

Mayor's Transportation Task Force: Findings and Recommendations

Presentation from the Controller's Office

Monique Zmuda, Deputy Controller
Co-Chair
November 18, 2013



Task Force Goals

- Mayor Ed Lee charged the Task Force 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 and
 - researched and identified **new revenue sources** to meet those needs.



Introduction

- Task Force report:
 - Gives an overview of the existing transportation conditions, including current capital investment and revenue and future growth impacts;
 - Examines the needs for capital programming among the implementing agencies; and
 - Recommends investment to transportation projects and programs through 2030.
- Scope does not:
 - Address system operating deficits; or
 - Solve all problems identified by the Task Force.



Needs Assessment: Examples of Transportation Infrastructure



Fleet

505 Hybrid/ Diesel Buses
311 Trolley Buses
151 Light Rail Vehicles
25 miles Overhead Wire
71.5 miles Light Rail Tracks



Facilities

33 Stations
9 Elevators & **28** Escalators
19 Support Facilities



Regional Connections

2 Regional Rail Systems
4 Regional Bus Operators
3 Ferry Systems
2 Bridge Authorities
2 Interstate Highways



Streets & Signals

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



Parking

40 Garages & Lots
28,862 Meters

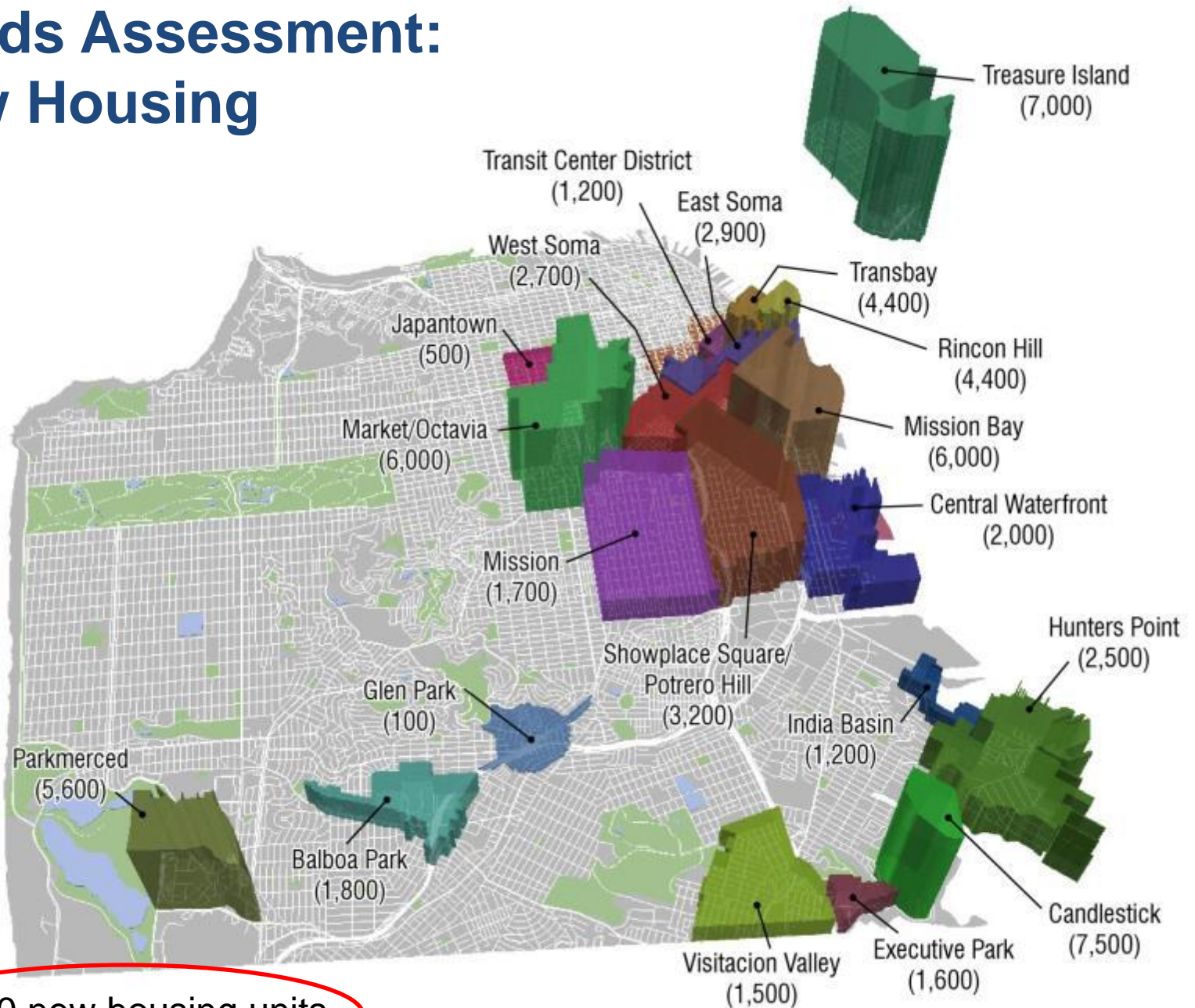


Bicycle

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



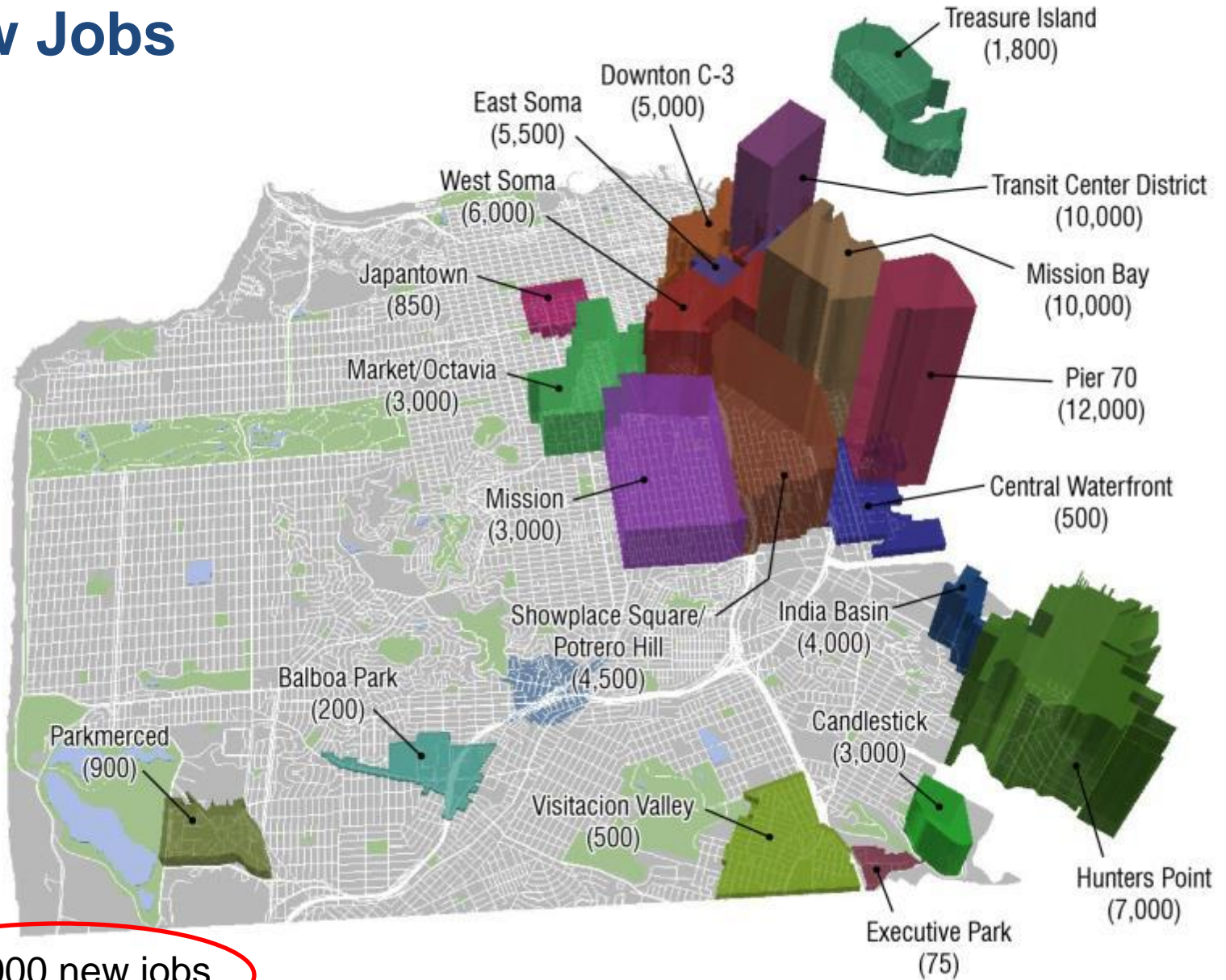
Needs Assessment: New Housing



93,000 new housing units

MTC Plan Bay Area, 2040 projections

Needs Assessment: New Jobs



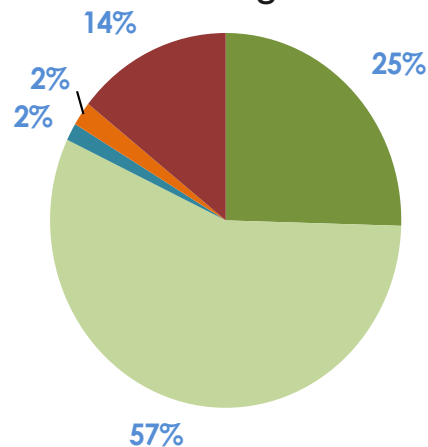
191,000 new jobs

MTC *Plan Bay Area*, 2040 projections

Needs Assessment: Street Quality Measured by Pavement Condition Index

In 10 Years
San Francisco
Streets Could
Be...

