

Mayor's Transportation Task Force: Draft Report

September 24, 2013



Introduction



Introduction

- Task Force charged with:
 - “developing a coordinated set of transportation priorities and identifying new revenue sources dedicated to making the City’s transportation system more reliable, efficient, and better prepared to accommodate future growth”
- The Task Force work:
 - identified the unfunded capital needs of the City’s transportation system;
 - researched and identified new revenue sources to meet those needs; and
 - discussed internal efficiencies that would improve operational outcomes and capital project delivery.



Introduction, continued

- Task Force report:
 - gives an overview of the many agencies, departments, commissions and authorities that govern transportation project funding, decision-making, prioritizing and implementation;
 - examines the needs for capital programming among the implementing agencies; and
 - recommends, expenditure programming, revenue and policy and legislative strategies through 2030.
- Scope does not:
 - address system operating deficits; or
 - solve all problems identified by the Task Force.



Needs Assessment



Needs Assessment: Key Stakeholder Agencies

- Overview of key stakeholder agencies in San Francisco
 - Metropolitan Transportation Commission (MTC)
 - San Francisco County Transportation Authority (SFCTA)
 - San Francisco Municipal Transportation Agency (SFMTA)
 - Department of Public Works (DPW)
 - Caltrain
 - Bay Area Rapid Transit Authority (BART)
- Other Transportation Agencies:
 - Caltrans
 - Ferry Operators
 - Regional Bus Operators
 - Transbay Joint Powers Authority



Needs Assessment: Existing Capital Assets

- City-owned capital assets that comprise transportation infrastructure
- Transportation includes all public transit, support infrastructure, roads, bicycle, pedestrian and parking facilities



Bus & Trolley

505 Hybrid/Diesel Buses
311 Trolley Buses
25 miles Overhead Wire



Rail

151 Light Rail Vehicles
71.5 miles of Light Rail Tracks
8.8 miles of Cable Car tracks
33 Stations
9 Elevators & **28** Escalators



Regional Connections

2 Regional Rail Systems
4 Regional Bus Operators
3 Ferry Systems



Facilities

19 Facilities



Parking

40 Garages & Lots
28,862 Meters



Streets & Traffic

940 miles of streets
281,700 street signs
1,193 traffic signals
360 street structures

