San Francisco Transportation Plan Update

PART 4: Revenue Estimate and Investment Options

Spring 2013

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Revenue Estimate, Investment Options and Priorities

Revenue Estimate

Baseline Investment Policy

Investment Needs and Options

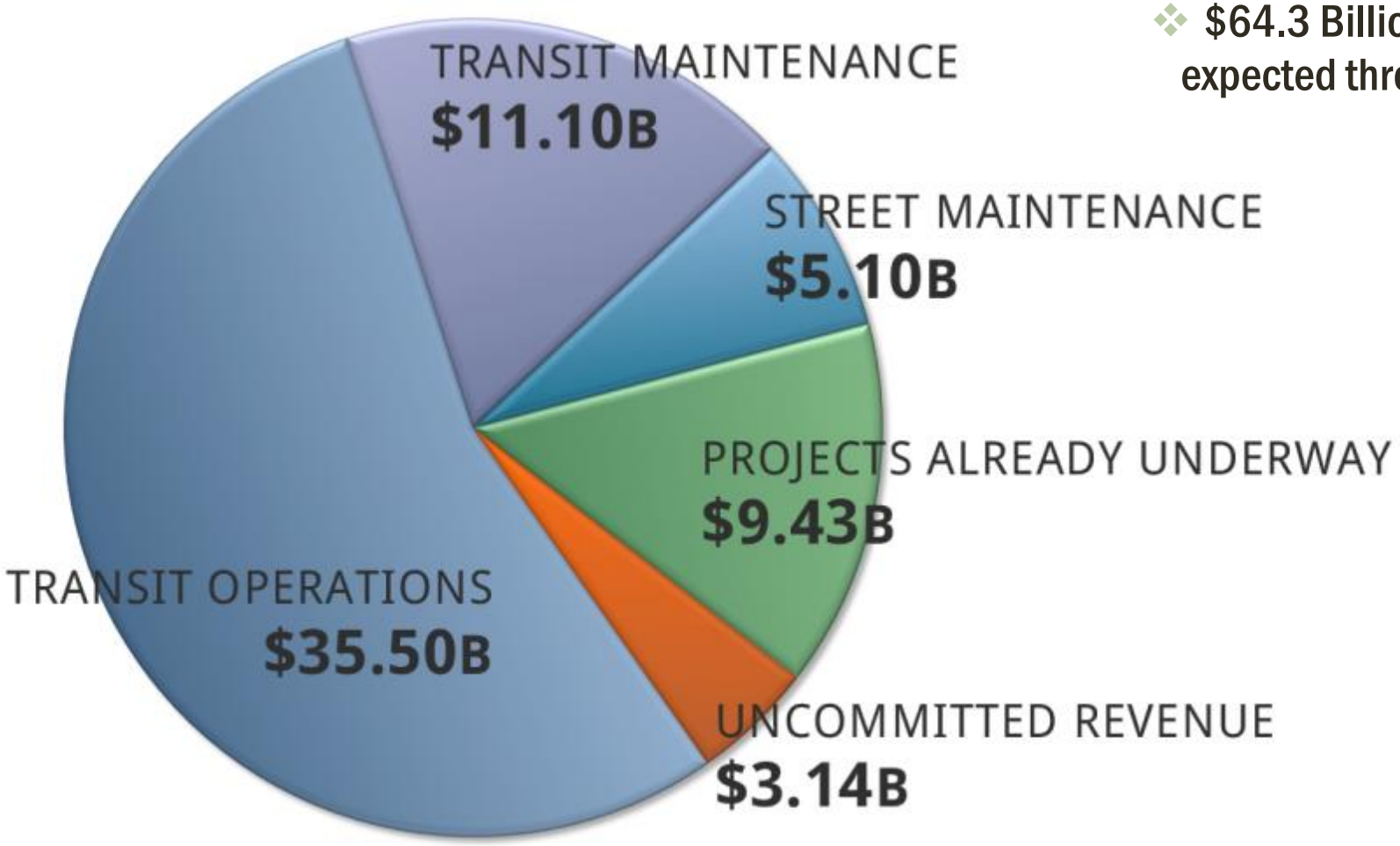
Budget Czar Website and Public Feedback

Investment Scenarios

Revenue Estimate

Expected transportation revenue for San Francisco through 2040

- $64.3 Billion total expected through 2040



Anticipate Revenue Through 2040

Anticipated Revenue Sources Through 2040

REVENUE SOURCE	ESTIMATED REVENUES FOR SAN FRANCISCO
Local	$37.8 billion
Federal	$12.3 billion
State	$7.6 billion
Regional	$5.0 billion
Anticipated Unspecified*	$1.7 billion
TOTAL	$64.3 billion

* Additional funding that San Francisco can expect to receive over the next 28 years based on historic trends. This category could include funds from a variety of sources including bonds, new state and federal programs, and/or private contributions.

Baseline Projects Policy

SFTP Baseline Projects Methodology

Four criteria are used to determine if a project is included in the baseline when developing the investment scenarios:

- Project is under construction
- Project is fully-funded and all funding for the project is committed
- Project is identified as a regional transit expansion priority in the Metropolitan Transportation Commission's Regional Transportation Plan/Sustainable Communities Strategy Transportation Investment Strategy
- Project is included in the Inter-related Program of Projects within the signed Memorandum of Understanding: High-Speed Rail Early Investment Strategy for a Blended System on the Peninsula Corridor (HSR MOU)