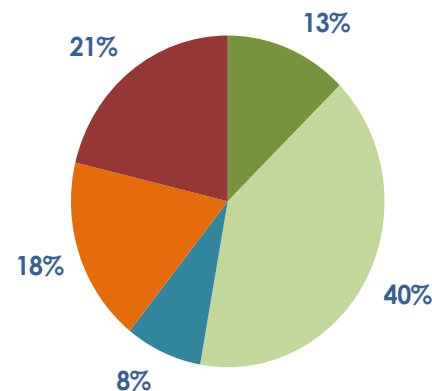
Capital Plan:
Assumes Long-term
Local Funding Source



Average PCI Score
in 2023 = 70

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

If No Long-term Local
Funding Dedicated



Average PCI Score
in 2023 = 56

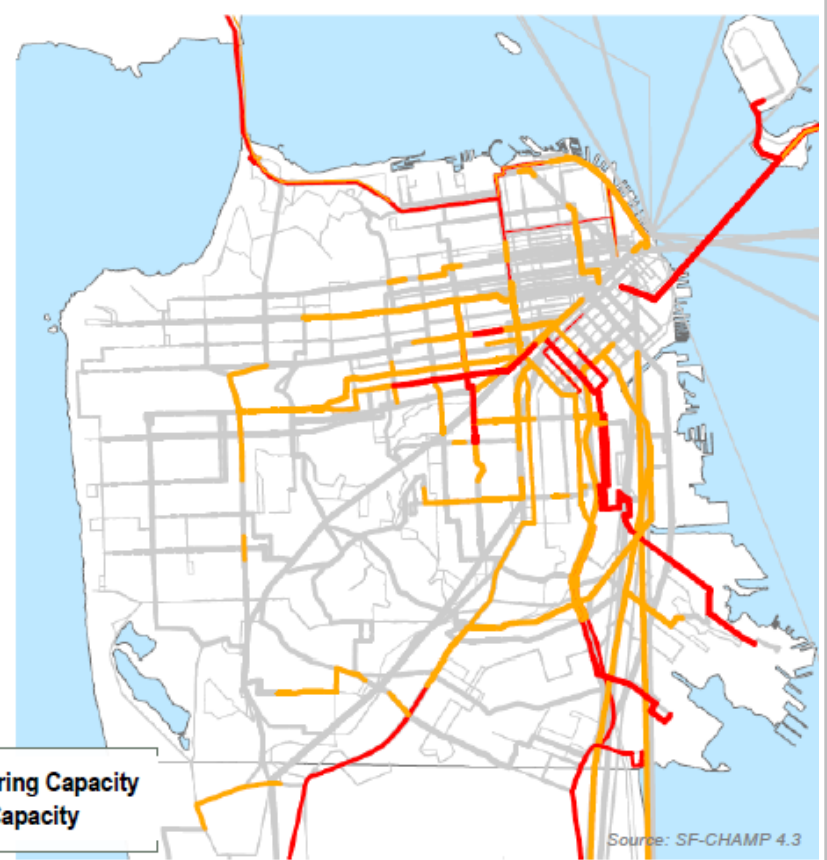


Needs Assessment: Transit Crowding

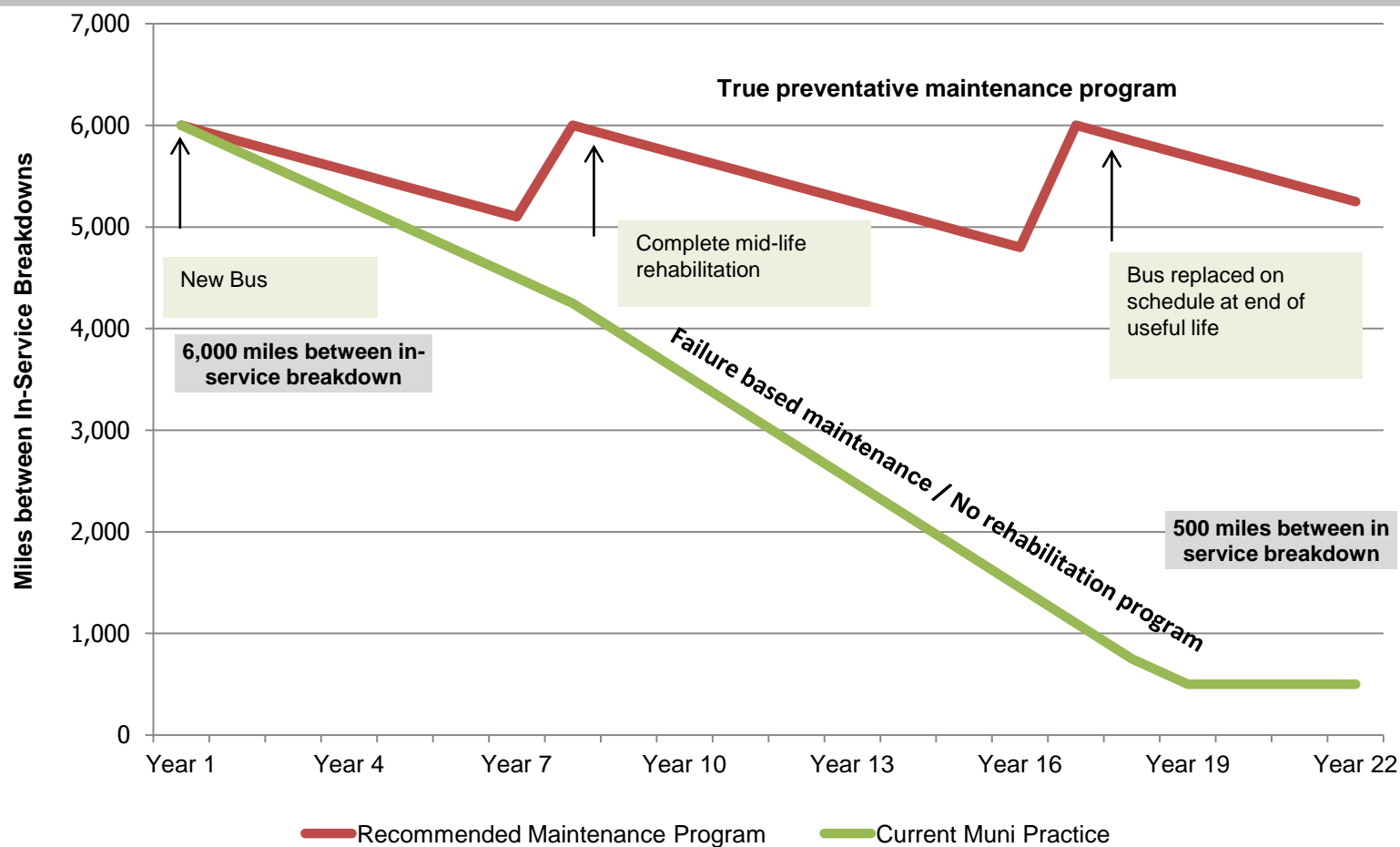
Transit Routes at or over Capacity, 2012