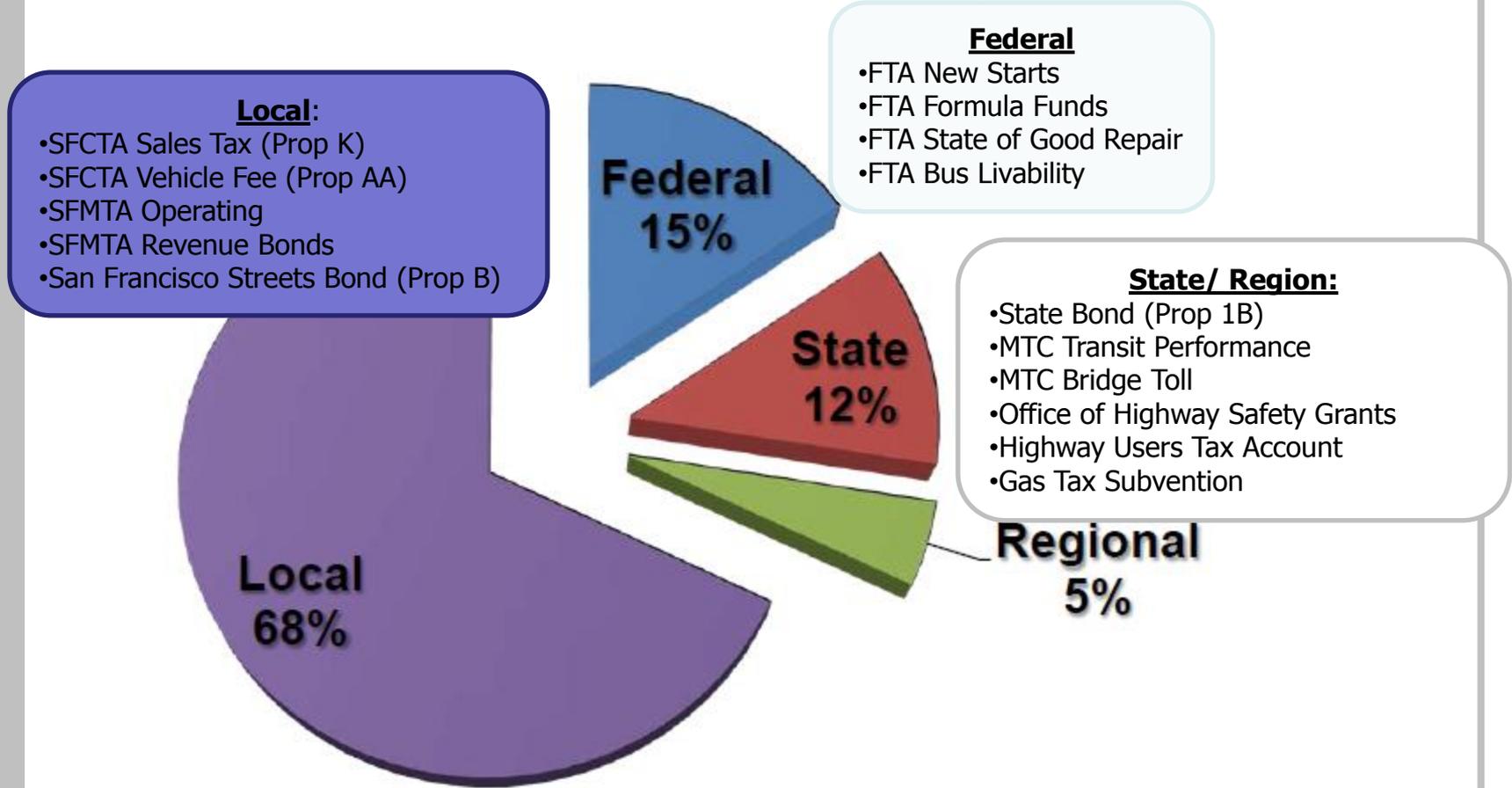


Bicycle

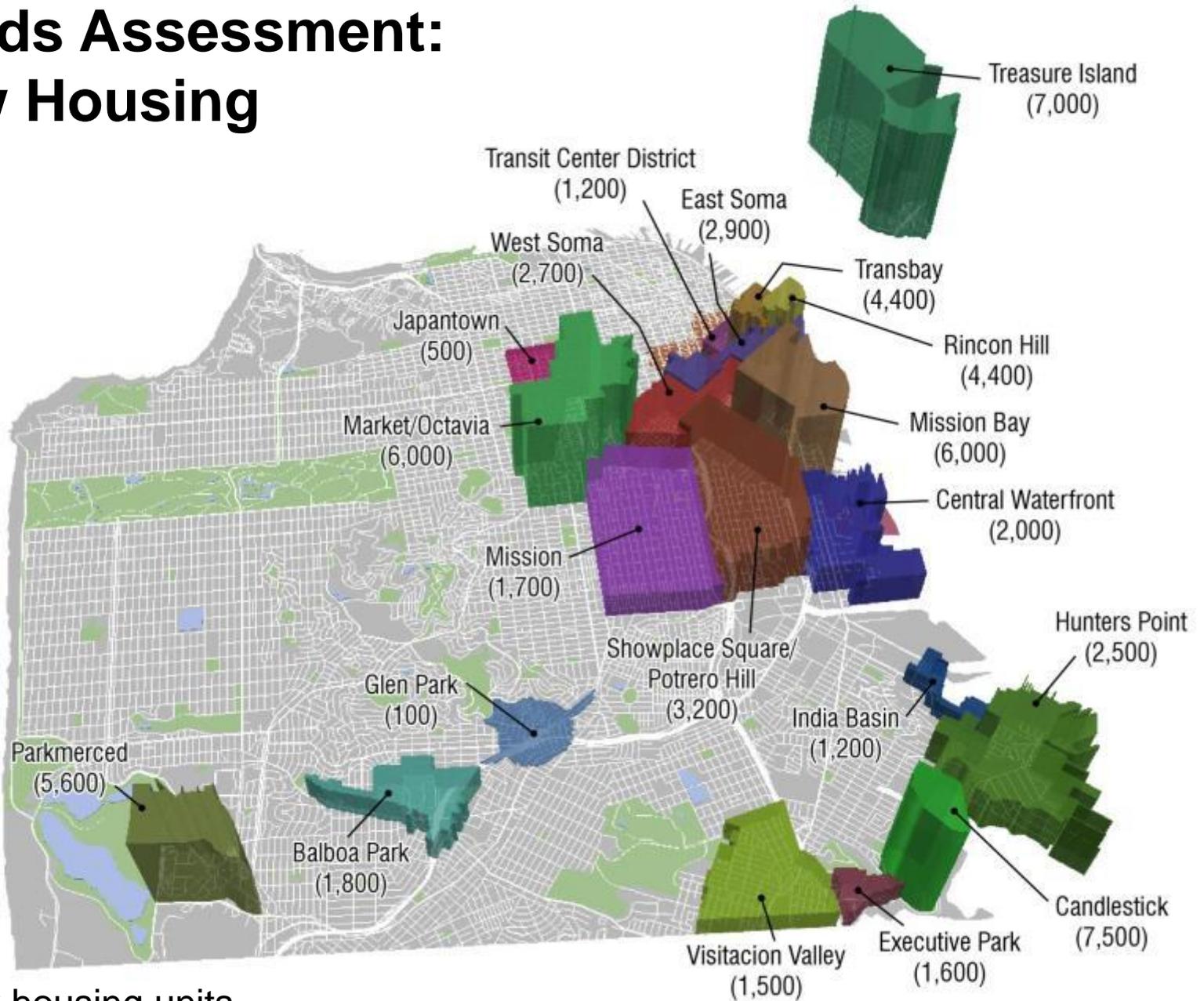
217 miles of bicycle network
3,060 bicycle racks
35 bicycle sharing stations
 with **350** bicycles available

