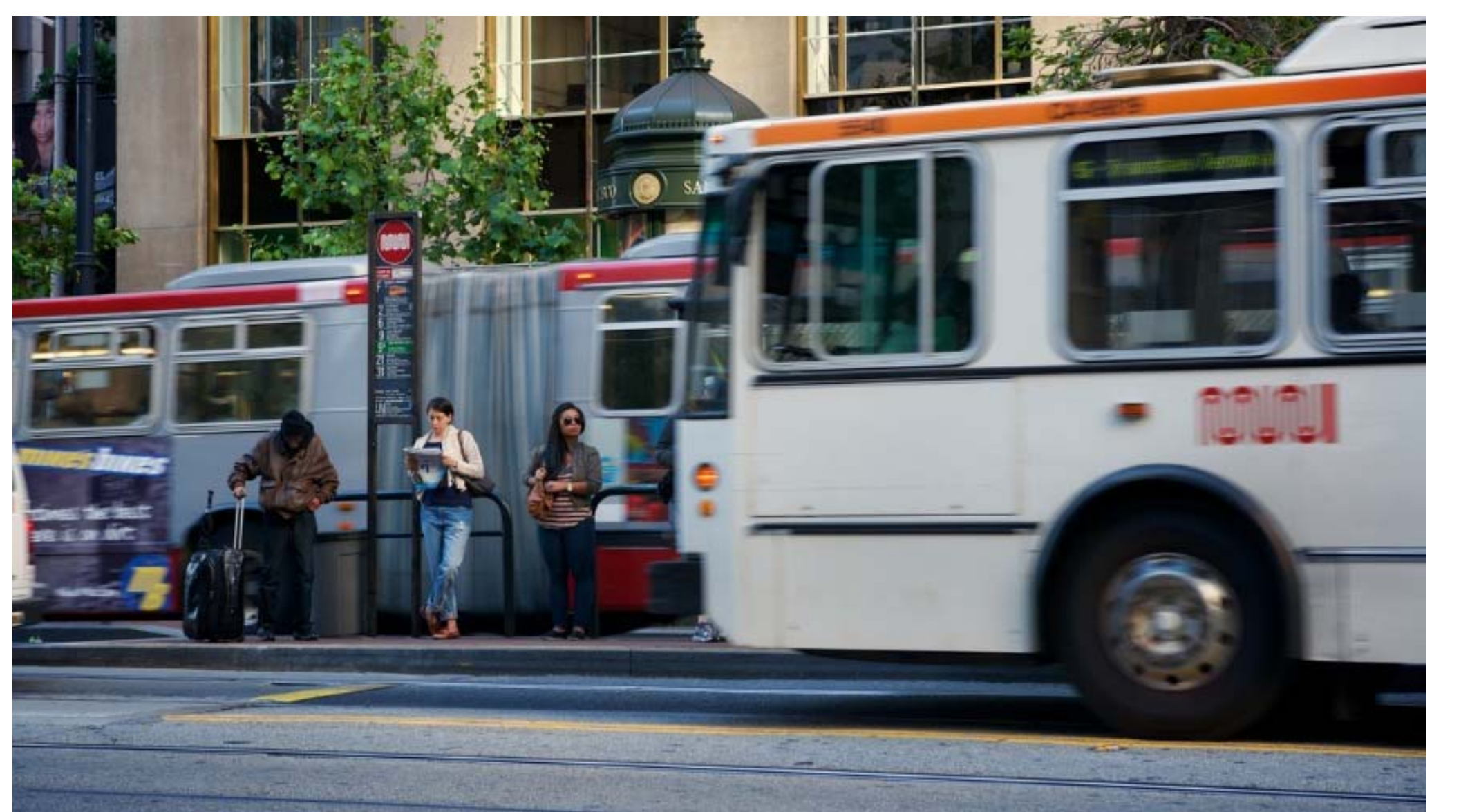
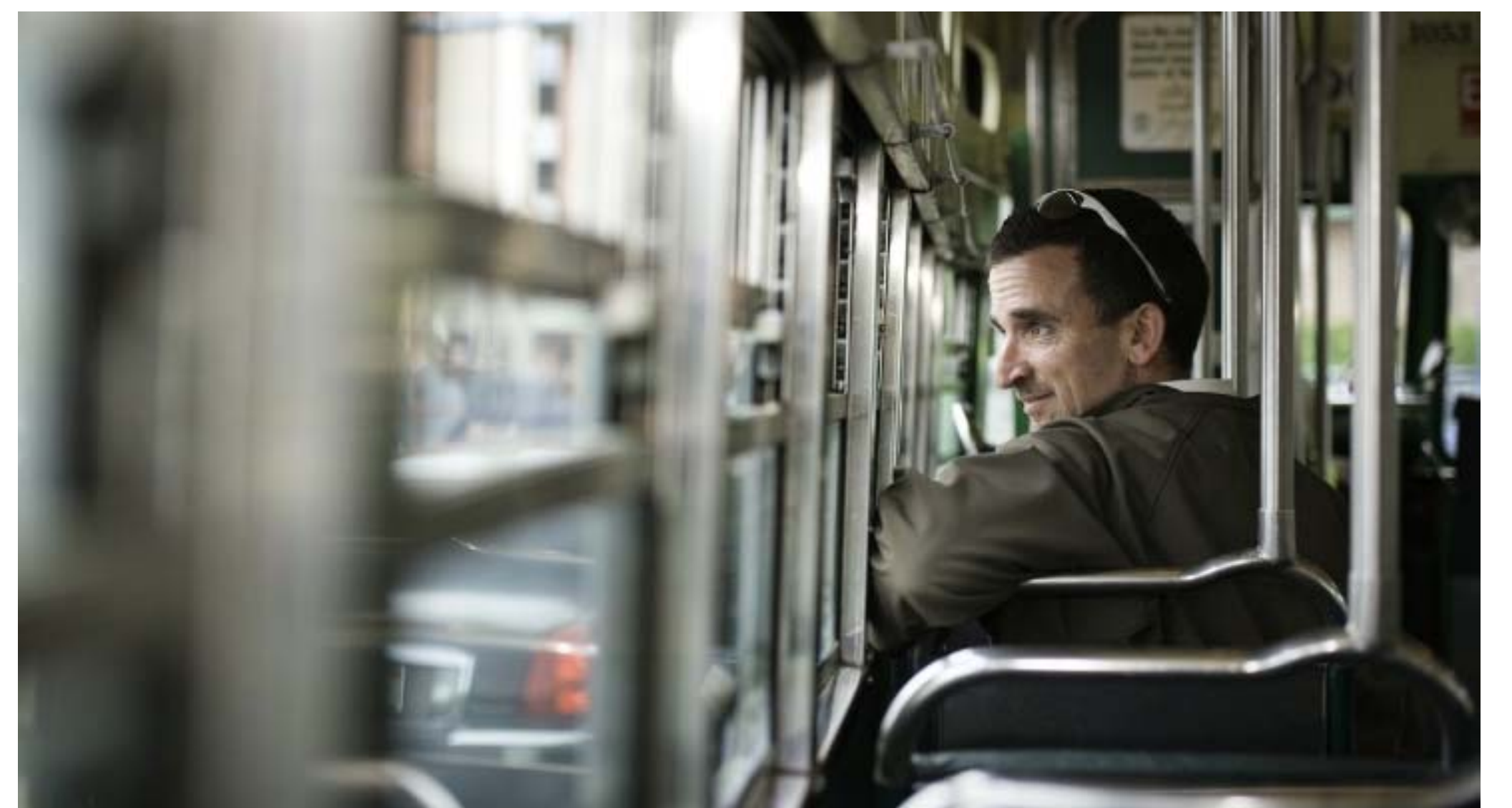
1. Transit Service & Affordability