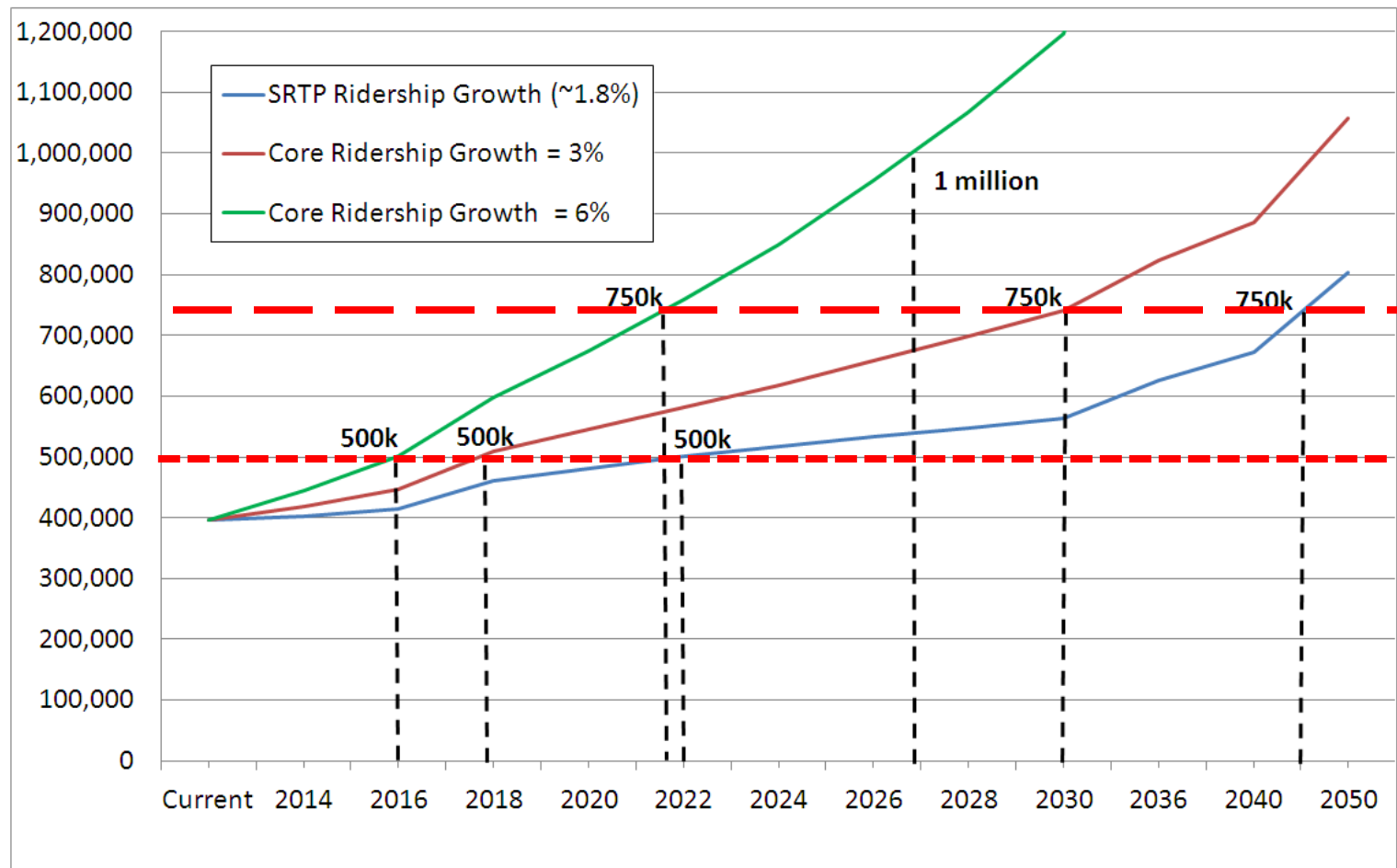
Transit Routes at or over Capacity, 2040



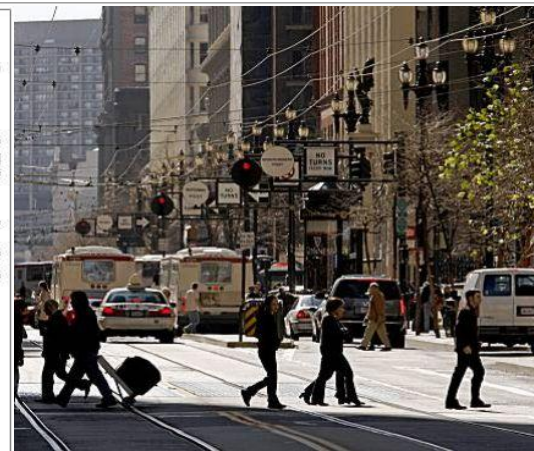