Needs Assessment: Existing Funding Sources

San Francisco Countywide Plan Funding Distribution Projections, 2012- 2040

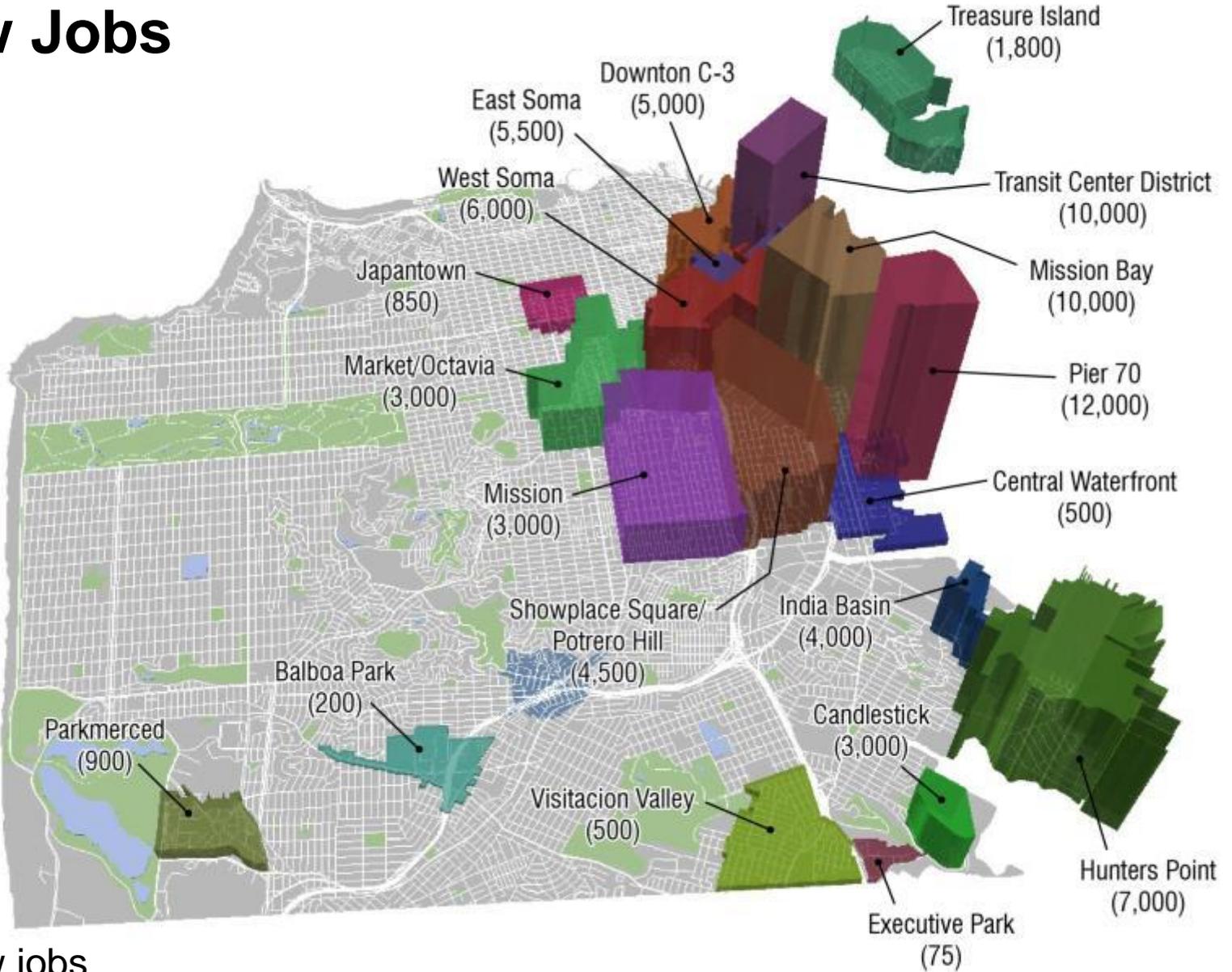


Needs Assessment: New Housing



new housing units

Needs Assessment: New Jobs

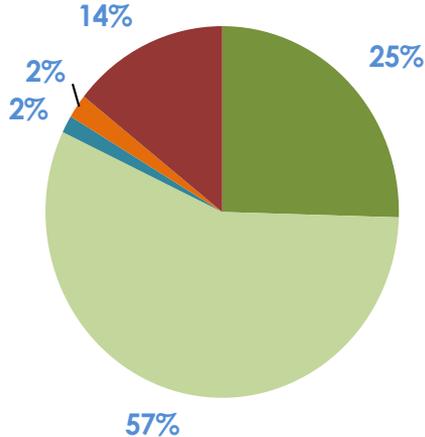


new jobs

Needs Assessment: No New Investment - Streets

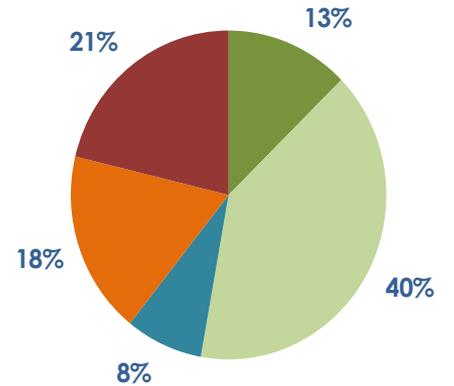
In 10 Years San Francisco Streets Could Be...