Download the SFTP Baseline Policy

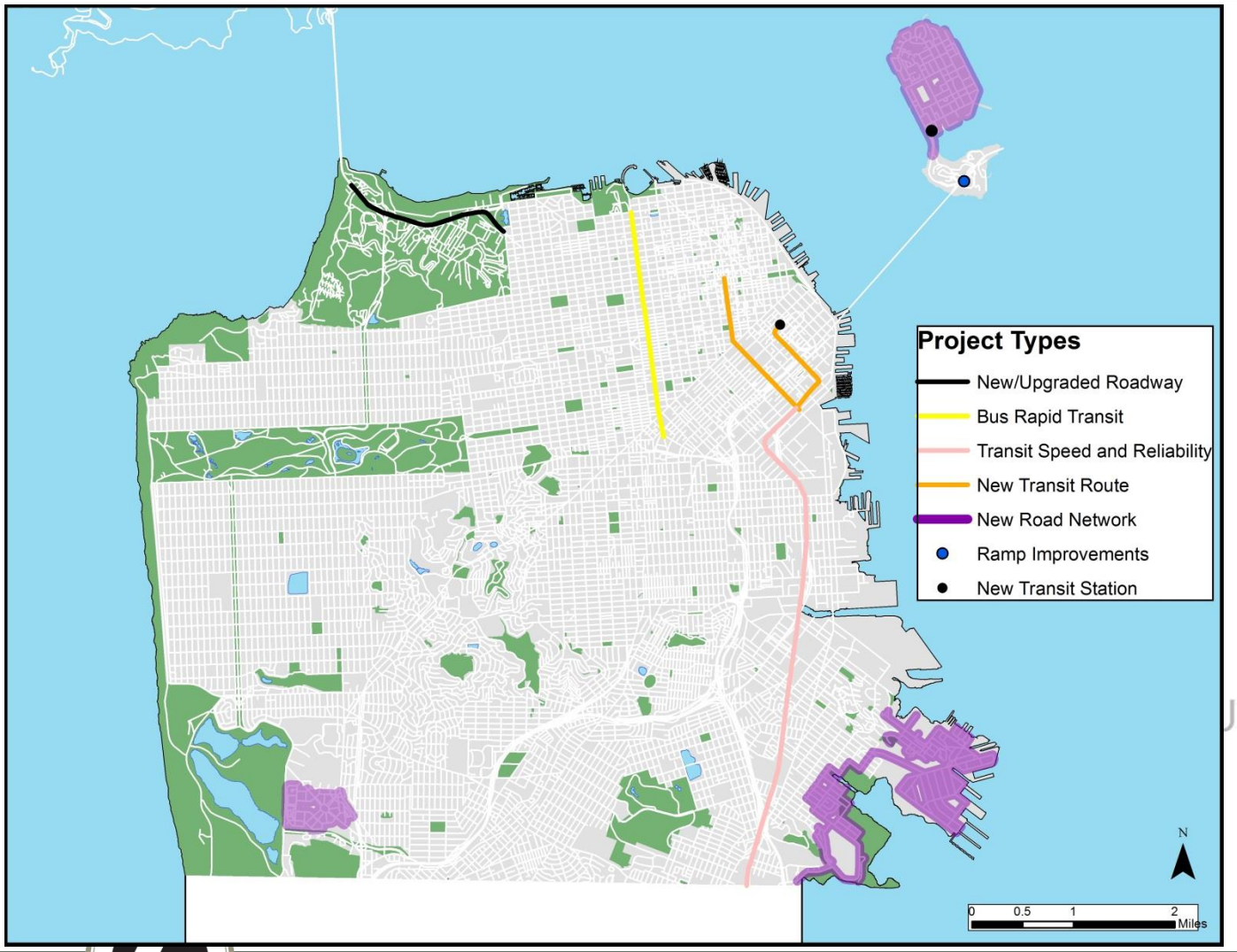
SFTP Baseline Projects

SFTP Baseline Project Costs (as shown in RTP/SCS)

	Project	Cost (YOE$)	Basis for inclusion in baseline
1	Presidio Parkway	$2,052.6	Under construction
2	Transbay Transit Center, Phase 1	$1,589.0	Under construction
3	Transbay Transit Center, Phase 2/Downtown Extension of High Speed Rail/Caltrain Improvements	$2,596.0	Regional transit expansion priority
4	Central Subway	$1,578.3	Under construction
5	High Speed Rail MOU projects – Caltrain Electrification/EMU vehicles/Advance Signal System	$485.0	Included in HSR MOU
6	Van Ness Avenue BRT	$126.00	Regional transit expansion priority
7	Fully-funded developer projects (Parkmerced local streets, Parkmerced LRT extension, Treasure Island local streets and bus facility)	$99.0	Fully-funded
8	Yerba Buena Island Ramp Improvements	$103.0	Fully-funded
	Total	$8,628.9	

[1]Includes 30 years of operations and maintenance costs and TIFIA repayments.

Baseline Projects - $9.43 Billion



Projects that are:

- Under construction
- Identified as a regional transit expansion priority by region
- Fully Funded
- Committed under the high-speed rail early investment strategy

Investment Needs and Options

Financially constrained investment scenarios

How should we prioritize $3.14Billion in uncommitted funds?

State of Good Repair / Operations & Maintenance (SOGR/O&M)

- O&M to relieve crowding, improve reliability
- Pavement quality, structures

Transportation enhancements and programs

- Pedestrian safety, traffic calming
- Bicycle facilities

Expansion projects

- Improve transit for existing and new travel markets
- Develop freeway management strategies (US101, HWY280)

TRANSIT OPERATIONS

STREET MAINTENANCE

PEDESTRIAN SAFETY/TRAFFIC CALMING

MUNI AND REGIONAL TRANSIT ENHANCEMENTS

How should we prioritize $3.14 Billion?

Candidate Investment: Operations and Maintenance

- $51.7 B must be spent on Operations and Maintenance
- $4 B more needed just to maintain today's levels of repair and transit service
- $3 billion to increase transit frequency to address crowding and growth

How should we prioritize $3.14 Billion?

Candidate Investment: Programs

MUNI AND REGIONAL TRANSIT ENHANCEMENTS

PEDESTRIAN SAFETY/TRAFFIC CALMING

BICYCLE SAFETY AND ACCESS

- **$764 mil to continue funding at today's levels**
- **Several billion for more ambitious goals: citywide cycletrack* network, pedestrian safety strategy**

TRANSPORTATION DEMAND/PARKING MANAGEMENT

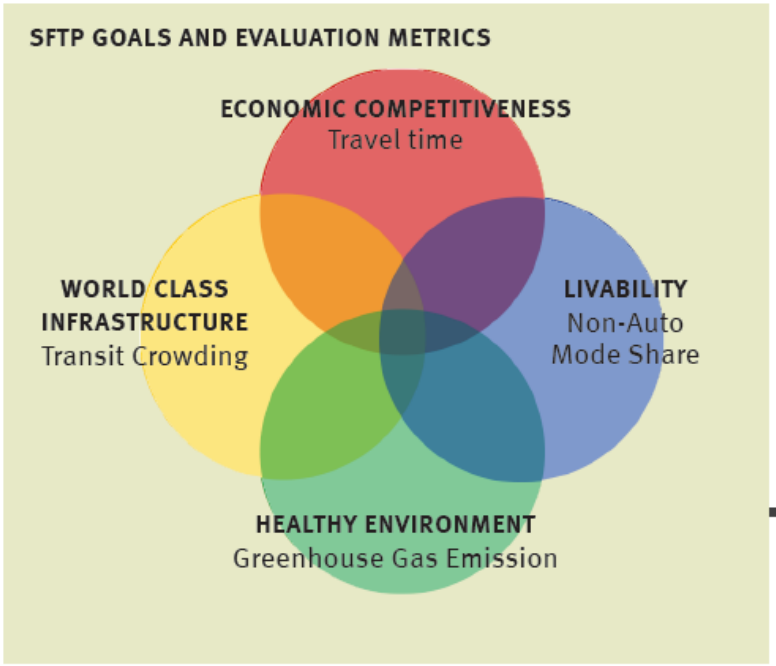
STREET AND SIGNAL UPGRADES

* Cycletracks are grade-separated, buffered bike lanes

How should we prioritize $3.14 Billion?