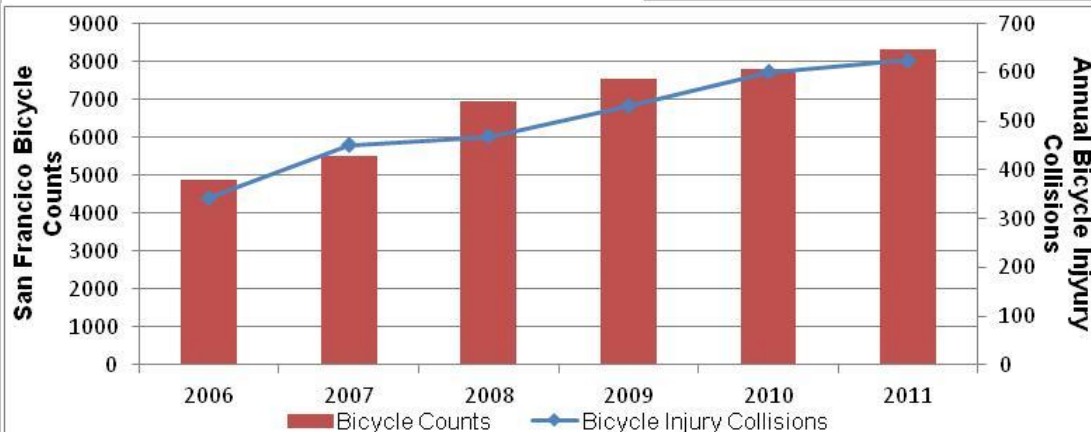
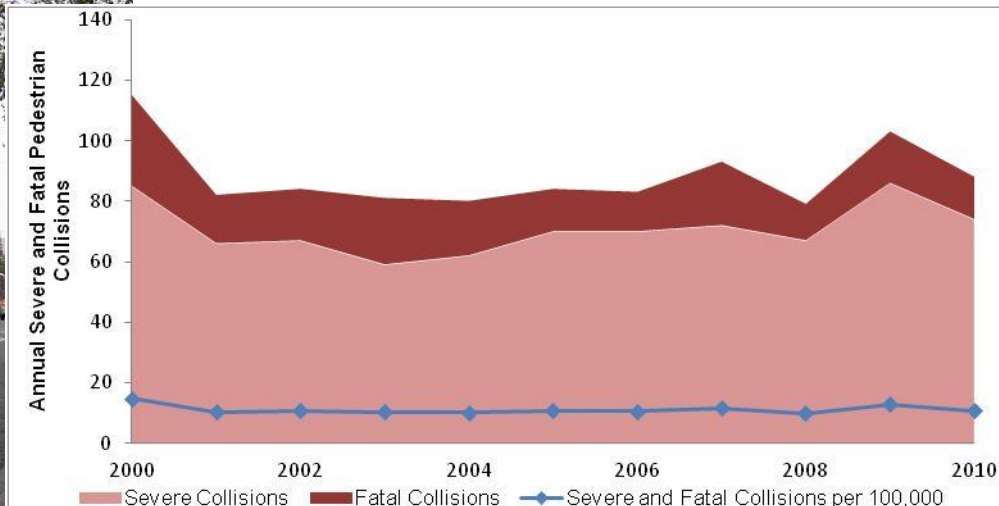
Needs Assessment: Fleet State-of-Good Repair