Capital Plan:
Assumes Long-term
Local Funding Source



Average PCI Score
in 2023 = 70

If No Long-term Local
Funding Dedicated



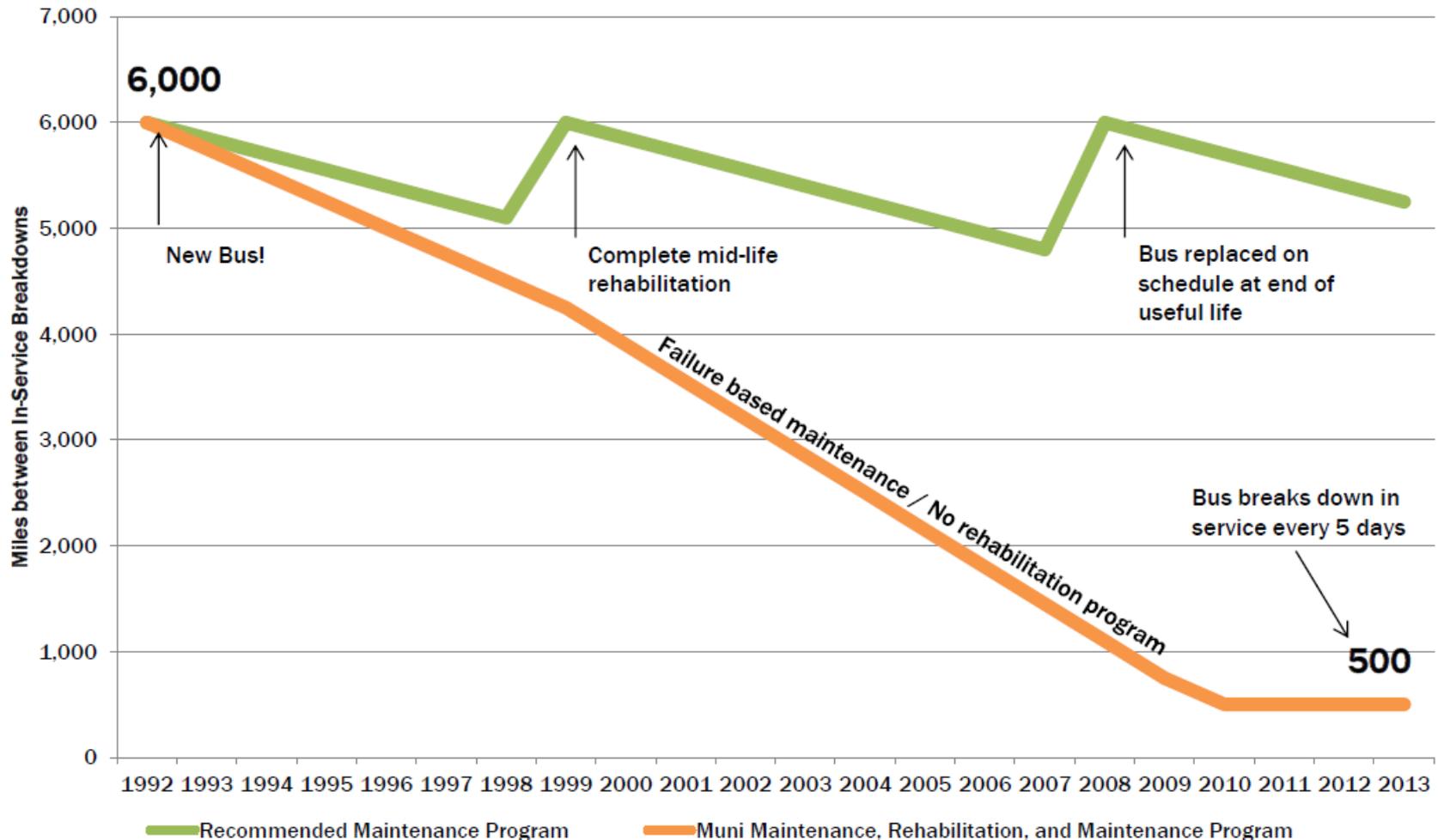
Average PCI Score
in 2023 = 56

	85 - 100 NO TREATMENT NEEDED
	70 - 84 PAVEMENT PRESERVATION
	50 - 69 GRIND & PAVE
	25 - 49 GRIND & PAVE WITH BASE
	0 - 24 RECONSTRUCT