Candidate Investment: Projects

- Over 40 projects evaluated for cost effective contribution to plan goals
- Total cost of $14 billion, top tier cost of ~$1.3 billion in projects



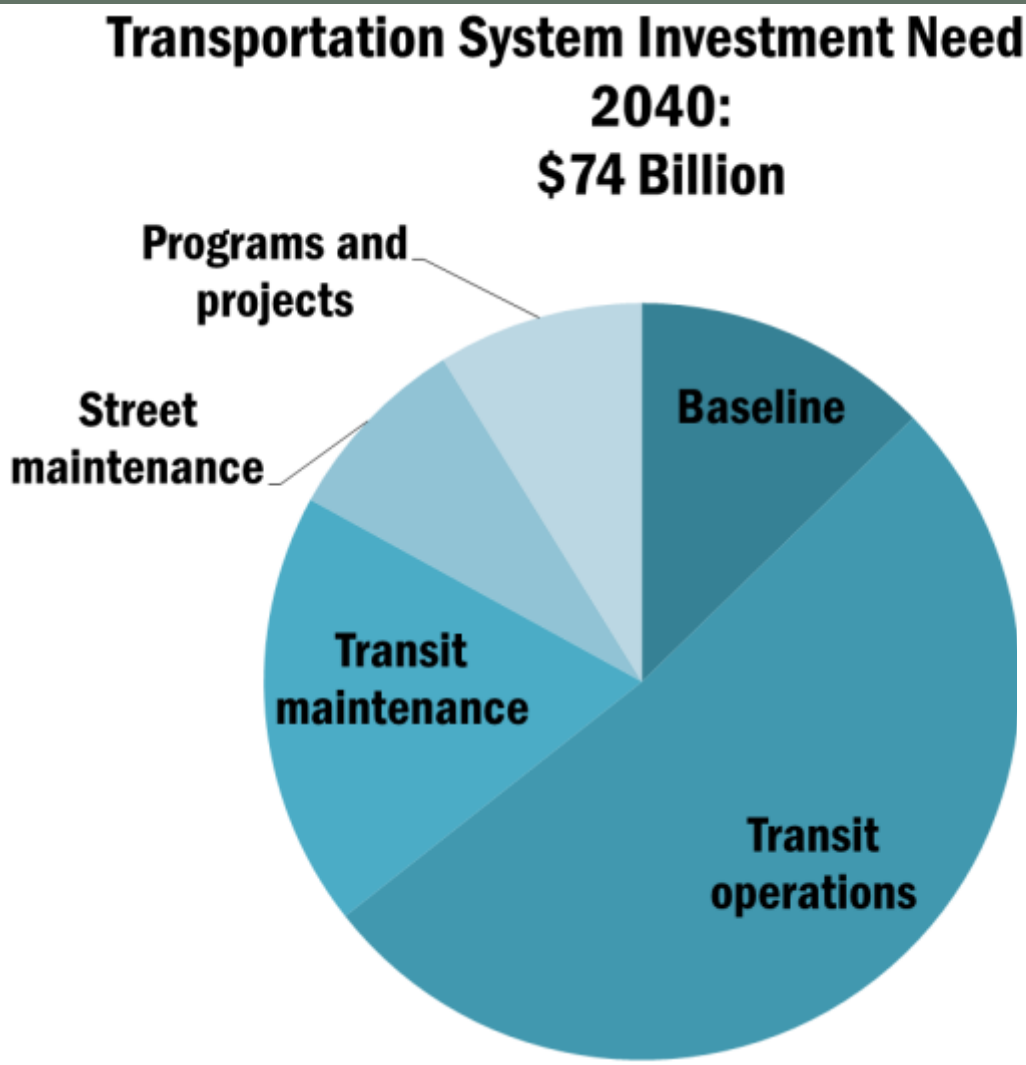
BENEFIT SCORE

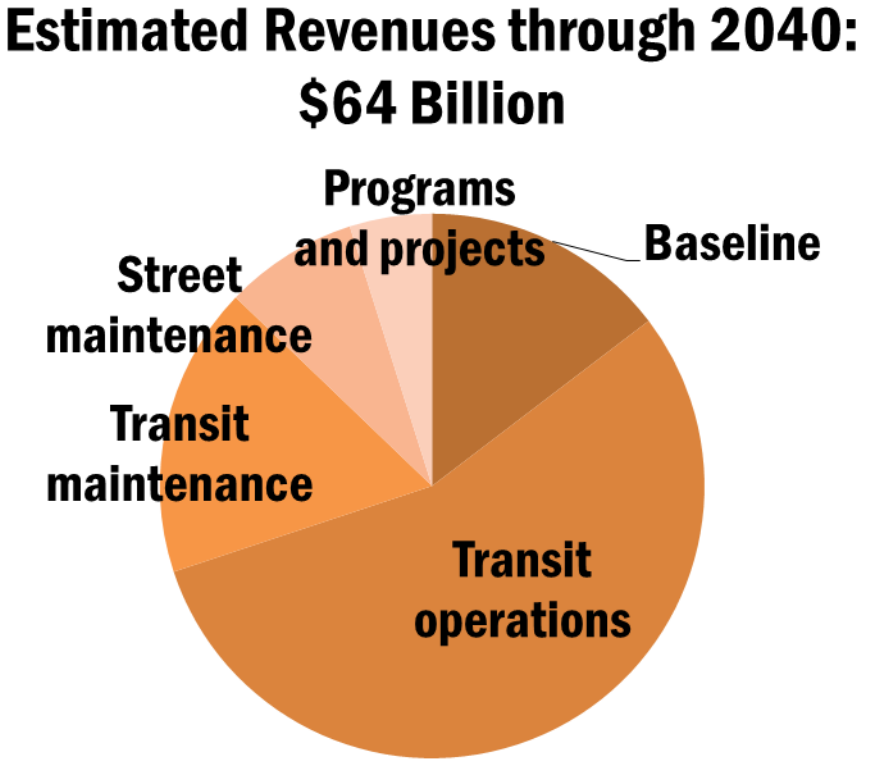
CAPITAL COST / PROJECT LIFE + ONE YEAR OF OPERATING COST = ANNUALIZED COST

ANNUALIZED COST

BENEFIT-COST SCORE
BENEFIT SCORE DIVIDED BY ANNUALIZED COST

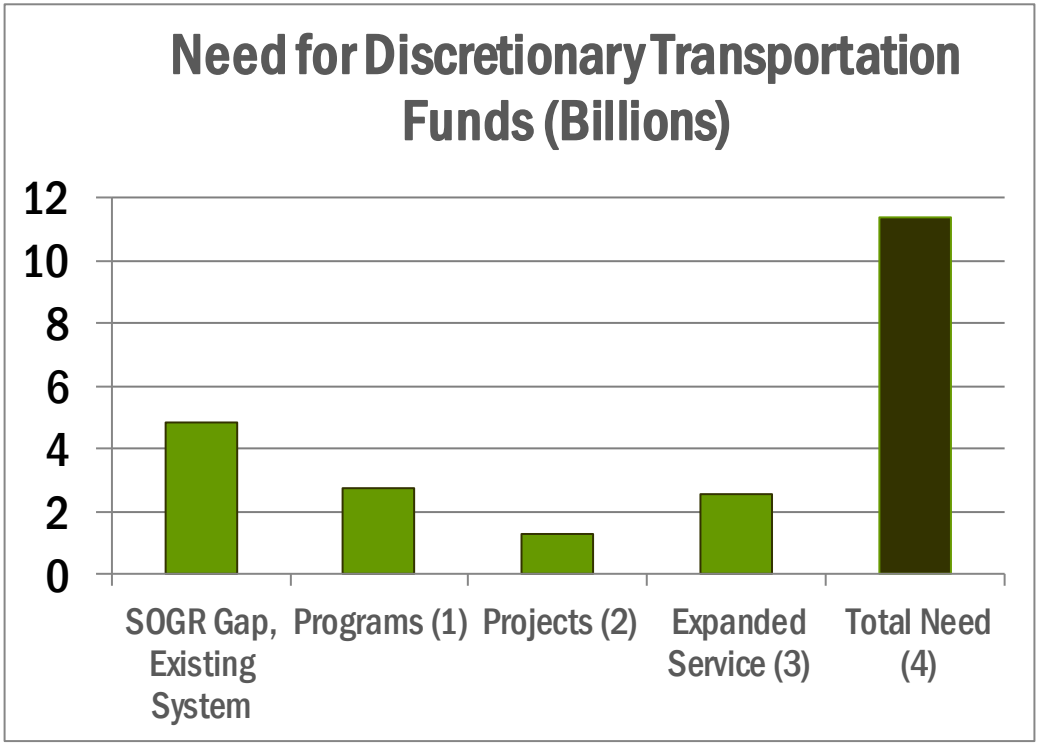
Transportation system needs relative to revenue