Needs Assessment: BART Nearing Full Capacity



Needs Assessment: Bicycle and Pedestrian Safety



Needs Assessment: Funding Gap through 2030

Transportation System Funding Needs (2013 dollars, in millions)	Total Need	Funds Identified to date	Unfunded Need	% Funded
Core System	\$ 6,608	\$ 3,587	\$ 3,021	54%
Enhanced System	\$ 1,833	\$ 160	\$ 1,673	9%
Expanded System	\$ 1,644	\$ 6	\$ 1,638	0%
Total	\$ 10,085	\$ 3,753	\$ 6,332	37%

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



Findings

1. The current infrastructure is inadequate to meet current demand. Transportation services will severely decline without new investment.
2. Making required improvements to the City's transportation system infrastructure is estimated at \$10.1 billion over the next 15 years. The City has identified \$3.8 billion in funding, leaving a \$6.3 billion funding gap over the next 15 years.



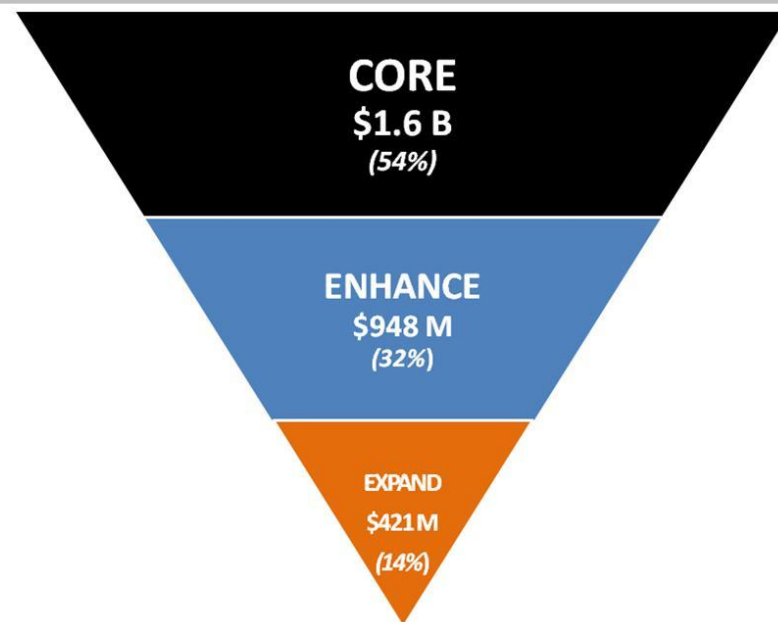
Recommendations Overview

- 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 Investment Plan (2013 dollars, in millions)	Total Need	Funds Identified	Unfunded Need	Proposed 2030 Spending	% Funded (after 2030 contribution)
Core Investments	\$6,608	\$ 3,587	\$3,021	\$1,586	78%
Enhance Investments	\$1,833	\$160	\$1,673	\$ 948	60%
Expand Investments	\$1,644	\$6	\$1,638	\$ 421	26%
Total	\$10,085	\$3,753	\$6,332	\$2,955	67%



Investment Plan

- Streets and Signals
- Muni Vehicle Fleet Rehabilitation and Expansion
- Rapid Network Enhancements
- Bicycle and Pedestrian Safety Improvements
- Accessibility
- Safe and Complete Streets
- Caltrain, BART, and Regional Connections



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 almost 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.