Needs Assessment: No New Investment

Vehicle Maintenance - Lifecycle of a Trolley Bus

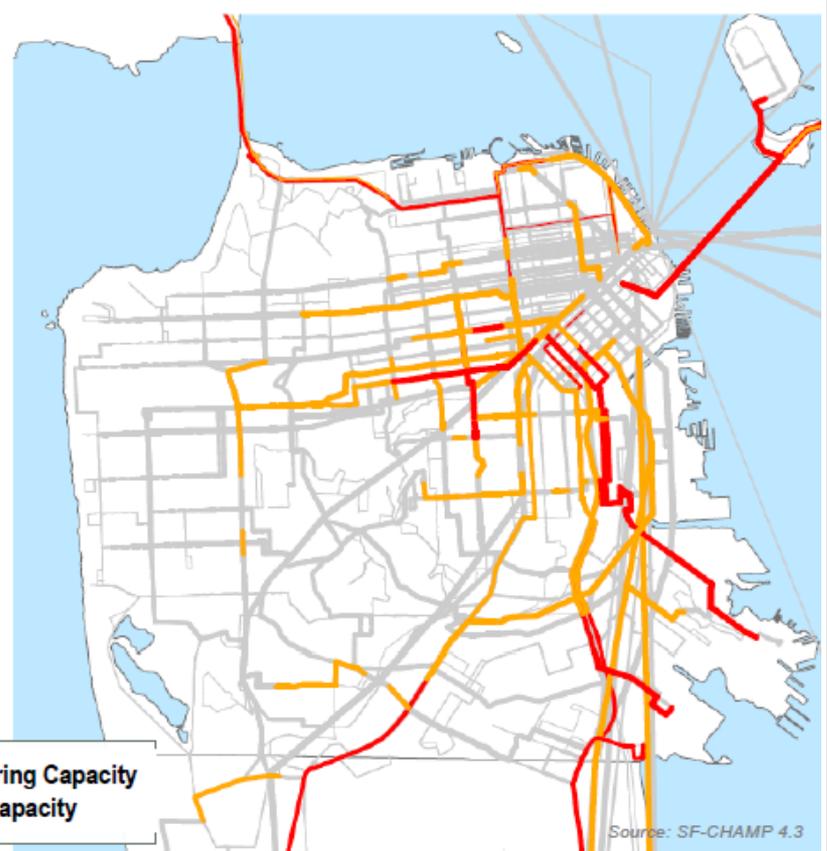


Needs Assessment: No New Investment – Transit Routes

Transit Routes at or over Capacity, 2012



Transit Routes at or over Capacity, 2040

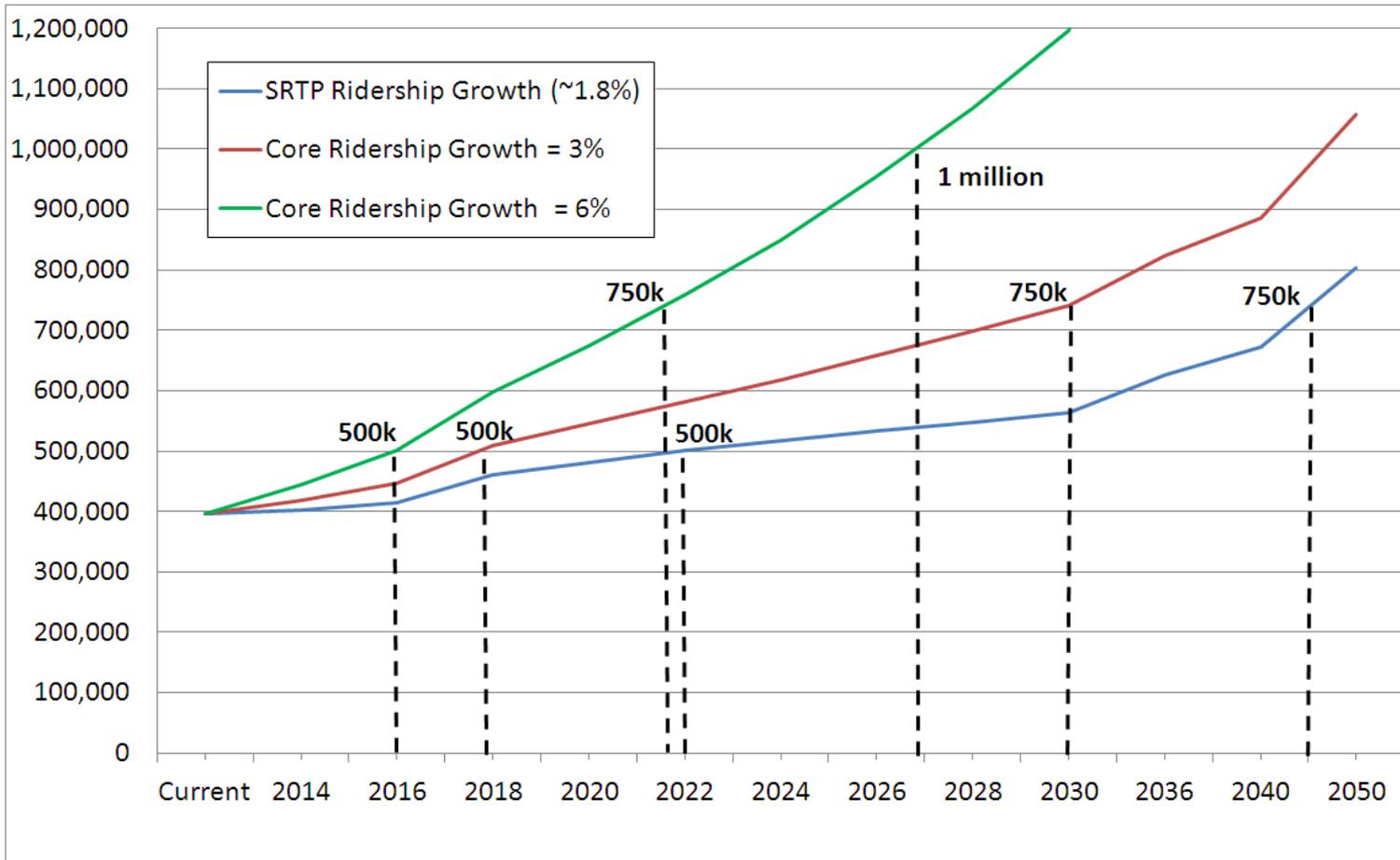


At/nearing Capacity
Over Capacity

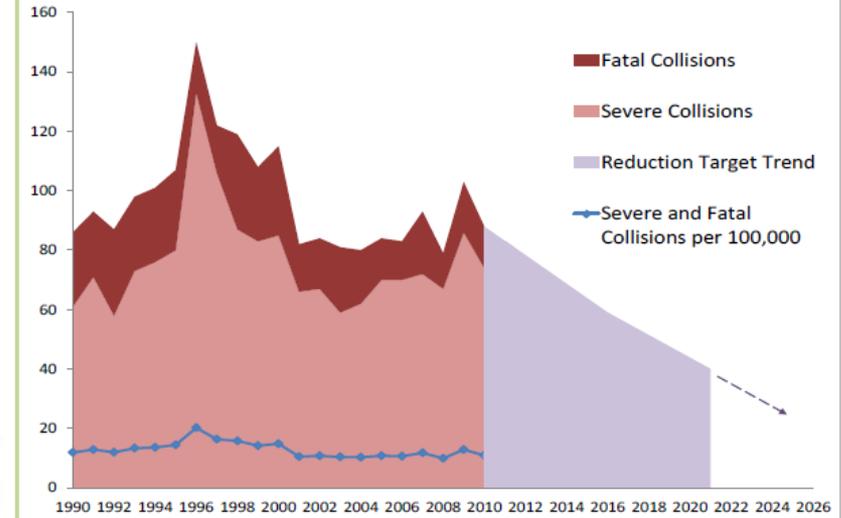
Source: SF-CHAMP 4.3



Needs Assessment: No New Investment – BART capacity



Needs Assessment: No New Investment – Safety Hazards



Needs Assessment: Build on Recent Improvement Efforts

- New acknowledgement of historic transportation sector underfunding
 - Prop B Streets Bond
 - New funding for transportation programs in the Capital Plan
- Efficiency efforts at City departments underway
 - Bus and rail fleet replacement and rehabilitation
 - Key track replacement
 - Improved customer information
- Continued efforts to prioritize timely delivery of capital projects and emphasis on prioritizing projects that improve system efficiency and effectiveness
- These efforts are insufficient to fully address the investment needed in the City's transportation system.