Unfunded Need
\$1.5 billion

7% of unfunded need (2019-45)

	Total Need (\$M)	Total Revenue (\$M)	Unfunded Need (\$M)
Transit Service & Reliability	\$1,644	\$100	\$1,544
<i>Service Expansion & Protection</i>	\$874	\$100	\$774
<i>Transit Fare Programs</i>	\$770	\$0	\$770

- Supports free and discounted fare program, giving free Muni to seniors, people with disabilities and low/moderate income youth
- Provides funding to protect against service cuts in bad economic times
- Supports late night transit for people working “the other 9 to 5”
- Supports Muni’s expanded service, to meet increased service demand for Muni and fund service hours on SFMTA’s additional trains and buses



2. Facilities, Muni Fleet & Infrastructure

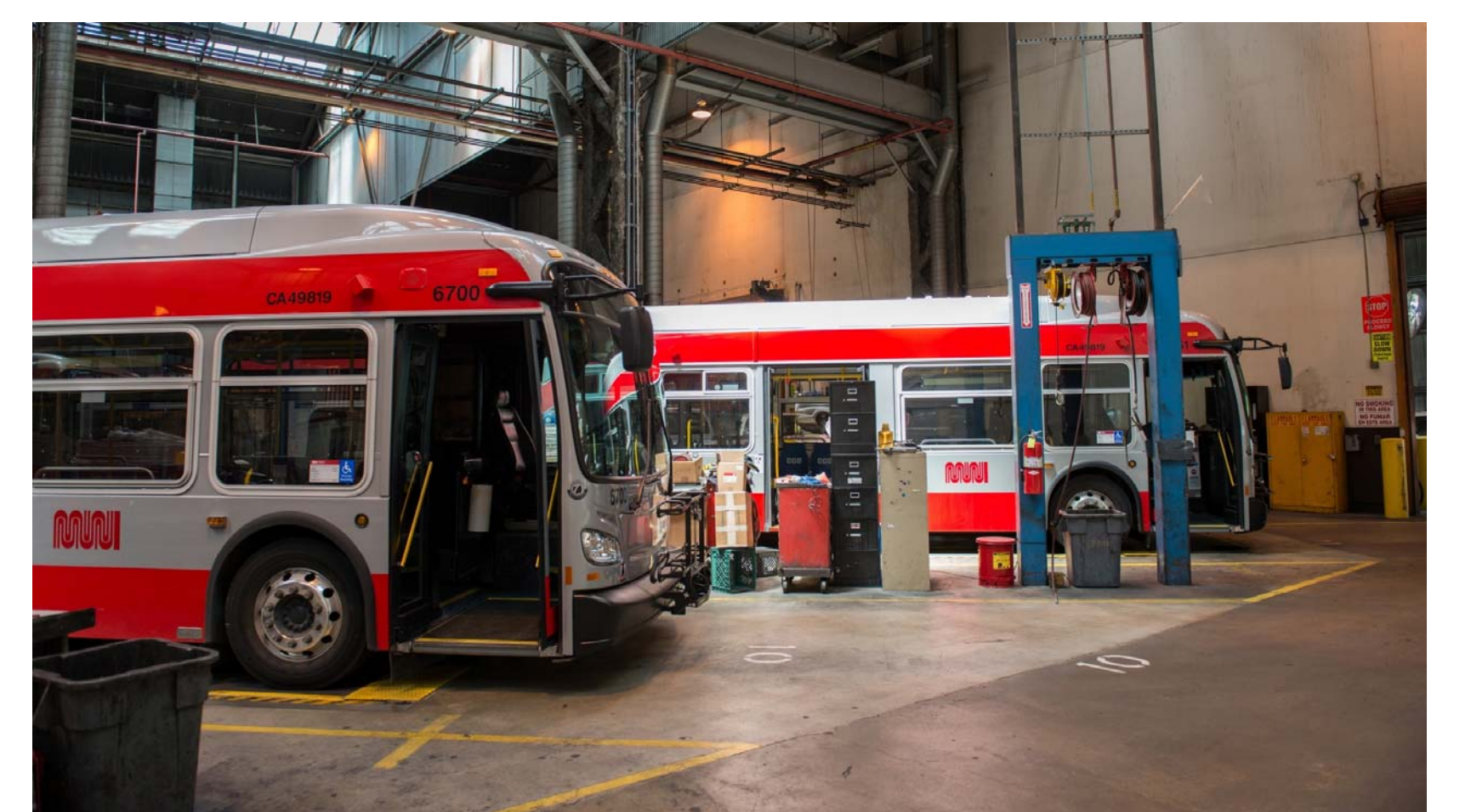
Unfunded Need
\$8.8 billion

40% of unfunded need (2019-45)

	Total Need (\$M)	Total Revenue (\$M)	Unfunded Need (\$M)
Muni Fleet & Facilities	\$13,680	\$4,922	\$8,758
<i>Fleet (SOGR)*</i>	\$5,862	\$2,074	\$3,788
<i>Fleet (New)</i>	\$827	\$338	\$489
<i>Facilities (SOGR)*</i>	\$3,593	\$1,415	\$2,177
<i>Facilities (New)</i>	\$1,111	\$163	\$948
<i>Fixed Guideway (SOGR)*</i>	\$1,363	\$880	\$483
<i>Parking Facilities (SOGR)*</i>	\$855	\$0	\$855
<i>Transit Accessibility</i>	\$69	\$52	\$17

*State of Good Repair (SOGR)

- Procures new vehicles and rehabilitates Muni's existing fleet
- Rebuilds outmoded yards and constructs new facilities to serve an expanded fleet of modern trains, motor and trolley coaches
- Increases accessibility, adding elevators and meeting ADA standards at Muni transit stops and stations citywide