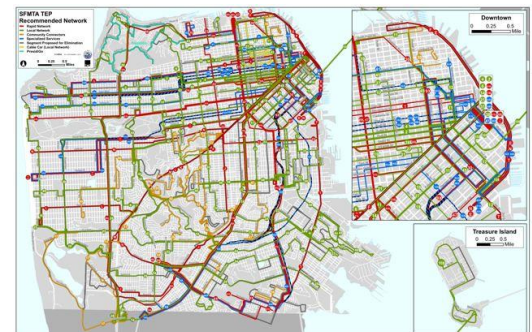
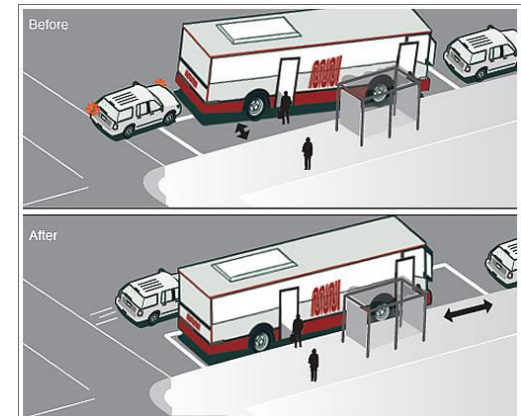
Recommendation 1: Potential Programs – Muni Vehicle Fleet Rehabilitation and Expansion

- 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 Safety Improvements

- 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.



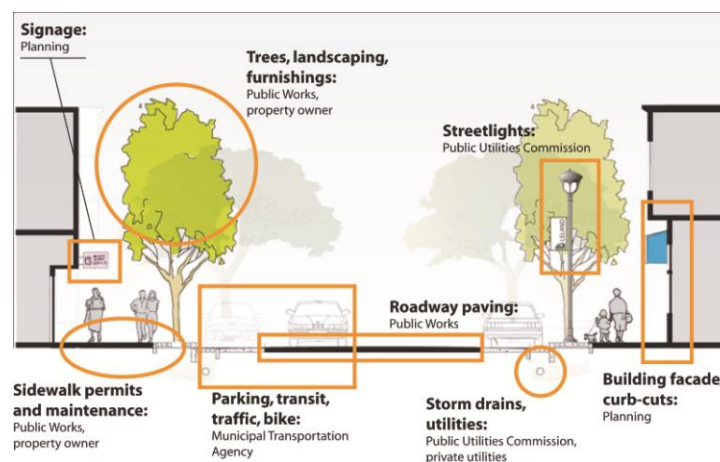
Recommendation 1: Potential Programs Accessibility

- 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 during repaving projects



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: Investment Plan

#	Project	Total Need	Funds Identified	% Funded	Unfunded Need	2030 Proposed Funding	% Funded (after 2030 contribution)
1	Market Street Transportation and Streetscape Improvements	\$463	\$97	21%	\$366	\$188	62%
2	Canopies for BART/Muni Metro Stations	\$30	\$0	0%	\$30	\$30	100%
3	Caltrain Capital Maintenance	\$93	\$8	9%	\$85	\$85	100%
4	Caltrain Electrification	\$62	\$23	37%	\$39	\$39	100%
5	Caltrain Downtown Extension	\$450	\$0	0%	\$450	\$20	4%
6	Citywide Bicycle Strategy Base System	\$118	\$81	69%	\$37	\$37	100%
7	Citywide Bicycle Strategy - Enhanced System	\$108	\$0	0%	\$108	\$90	83%
8	Citywide Bicycle Strategy - Full Build-Out	\$215	\$0	0%	\$215	\$48	22%
9	Citywide Pedestrian Strategy Core Projects	\$66	\$45	68%	\$21	\$21	100%
10	Citywide Pedestrian Strategy Full Build-Out	\$297	\$0	0%	\$297	\$120	40%
11	Citywide Traffic/Signals - State-of-Good Repair	\$402	\$144	36%	\$258	\$53	49%
12	Complete Streets Elements (Follow the Paving)	\$34	\$0	0%	\$34	\$34	100%
13	Geary Rapid Network Improvements	\$243	\$38	16%	\$205	\$27	27%
14	Muni Fleet - State-of-Good Repair	\$2,656	\$2,057	77%	\$599	\$228	86%
15	Muni Fleet - Enhance	\$42	\$0	0%	\$42	\$30	71%
16	Muni Fleet - Expand	\$802	\$6	1%	\$796	\$240	31%
17	Muni Transit Fixed Guideway	\$1,541	\$636	41%	\$905	\$317	62%
18	SFMTA Facilities Core Improvements	\$192	\$20	10%	\$172	\$122	74%
19	SFMTA Facilities Enhancements	\$170	\$0	0%	\$170	\$50	29%
20	Strategic Transportation Planning Initiative	\$30	\$0	0%	\$30	\$22	73%
21	Citywide Street Resurfacing (PCI 70)	\$1,106	\$481	43%	\$625	\$625	100%
22	Streetscape Enhancement	\$147	\$0	0%	\$147	\$91	62%
23	Transit Effectiveness Project	\$284	\$2	1%	\$282	\$282	100%
24	Transit Performance Initiative - SF Contribution	\$100	\$0	0%	\$100	\$58	58%
25	Transportation Safety Infrastructure	\$288	\$67	23%	\$221	\$42	38%
26	Transportation System Accessibility	\$90	\$8	9%	\$82	\$45	59%
27	Transportation System Security	\$56	\$40	71%	\$16	\$11	91%
TOTAL		\$10,085	\$3,753	37%	\$6,332	\$2,955	67%