Demand for transportation funding exceeds revenue

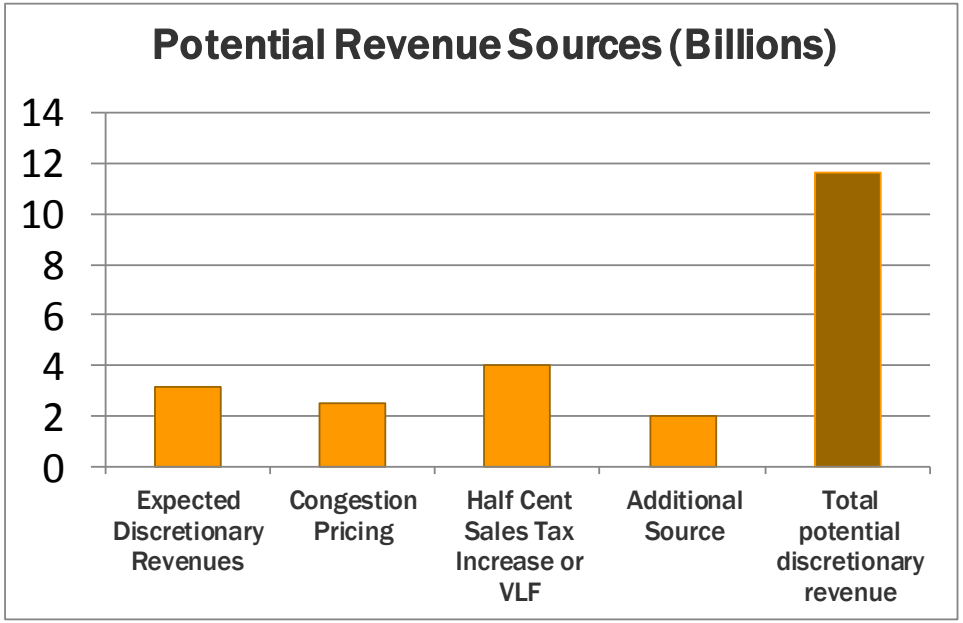
- SOGR Need - $56B to maintain existing conditions (vs. $51.7 expected)
- Programs - $2.6B for agencies' top priority Capital Improvement Program investments
- Projects - $1.3B in “highest” performing capital or expansion projects
- Expanded service – $2.5B to address crowding and accommodate growth



(1) Based on Agency top priority CIP needs
(2) Based on Highest Tier, Benefit Cost Proxy Index
(3) Service expansion to accommodate growth, meet latent demand
(4) Total top priority estimated need for discretionary funding

Potential new revenue options

- Expected discretionary revenues - $3.14B
- Congestion pricing - $2.5B for both Treasure Island and Downtown Cordon
- Half cent sales tax increase or vehicle license fee (VLF) - ~$4B
- Total potential discretionary revenue - ~$11.5B



Potential revenue sources include, but are not limited to:

- Half-cent sales tax increase
- Transportation user fees (parking pricing, high-occupancy toll (HOT) lanes on freeways, increased bridge tolls
- Increase Vehicle License Fee (VLF)
- Parcel tax
- Community benefits district property assessment (Mello-Roos)
- Local motor fuel (gas) tax

Cost Saving Strategies

Use available resources more efficiently

- Innovative project and service delivery approaches
- Employer / private sector participation
- Infrastructure bank financing

Under Development: Investment Scenarios

- Potential Scenario Frameworks for the Constrained Plan:
- Options for how to allocate investment funds across the range of needs (maintenance and operations, programs, and projects):
  - Even Split
  - % Need
  - Bang for the Buck
  - Fix it First/Back to Basics
  - Safety
  - Crowd-sourced plan (public feedback from Budget Czar game)

Public Input on Investment Priorities

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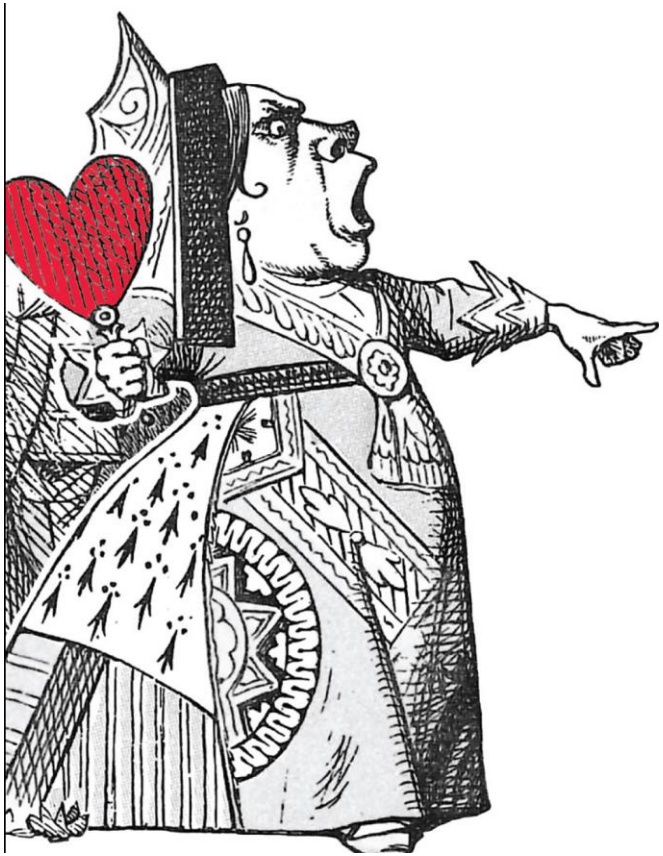
San Francisco Transportation Plan – Fall Outreach



SFTP Budget Game Queen became a popular image around town

Objectives:

1. **Educate the public about transportation needs and available revenues**

2. **Use "Budget Game" to gather input on how best to prioritize available funds**
   - Maintenance and operations vs. smaller programs vs. larger expansion projects