3. Transit Optimization & Expansion

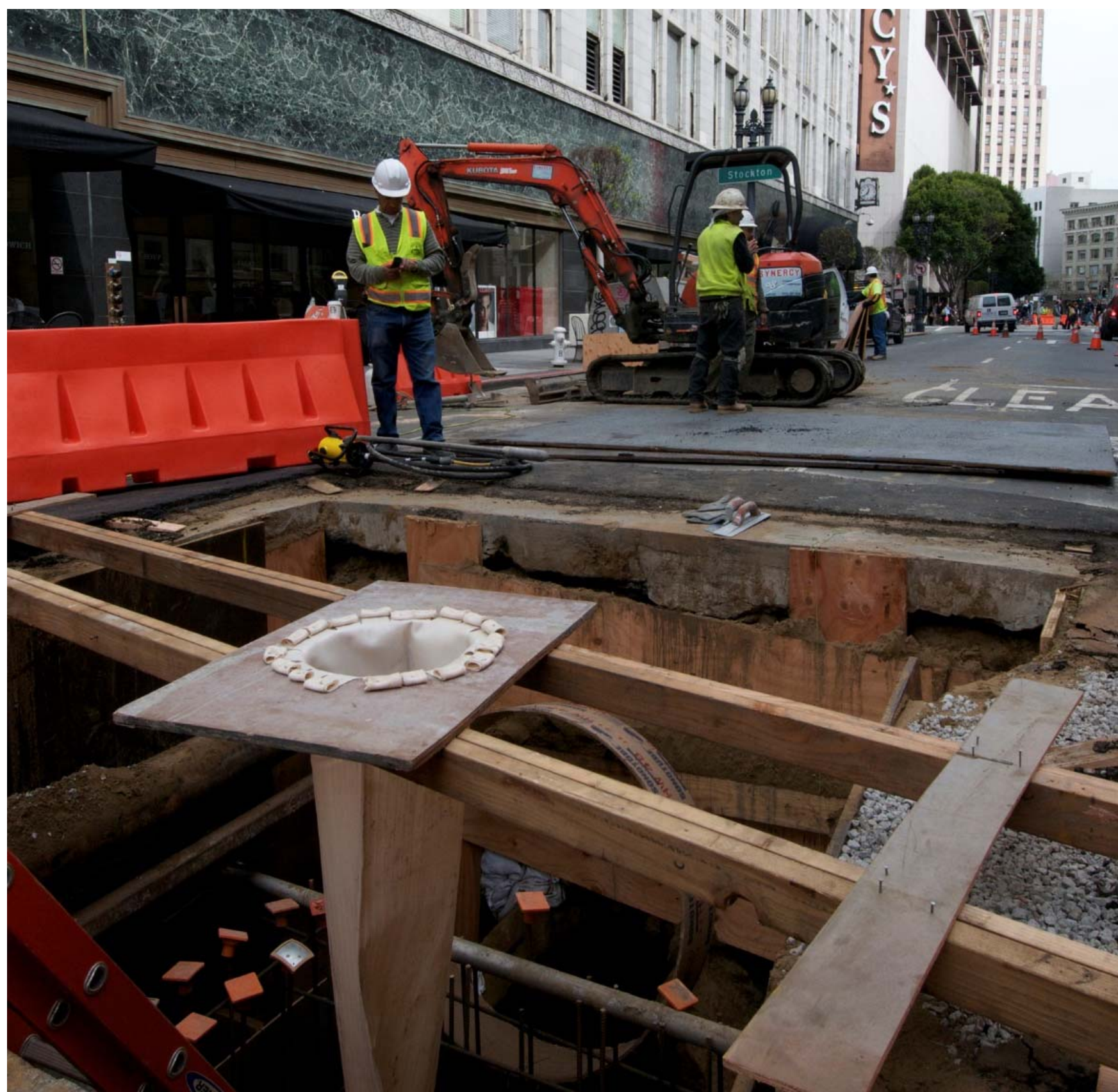
Unfunded Need
\$5.9 billion

27% of unfunded need (2019-45)

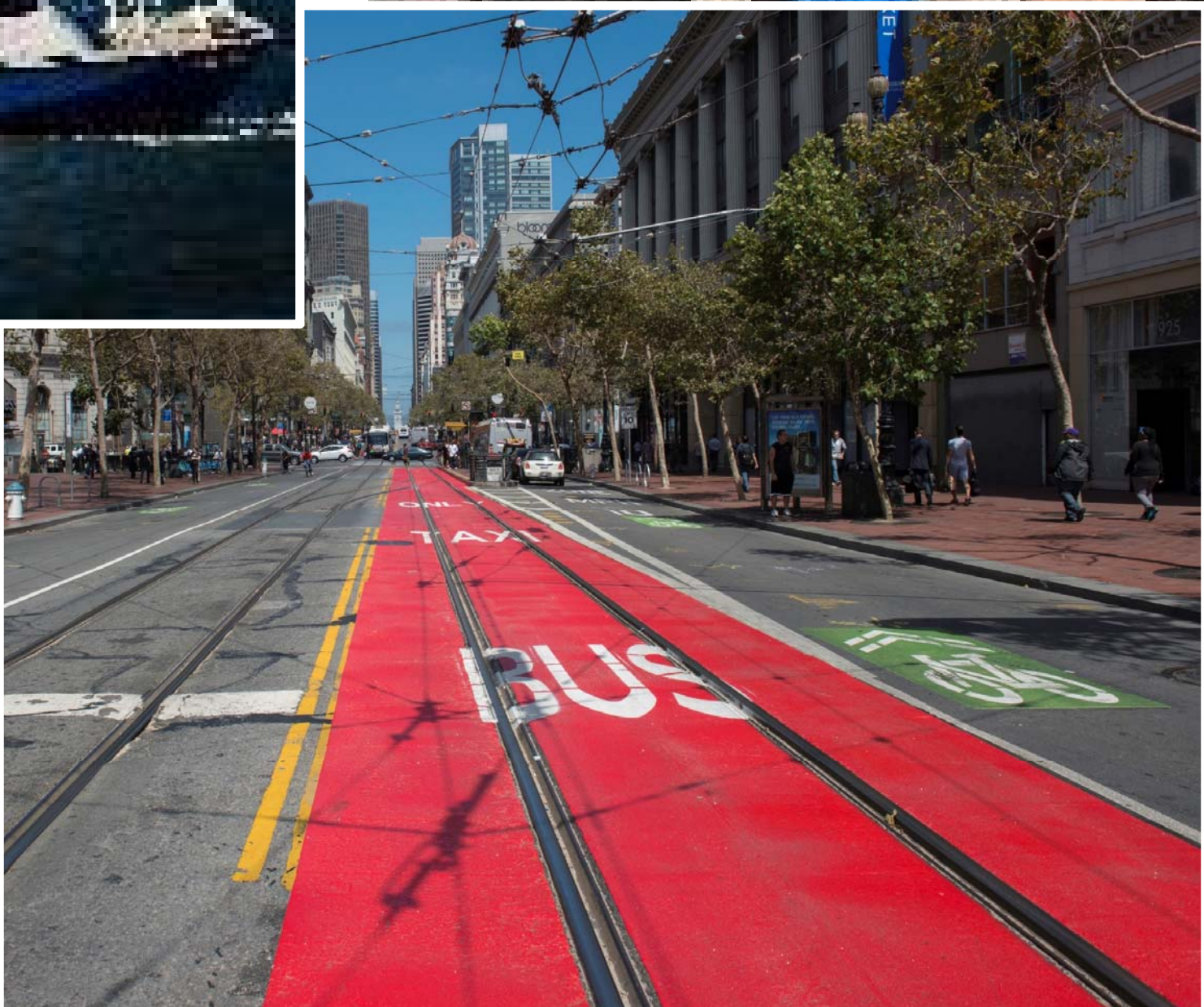
	Total Need (\$M)	Total Revenue (\$M)	Unfunded Need (\$M)
Transit Optimization & Expansion	\$8,208	\$2,359	\$5,850
Major Capital Projects**	\$5,853	\$1,245	\$4,608
Core Capacity**	\$1,743	\$1,017	\$726
Muni Forward	\$525	\$96	\$429
Muni Equity Strategy, Capital	\$88	\$0	\$88