Needs Assessment: Existing Funding Gap

Needs Assessment	Total Need Identified	Funds Identified to date	Unfunded Need	% Funded
Core System	\$ 6,525	\$ 3,130	\$ 3,395	48%
Enhanced System	\$ 1,663	\$ 266	\$ 1,397	16%
Expanded System	\$ 1,300	\$ -	\$ 1,300	0%
Total	\$ 9,488	\$ 3,396	\$ 6,092	36%
<i>\$ in millions</i>				

*excludes fully funded capital projects, e.g. Central Subway or Van Ness BRT



Findings



Findings

- Finding 1: Transportation capital spending should be significantly increased to adequately maintain, enhance, and expand the City's transportation system.
- Finding 2: The City has insufficient revenue to fund extensive needed capital projects in the transportation sector.
- Finding 3: The City cannot fund all identified needs in the transportation sector through local revenue sources.



Recommendations



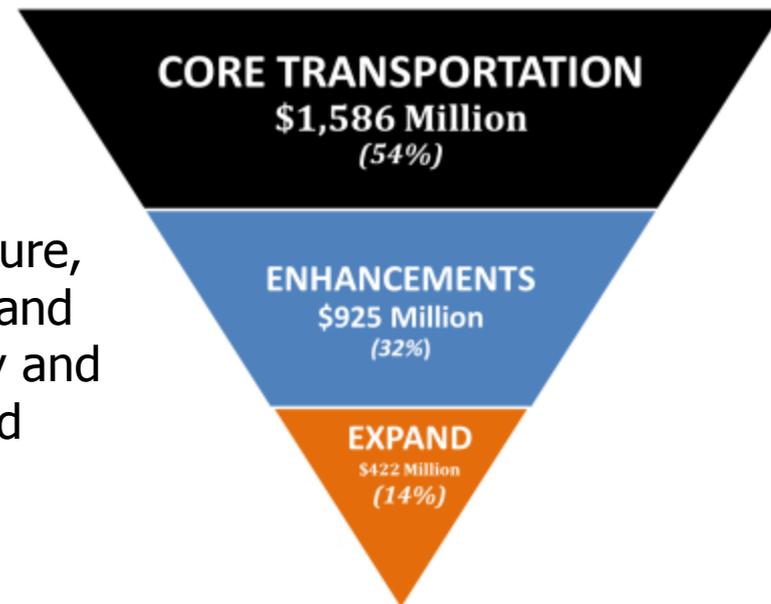
Recommendations Overview

- Recommendation 1: Invest in programs with greatest positive impact to maintain, enhance and expand the City's transportation system.
- Recommendation 2: Pursue three revenue sources that when combined, address a significant percentage of transportation improvements.
- Recommendation 3: Support regional, state and federal policies that will increase funding to City transportation capital improvements.



Recommendation 1: Address Need Strategically

- Use revenue generated from new sources to maintain core infrastructure, enhance existing networks and expand to accommodate growth across City and regional transportation agencies and providers.



15 Year Expenditure Plan	Total Need Identified	Funds Identified to date	Unfunded Need	% Funded	Proposed 2030 Expenditures	% Funded (after 2030 contribution)
Core System	\$ 6,525	\$ 3,130	\$ 3,395	48%	\$ 1,586	72%
Enhanced System	\$ 1,663	\$ 266	\$ 1,397	16%	\$ 925	72%
Expanded System	\$ 1,300	\$ -	\$ 1,300	0%	\$ 422	32%
Total	\$ 9,488	\$ 3,396	\$ 6,092	36%	\$ 2,933	67%
<i>\$ in millions</i>						



Recommendation 1: Address Need Strategically

Core Investments - \$1,586 Million (54% of Expenditure Plan)

Reliability - 46%
(\$736 million)

Efficiency - 44%
(\$693 million)

Safety - 10%
(\$156 million)

Enhancement Investments - \$925 Million (32% of Expenditure Plan)

Reliability - 41%
(\$383 million)

Major Capital
Projects - 24% (\$218 million)

Safety - 23%
(\$210 million)

Efficiency - 12%
(\$115 million)

Expand Investments - \$422 Million (14% of Expenditure Plan)

Reliability - 57%
(\$240 million)

Major Capital Projects -
32% (\$134 million)

Safety - 11%
(\$48 million)



Recommendation 1: Potential Programs Streets and Signals

- Raise the level of the average city street to a “good” condition, targeting improvements on the heaviest-used networks; and
- Replace half of the City’s traffic and pedestrian signals within 15 years for improved traffic flow and signal reliability; and
- Modernize signals to reduce traffic congestion and improve transit priority.