3. **Reach a broad cross-section of San Francisco stakeholders**
   - Geographic, ethnic, racial, income diversity
   - Residents, employees, business owners

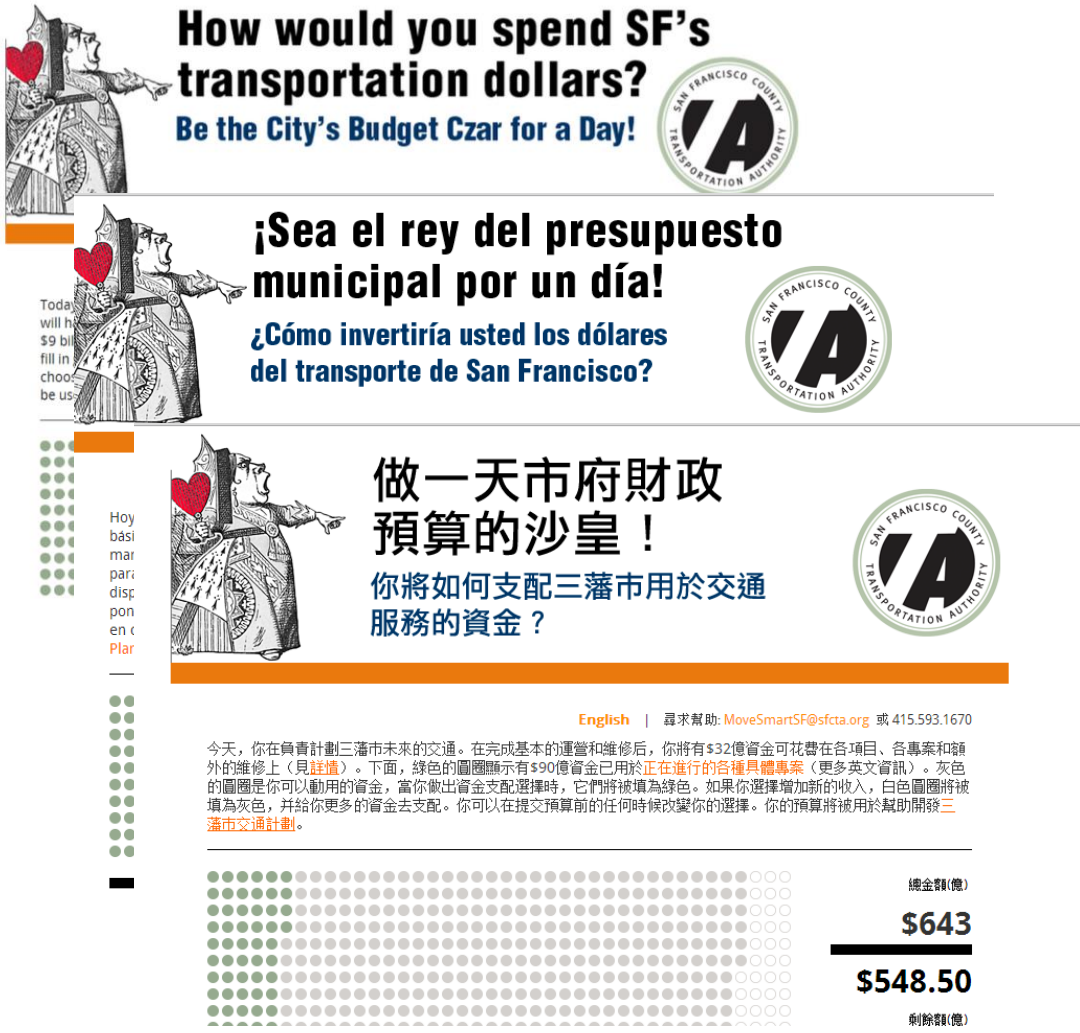
Getting the Word Out

- Email notification
  - 500+ SFTP email list, 3,500+ Authority-wide list
- Fact sheets
  - ~1000 (English, Chinese, Spanish) distributed at 14 locations
- Advertisements on buses/shelters + in newspapers
  - 1100 on buses, 450 in shelters, 10 newspaper ads
- Community events and presentations
  - ~2000 postcards distributed at 11 events citywide
  - 18 presentations to Boards, Commissions, various groups
- Social Media (facebook/twitter)
- Press release and media coverage

SF Business Times, SF Examiner, Bay Citizen, SF Streetsblog

A Strong Response

- The public response was strong:
  - ~800 submittals for the Budget Czar Game
  - Engaged audiences at presentations to community groups and Boards/ Commissions
  - Appreciation for the informative content of the Game
  - Desire for another round relating to revenue options