**Includes local and regional operators

- Projects from multiple operators that improve system capacity, including downtown BART station modernization, ferry projects for Treasure Island and Mission Bay, and major corridors like Geary Boulevard and Market Street



- Capacity increases to meet growing transit demand and ease crowding
- Enhancements for existing service to improve reliability, increase safety and reduce travel time



4. Regional Transit & Smart Systems Management

Unfunded Need:

\$1 billion

5% of unfunded need (2019-45)

	Total Need (\$M)	Total Revenue (\$M)	Unfunded Need (\$M)
Regional Transit and Smart Systems Management	\$1,227	\$244	\$982
<i>Downtown Caltrain Extension</i>	\$387	\$37	\$350
<i>New BART Vehicles</i>	\$200	\$0	\$200
<i>Smart Technology</i>	\$210	\$47	\$163
<i>Caltrain Modernization & State of Good Repair</i>	\$285	\$125	\$160
<i>Transportation Demand Management & Pricing</i>	\$145	\$36	\$109

- Covers San Francisco's share for major regional projects that will increase BART and Caltrain capacity in and to San Francisco.
- Supports the use of technology and new pricing mechanisms to manage demand on roadways and other facilities.



4. Regional Transit and Smart Systems Management



Downtown Caltrain Extension

San Francisco's share to extend Caltrain from 4th/King to the Transbay Transit Center



Transportation Demand Management and Pricing

US 101/I-280 Managed Lanes and regional express bus, congestion pricing, TDM (e.g. "BART Perks 2.0")



Technology Innovations

Integrated payment systems, SFMTA next generation customer information system, real-time traffic monitoring and management



Caltrain Modernization/State of Good Repair

San Francisco's share of electrifying the remainder of the Caltrain fleet, procuring more cars to enable 8-car trains along with corresponding platform changes, and State of Good Repair needs for tracks, stations, and vehicle repair/maintenance