Recommendation 2: New Revenue

Revenue Source (2013 \$)	15 Year Annual Average	15 Year Total
\$1 Billion in General Obligation Bond Debt (\$829 million in 2013 dollars)	\$55 Million	\$829 Million
Vehicle License Fee (1.35%) Increase	\$73 Million	\$1.1 billion
0.50% Sales Tax Increase	\$69 Million	\$1.0 billion
Grand Total:	\$197 Million	\$2,955 Billion

Proposed Charter Amendment to increase set-aside for transportation with new revenue.



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 (2013 \$, in millions)	TOTAL NEED	Funds Identified	% Funded	Unfunded Need	2030 Proposed Funding	% Funded (after 2030 contribution)
1	Market Street Transportation and Streetscape Improvements*	\$463	\$97	21%	\$366	\$188	62%
5	Caltrain Downtown Extension *	\$450	\$0	0%	\$450	\$20	4%
8	Geary Rapid Network Improvements*	\$243	\$38	16%	\$205	\$27	27%
28	BART San Francisco Station Modernization	\$100	\$50	50%	\$50	n/a	n/a
29	BART Embarcadero/ Montgomery Improvements	\$84	\$14	17%	\$70	n/a	n/a
30	BART Embarcadero/ Montgomery Capacity Expansion	TBD	TBD	TBD	TBD	n/a	n/a
31	Harney Way Roadway Improvements	\$24	\$22	92%	\$2	n/a	n/a
32	Hunters Point Shipyard/Candlestick Ph. 1	\$1,186	\$1,147	97%	\$39	n/a	n/a
33	Mission Bay Roadway Network	\$103	\$94	91%	\$9	n/a	n/a
34	Muni M-Line Alignment Improvements	\$270	\$70	26%	\$200	n/a	n/a
TOTAL		\$2,923	\$1,532	52%	\$1,391		

Projects are prioritized based on:

- Existing funding to date
- City policies and commitments
- Project regional competitiveness
- Capacity to support growth in priority development areas

Potential new funding sources:

- New bridge tolls (region)
- Competitive Small or New Starts funding (federal)
- Cap and Trade revenue (state)



Task Force Concurrence

- Needs assessment identified \$10.1 billion required for transportation infrastructure through 2030.
- \$3.8 billion of funding identified for transportation infrastructure through 2030 leaving gap of \$6.3 billion.
- Investments should focus on improving the core, next enhancing the existing system, then expanding to meet growth.
- Priorities: improve reliability, system efficiency, accessibility and safety, equity for all users, and expanding for growth.
- The City should support two General Obligation bonds, each for \$500 million, to fund eligible infrastructure improvements.



Task Force Concurrence

- Vehicle License Fees be increased to 2 percent to fund transportation improvements that cannot be paid with bonds.
- Sales tax be increased by 0.5 percent to fund remaining highest priority transportation projects.
- The commitment to increase revenue for transportation improvements will position City to better compete for matching investments from state and federal sources.
- City leaders and regional agencies should seek additional transportation funding to fill the gap of unfunded, underfunded, or delayed projects and priorities.



Task Force Concurrence

- City staff will enlist and receive public input and feedback on the elements of the investment plan.
- City staff will document and share expected performance improvements and service enhancements resulting from infrastructure investments.
- This plan is a first step, and costs and investments will be refined through the City's Capital Plan and in coordination with departments and stakeholders.



Next Steps

- Work with advocates and stakeholders to achieve consensus.
- Present updated plan to Transportation Task Force for adoption
- Submit adopted Task Force Recommendations to the Mayor, Board of Supervisors / County Transportation Authority Board, City departments, Capital Planning, and SFMTA Board of Directors.
- Amend Capital Plan
- Communicate the goals and recommendations of the Task Force to the public and interested parties.
- Continue to revise investment and revenue estimates to prioritize the projects and programs.