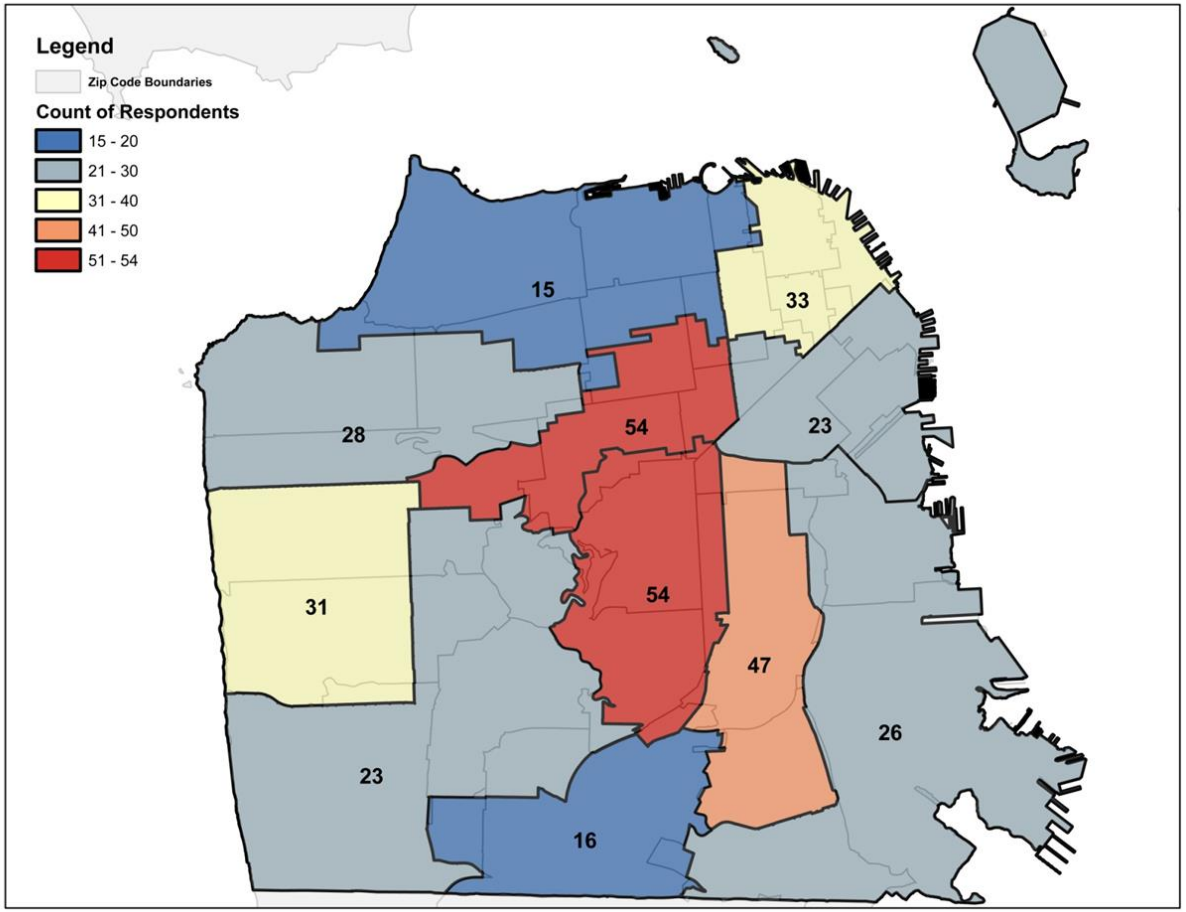


Who We Reached

Budget Game Results –

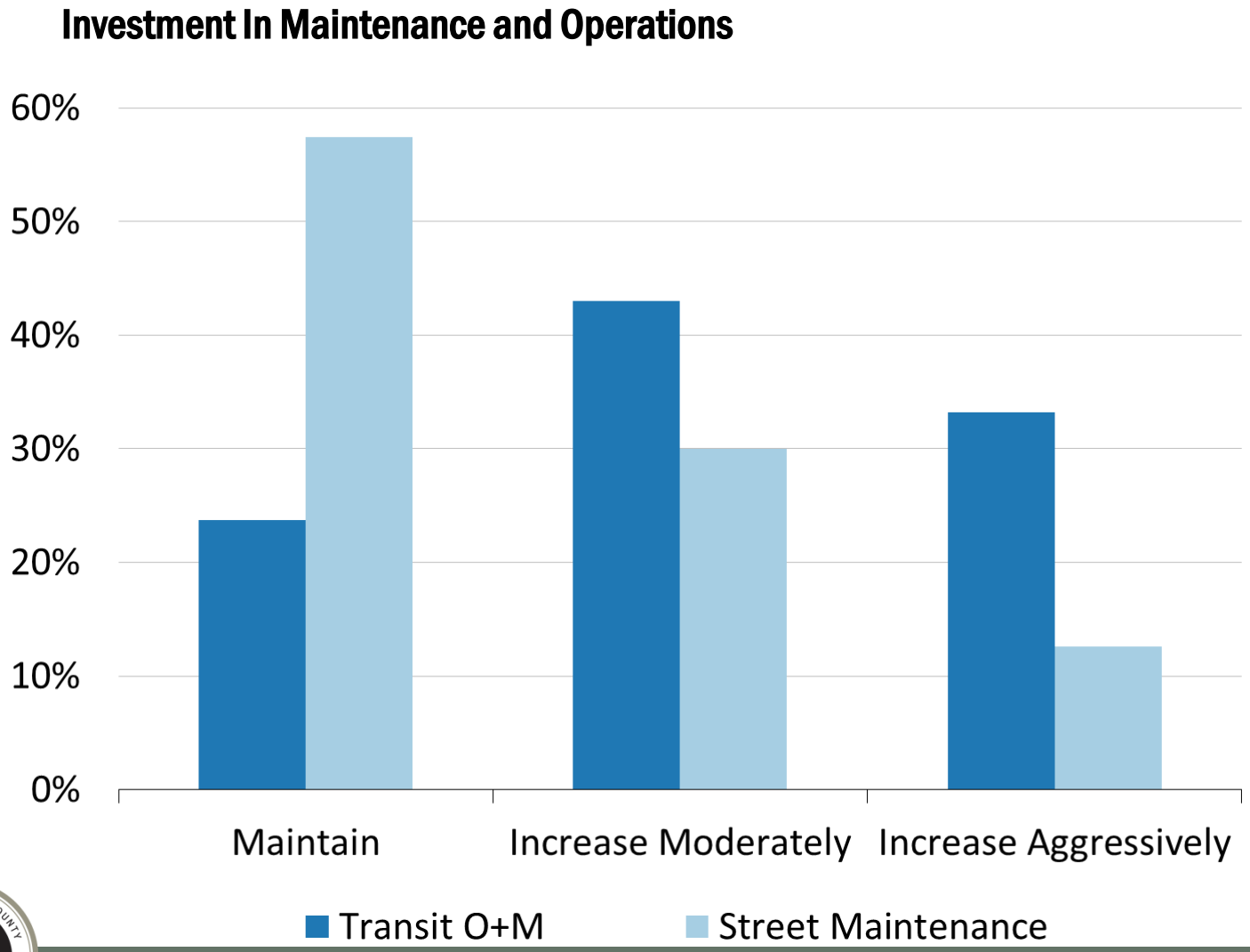
Demographics:

- All age, racial, ethnic and income groups reached, but
- Over-representation of:
  - Ages 25-40
  - White
  - Higher-Income
  - Central Supervisorial districts (5, 8, 9)



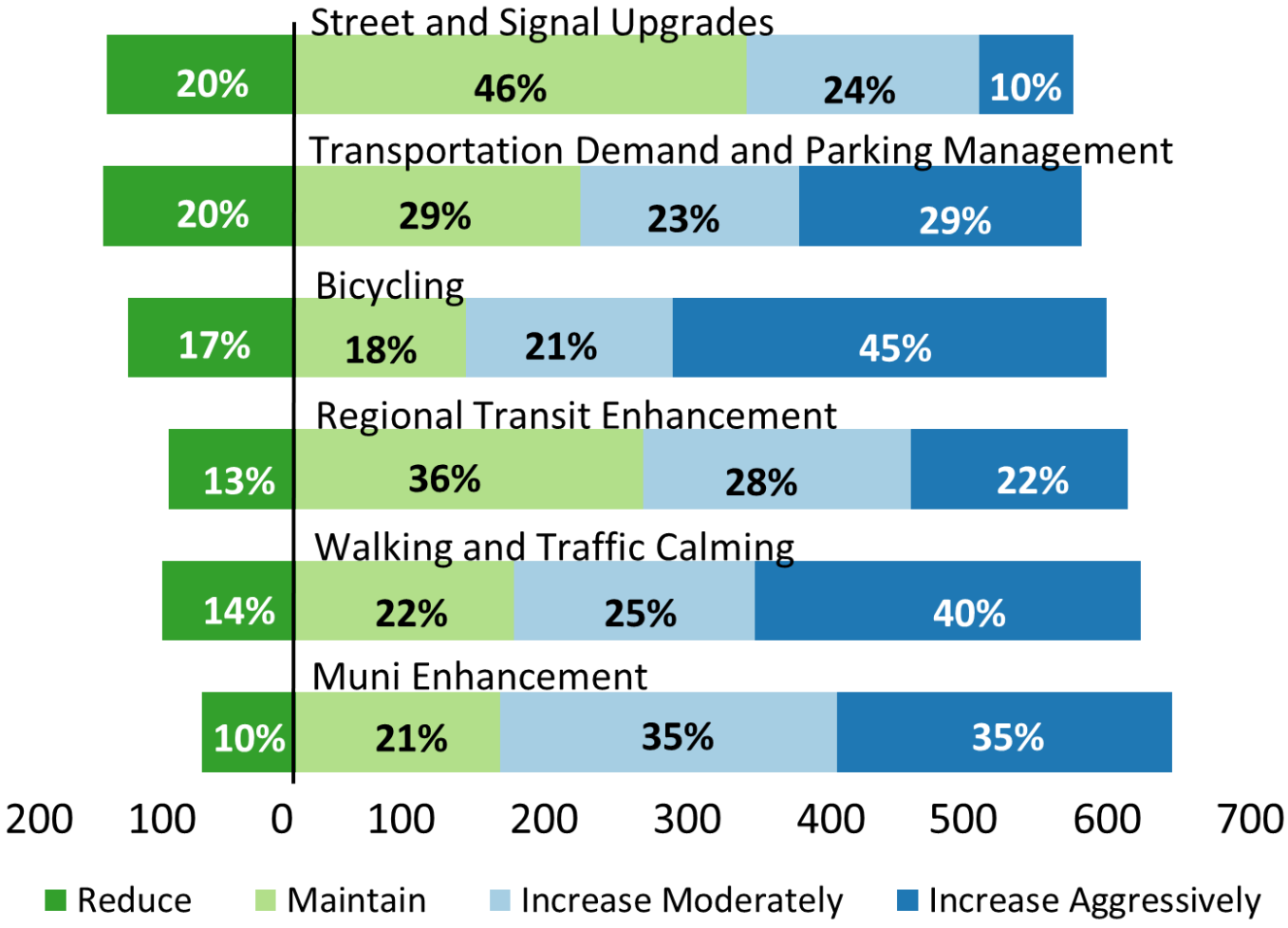
SF Zip Code: 350 | **Non-SF Zip Code:** 57 | **Did not report:** 331