New BART Vehicles

San Francisco's contribution toward purchase of 136 additional BART vehicles

5. Vision Zero, Safer & Complete Streets

Unfunded Need

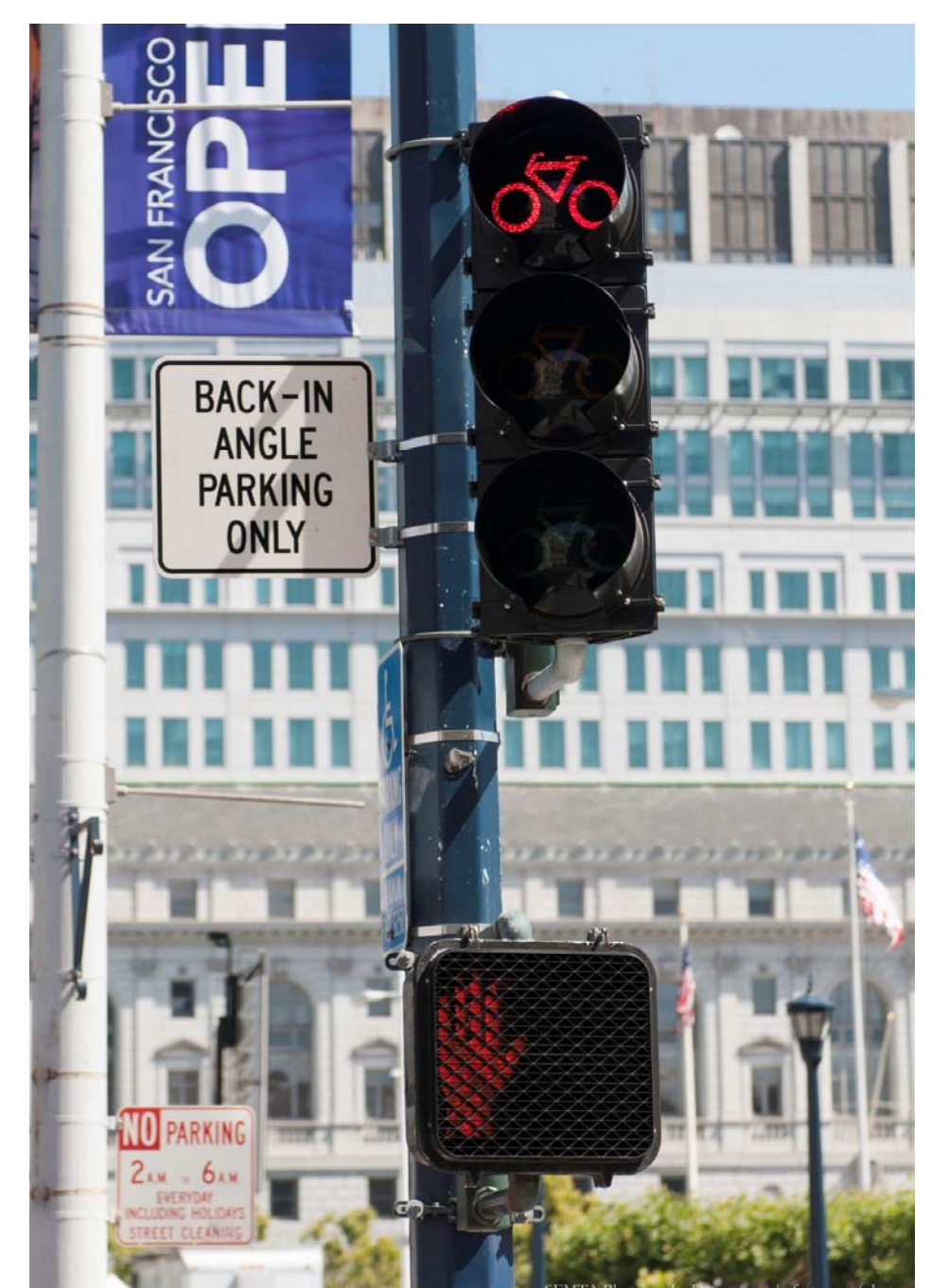
\$4.0 billion

18% of unfunded need (2019-45)

	Total Need (\$M)	Total Revenue (\$M)	Unfunded Need (\$M)
Vision Zero, Safer & Complete Streets	\$5,201	\$1,176	\$4,024
<i>Pedestrian & Bicycle Improvements (SOGR)*</i>	\$336	\$153	\$183
<i>Pedestrian & Bicycle Improvements (New)</i>	\$2,341	\$310	\$2,031
<i>Complete Streets</i>	\$2,068	\$706	\$1,360
<i>Road Network</i>	\$456	\$5	\$451

*State of Good Repair (SOGR)