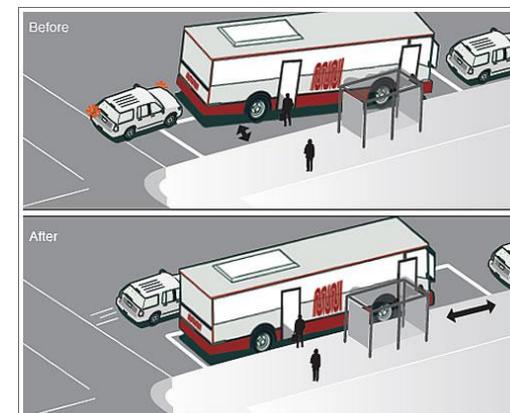
Recommendation 1: Potential Programs – Muni Vehicle Fleet Rehabilitation and Expansion

- Improve service reliability and availability through reduced breakdowns by replacing aging vehicles and performing preventive maintenance on existing fleet
- Additional capacity to reduce crowding and attract new riders by serving busy routes with larger vehicles
- Improve maintenance efficiency and employee safety by replacing older service yards and facilities



Recommendation 1: Potential Programs Rapid Network Enhancements

- Fund large capital projects with improvements along Rapid network corridors: Better Market Street, Transit Effectiveness Project, and Geary Rapid Network Improvements;
- Speed improvements of up to 20% on routes serving more than three quarters of Muni riders;
- Reliability improvements on all routes that will make the transit experience less stressful for current customers and attract new riders;
- New investment on Muni routes that will improve customer experience, from improved bus stop and transfer facilities, to new pedestrian facilities that help customers to arrive safely to and from their destinations.



Recommendation 1: Potential Programs Bicycle and Pedestrian Improvements- Safety

- Reduce the number severe injuries and fatalities to pedestrians by at least half through engineering, education and enforcement, and improve walking conditions on San Francisco's busiest walking streets;
- Build bicycling facilities Citywide that encourage all visitors and residents, ages 8 to 80, to use a bicycle for everyday transportation;
- Encourage more residents and visitors to choose sustainable forms of transportation to meet City climate goals;
- Keep the City economically competitive and culturally unique.



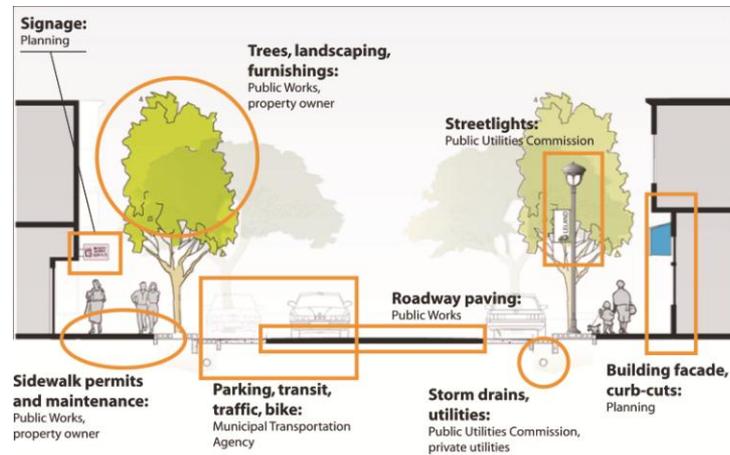
Recommendation 1: Potential Programs Accessibility

- Meet and exceed federal guidelines for accessibility under the American with Disabilities Act
- Easier accesses to transportation, including Muni and streets, for people with disabilities
- Upgrade older facilities with new and ADA-compliant facilities, such as Better Market Street boarding islands
- Add new accessibility improvements in locations not being upgraded through other programs



Recommendation 1: Potential Programs Safe and Complete Streets

- Maximize cost efficiency of street improvements and minimizes street closures
- Ensure coordination across projects and departments to ensure efficient and effective improvements to the right-of-way, with complete streets implemented wherever repaving occurs



Recommendation 1: Potential Programs Caltrain, BART, and Regional Connections

- Provide reliable and efficient transit service from San Francisco to the larger Bay Area through 2030;
- Reduced emissions by replacing Caltrain diesel fleet with electric fleet;
- Provide clear commitment from San Francisco for important regional transportation projects;
- Enhance strong connections between regional transportation providers and local Muni system.



Recommendation 1: Strategic Funding Plan

- Potential programs intended to illustrate benefits and outcomes of additional funding
- Full expenditure plan matches new funding to City capital programs, with additional information on funding need in category and potential level of funding for each category
- Intended as a planning level document
- Revenues not matched to expenditures
 - Some expenditures will be eligible for G.O. bond funding while others may not



Recommendation 1: Strategic Funding Plan

Project	TOTAL NEED	Funds Identified	% Funded	Unfunded Need	2030 Proposed Funding	% Funded (after 2030 contribution)
Better Market Street	\$390	\$172	44%	\$218	\$218	100%
Caltrain Capital Maintenance - SF Contribution	\$93	\$8	8%	\$85	\$85	100%
Caltrain Electrification - SF Contribution	\$62	\$23	37%	\$39	\$39	100%
Caltrain Downtown Extension	\$418	\$0	0%	\$418	\$20	5%
Citywide Bicycle Strategy System	\$441	\$81	18%	\$360	\$175	58%
Citywide Pedestrian Strategy	\$363	\$45	12%	\$318	\$141	51%
Citywide Traffic/Signals - State-of-Good Repair	\$402	\$144	36%	\$258	\$53	49%
Complete Streets Elements (Follow the Paving)	\$34	\$0	0%	\$34	\$34	100%
Geary Rapid Network Improvements	\$224	\$94	42%	\$130	\$27	54%
Muni Fleet	\$3,188	\$1,578	49%	\$1,610	\$622	69%
Muni Transit Fixed Guideway	\$1,541	\$636	41%	\$905	\$299	61%
SFMTA Facilities	\$362	\$20	5%	\$343	\$172	53%
Strategic Transportation Planning Initiative	\$30	\$0	0%	\$30	\$22	75%
Citywide Street Resurfacing	\$961	\$481	50%	\$480	\$480	100%
Streetscape Enhancement	\$147	\$0	0%	\$147	\$91	62%
Transit Optimization/Expansion (TEP)	\$297	\$0	0%	\$297	\$297	100%
Transit Performance Initiative - SF Contribution	\$100	\$0	0%	\$100	\$58	58%
Transportation Safety Infrastructure	\$288	\$67	23%	\$220	\$42	38%
Transportation System Accessibility	\$90	\$8	9%	\$82	\$45	59%
Transportation System Security	\$56	\$40	71%	\$16	\$11	90%
TOTAL	\$9,487	\$3,396	36%	\$6,091	\$2,933	67%



Recommendation 2: New Revenue

- Pursue three revenue sources that when combined, address a significant percentage of transportation improvements. These revenue sources must be approved by the Mayor and the Board of Supervisors and will require voter approval.