Desire for increase in transit O&M (80%)



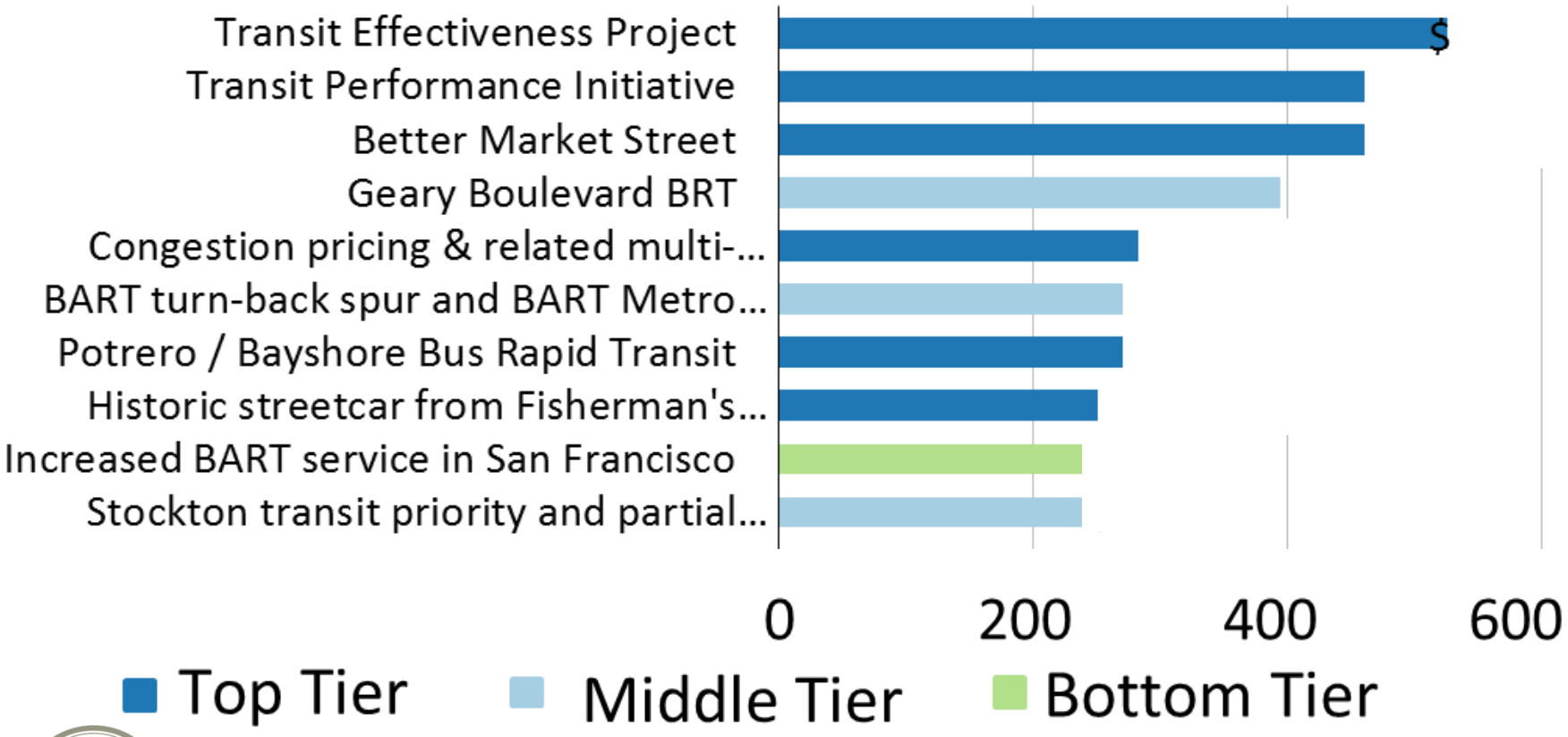
Desire for more investment in walking, cycling, + Muni Enhancements