- Works toward eliminating severe and fatal traffic collisions by investing in safety improvements
- Includes 100 traffic calming projects each year around schools and residential streets
- Completes major redesigns of our largest, most important streets to meet the needs of all users
- Maintains bike facilities and sidewalks, and expands the bicycle network
- Funds project evaluation and safety education



6. Street Resurfacing

Unfunded Need:
\$0.8 billion

4% of unfunded need (2019-45)

	Total Need (\$M)	Total Revenue (\$M)	Unfunded Need (\$M)
Street Resurfacing	\$1,702	\$870	\$832

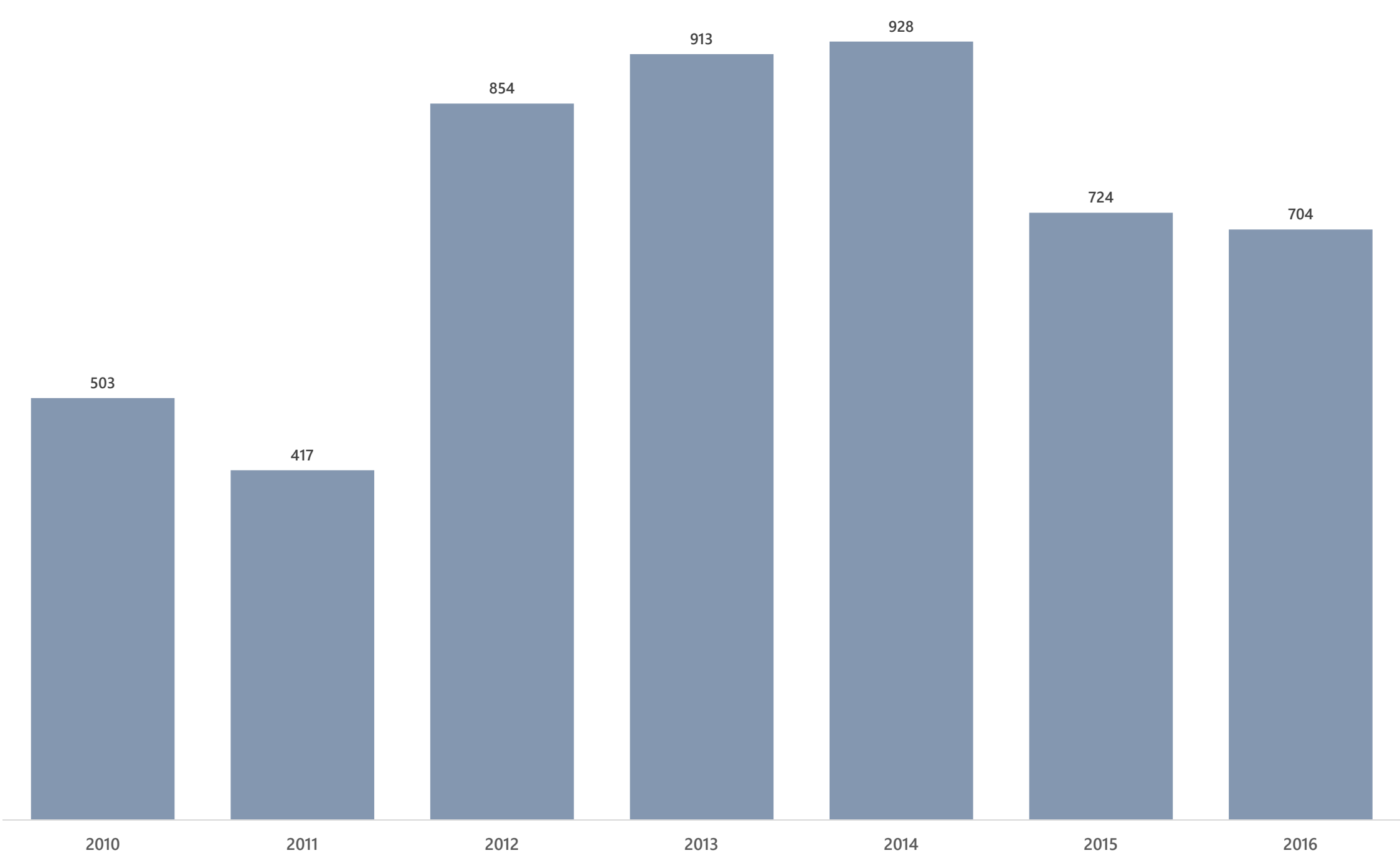
Pavement Condition Index (PCI) & Per-Block Repair Costs