15 Year Revenue Plan	Ballot	Proposed 2030 Revenue	Average Per Year	% of Revenue Plan
Two separate G.O. bonds of \$500 million each	Nov. 2014 and 2024	\$ 1,000	\$ 67	34%
Vehicle License Fee increase	Nov. 2014	\$ 837	\$ 56	29%
Sales Tax 0.5% increase	Nov. 2016	\$ 1,096	\$ 73	37%
Total	-	\$ 2,933	\$ 196	100%
<i>\$ in millions</i>				



Recommendation 2: Two General Obligation Bonds

General Obligation Bond	
Annual Average	15 Year Total
\$67 million	\$1,000 Million

- Requires approval by the Mayor, Board of Supervisors, the Capital Planning Committee, and 2/3 of voters.
- Over next 10 years, the Controller’s Office estimates the City will have \$500 million in capacity. Actual capacity depends on assessed property values.
- An additional \$500 million in capacity will be available in the subsequent 10 years.
- No increase in property taxes will result.
- The recommendation is to have a \$500 million bond in 2014 and 2024.
- Transportation needs should be added to the City’s on-going G.O. Bond program through the City’s Ten-Year Capital Plan.



Recommendation 2 : Vehicle License Fee (1.35%)

Vehicle License Fee (1.35%)	
Annual Average	15 Year Total
\$56 million	\$837 million

- Vehicle license fee increase equal to 1.35% of the market value of any registered vehicle. Total vehicle license fee rate will be its full allowable value of 2%.
- Requires approval by the Mayor, two-thirds approval of the Board of Supervisors, the Capital Planning Committee, and a majority of voters.
- If passed in November 2014, this fee would be implemented in FY 2015-16.
- The City will also need to propose a charter amendment to increase the allocation of local funds to the Expenditure Plan to be a companion measure on the ballot. This requires a majority of the voters to pass.



Recommendation 2 : 0.5% Sales Tax

0.5% Sales Tax	
Annual Average	15 Year Total
\$73 million	\$1,096 million

- Increase the current sales tax rate by 0.5 percentage points, bringing the total sales tax rate up from of 8.75% to 9.25%.
- Requires approval by the Mayor, two-thirds approval of the Board of Supervisors, the Capital Planning Committee, and either two-thirds or ½ of voters depending upon whether the source is dedicated or not.
- Tax could be administered by the City or by the Transportation Authority.
- Over 13 years this represents \$81 million per year, which annualized to \$73 million per year for the 15 year period that the Task Force reviewed.



Recommendation 3 : Seek Additional Funding

- Identify and support additional revenue opportunities, including federal funding coordination and new or improved transportation-supportive federal, state or regional policies
 - Advocate for additional revenue from regional, state, and federal funding for transportation;
 - Be responsive to City department recommendations for improved funding coordination; and
 - Consider policies and opportunities described in the San Francisco Countywide Plan and Plan Bay Area.



Recommendation 3: Priorities Projects for future funds

Project	Total Need Identified	Funds Identified to date*	Unfunded Need	Est. Year Funding is needed
Caltrain Downtown Extension*	\$418	\$20	\$398	FY 2025/26
Geary Rapid Network Improvements*	\$224	\$121	\$103	FY 2017/18
Hunters Point Shipyard/Candlestick Phase 1	\$1,186	\$1,147	\$39	FY 2015/16
Mission Bay Roadway Network	\$103	\$94	\$9	FY 2015/16
Muni M-Line Alignment Recommendations	\$270	\$70	\$200	FY 2018/19
Harney Way Complete Street Project - Shipyard/101 Highway	\$24	\$22	\$2	FY 2023/24
TOTAL	\$1,583	\$1,333	\$250	

\$ in millions

* Includes proposed 2030 funding

- Potential new funding sources include:
 - New bridge tolls (regional measure)
 - Competitive Small or New Starts funding (federal government)
 - Cap and Trade revenue (from the State)



Next Steps



Next Steps

- Seek additional input and feedback
- Respond to questions and suggestions.
- Present updated plan to Transportation Task Force for adoption.



Feedback and Questions Received

- Less than 100% of Vehicle License Fee for Transportation?
- Allocate to Infrastructure vs. Operating Funds?
- Accessibility to all?
- Benefits to lower-income residents?
- Benefits to neighborhood vs. downtown?
- Regressive tax proposals?
- Share tax burden among stakeholders?
- Street Paving lower than "good"?
- Deferred, underfunded, or delayed projects?



Comments from Task Force Members



Final Steps

- Continue to work with advocates and stakeholders to achieve consensus.
- Submit adopted Task Force Recommendations to the Mayor, Board of Supervisors / County Transportation Authority Board, City departments, Capital Planning, and SFMTA Board of Directors.
- Communicate the goals and recommendations of the Task Force to the public and interested parties.
- Keep a strong coalition to realize the goals of the Task Force through implementation.