Investment in Programs

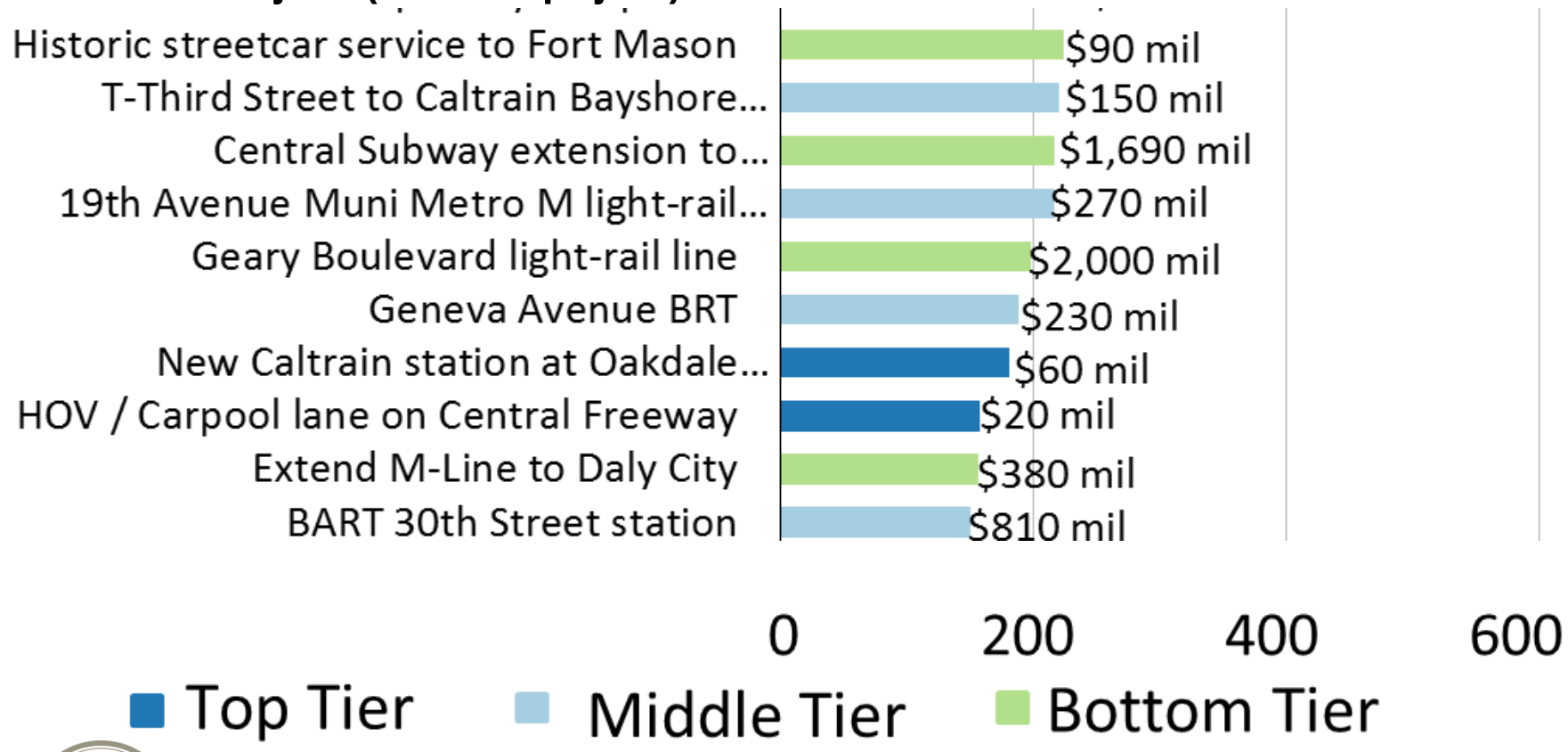


High-Performing Transit Efficiency Projects Lead the Pack

Demand for Projects (top 10 vote-getters)

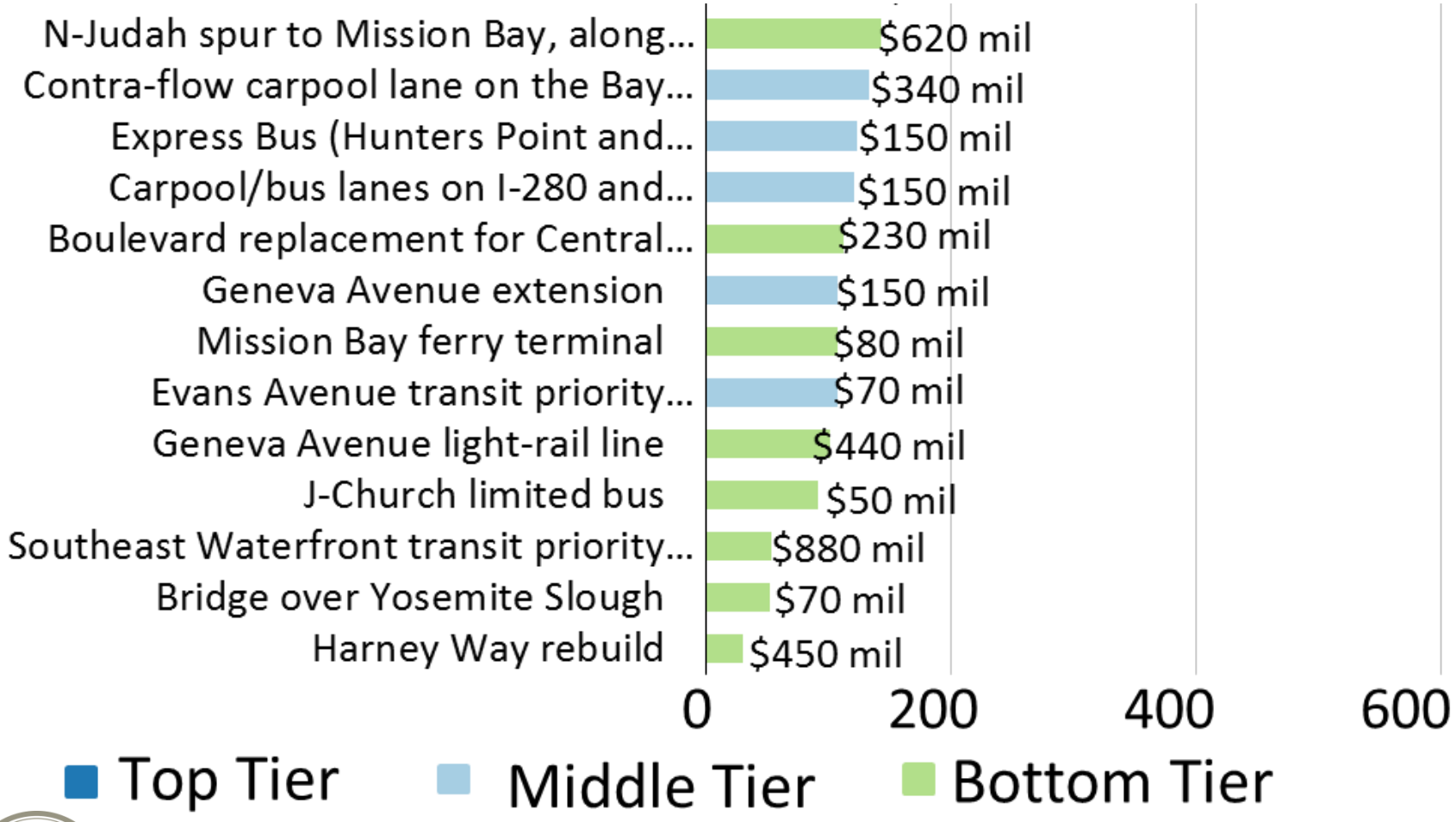


Middle 10 projects



Least frequently chosen projects

Investment in Projects (bottom 13 projects)



What We Heard - Key Themes

1. Appreciation for Budget Game as a useful tool for public engagement.
2. Strong desire to get back to the basics: prioritize maintenance and operations of the existing Muni system, improve its reliability, and address crowding
3. Conviction that San Francisco deserves a world-class public transportation system, with faster, more frequent service
4. Strong desire to improve cycling and walking conditions.
5. High priority for a focus on core capacity improvements
6. Quite a bit of support, but also some skepticism about congestion pricing; interest in parking-based alternatives.
7. Desire for cost savings, faster project delivery
8. Support for more revenue, and more discussion about new revenue options

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