SF Goal:
PCI of 70

85-100 EXCELLENT		
70-84	GOOD	\$35k
50-69	AT-RISK	\$143k
25-49	POOR	\$161k
0-24	VERY POOR	\$261k

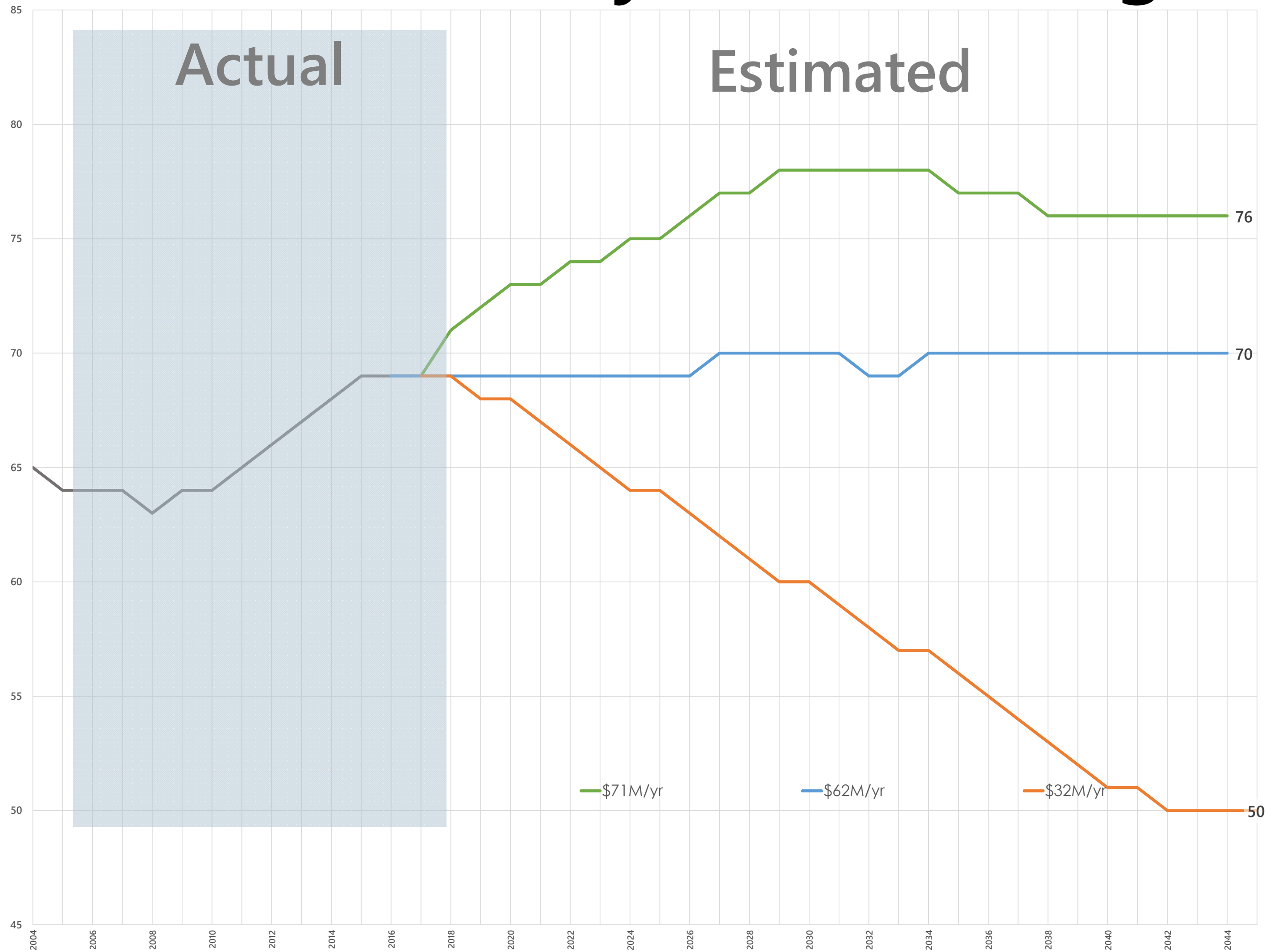


Blocks Treated Per Year

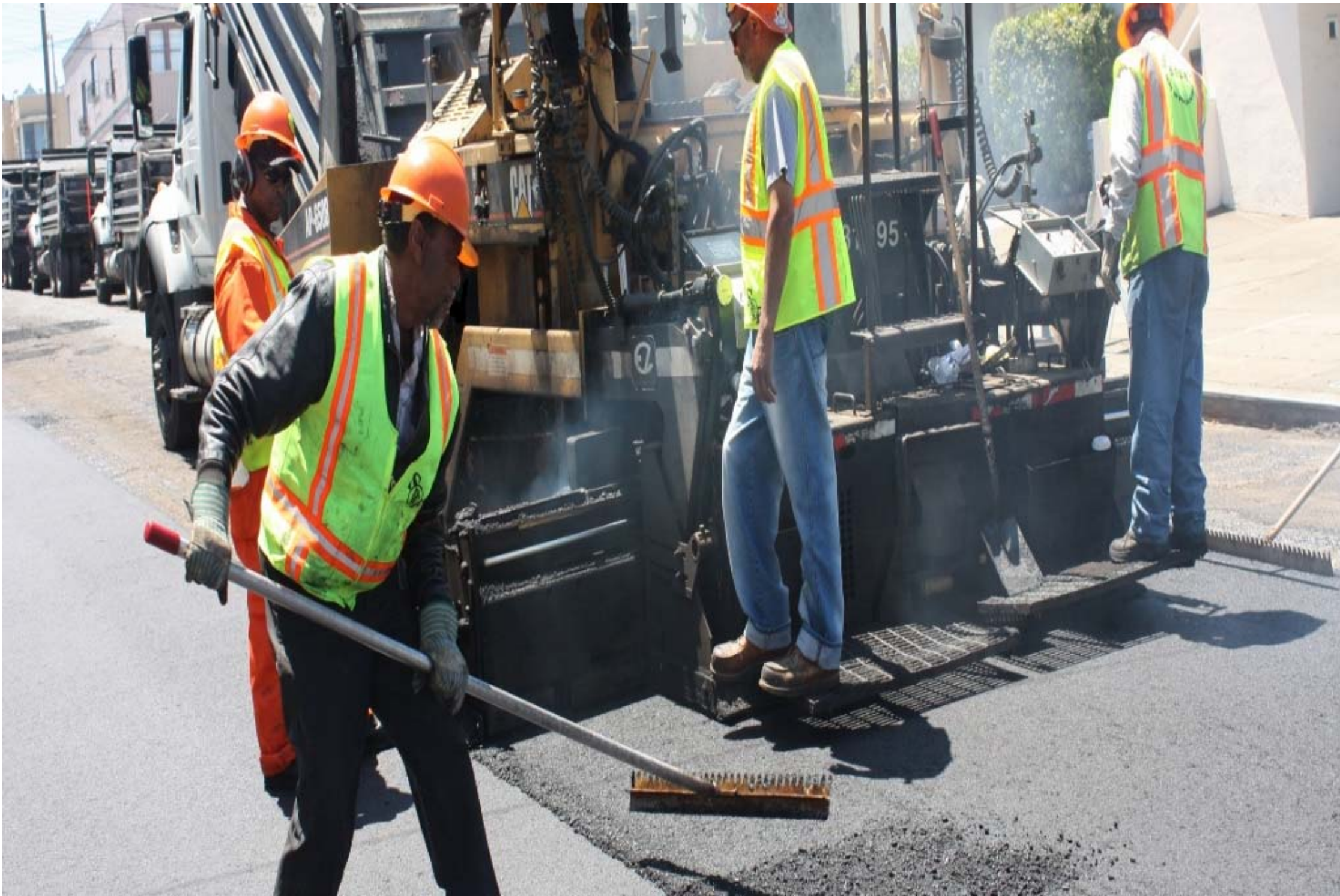


- Current funding drops PCI by 1 point per year
- Backlog Growth:
 - PCI of 50 → + 161%
 - PCI of 70 → + 37%
 - PCI of 76 → - 15%

PCI Outcomes by Annual Budget



6. Street Resurfacing



Funding Effectiveness

- **110+** joint and coordinated projects since 2011.
- In 2011-2016: **4,200** blocks resurfaced curb to curb.
- When funding increased, output more than doubled.



Impact on ADA Accessibility

- **67% of 8,000** curb ramps constructed between FY13-FY16 attributed to paving.
- If paving need is fully funded, curb ramp build-out goal will be met 3 years early.
- Without additional paving revenue, curb ramp need will increase.



Threats to Funding

- Additional SB1 funding is **NOT** enough to hit PCI 70.
- Need to improve over **4,717** At-Risk or worse streets.
- Potential SB1 repeal raises concerns about reliability of current funding sources.



Multi-Modal Benefits

- Well paved roads save CA individuals, on average, **\$762/driver per year** in vehicle maintenance and repair.
- Excellent/good streets provide **safer and more accessible** streets for motorists, transit riders, pedestrians, and cyclists.