

Mayor's Transportation Task Force

October 29, 2013 Meeting

Amended October 30, 2013 (amendments in red)



Mayor's Transportation Task Force October 29, 2013

- Staff Adjustments to Revenue and Investment Plans
- Responses and Update to Questions and Feedback
- Proposed Areas of Consensus



Adjustments to the Revenue Plan

1. General Obligation Bond

- The general obligation bond estimate was converted to 2013 dollars to conform to the estimates in the investment plan.
- The \$500 million bond in 2014 and the \$500 million bond in 2024 were deflated to 2013 dollars and combine for a total of \$829 million.

2. Vehicle License Fee

- Vehicle license fee projection was adjusted based on new data received by the CA Department of Motor Vehicles.
- This adjustment increased the VLF projection from \$837 million to \$1.1 Billion.

3. Sales Tax

- Sales tax projections were adjusted to account for the impact an increase in the sales tax rate will have on consumer spending.
- This adjustment lowered the sales tax projection from \$1.1 billion to \$1.0 billion.



Adjustments to the Revenue Plan

Revenue Source	Total Revenue (2013 \$)	Previous Estimates	Difference
Vehicle License Fee	\$1,096	\$837	\$259
Sales Tax	\$1,030	\$1,096	-\$66
General Obligation Bond	\$829	\$1,000	-\$171
Total	\$2,955	\$2,933	\$22



Changes to the Investment Plan

1. Better Market Street

- Better Market Street total need was increased by \$103 million in order to match updated cost projections and \$75 million in estimated Small Starts funding was reduced from identified funds due to the uncertainty of this funding source.

2. Caltrain Downtown Extension

- Downtown Extension total need was increased by \$32 million to match updated cost projections.

3. Geary Bus Rapid Transit

- Geary Bus Rapid Transit total need was increased by \$19 million to match updated cost projections.
- Small Starts funding of \$75 million was removed due to the uncertainty of this funding source.



Changes to the Investment Plan

4. Muni Fleet – State of Good Repair and New Fleet

- Additional regional funding sources of \$478 million were identified.
- Transportation Taskforce 2030 Proposed Funding was reduced by \$124 million in order to fully fund the street resurfacing project.
- Need for vehicle fleet expansion of \$312 million was added.

5. Street Resurfacing (PCI 68 to 70)

- The goal for the condition of City streets was increased from PCI 68 (fair) to PCI 70 (good condition).
- The higher goal increased the total need for this by \$145 million
- In order to fully fund this project ,2030 Proposed Funds were taken from “Muni Fleet – State of Good Repair” and then combined with the \$22 million unallocated revenue from the new revenue projections.



Adjustments to the Investment Plan

Project	Investment Plan					Difference from Previous Plan				
	Total Need	Funds Identified	Unfunded Need	2030 Proposed Funding	% Funded	Total Need	Funds Identified	Unfunded Need	2030 Proposed Funding	% Funded
Better Market Street	\$463	\$97	\$366	\$188	62%	\$103	-\$75	\$178	\$0	-22%
Caltrain Downtown Extension (<i>SF Estimated Contribution</i>)	\$450	\$0	\$450	\$20	4%	\$32	\$0	\$32	\$0	0%
Geary Bus Rapid Transit	\$243	\$19	\$224	\$27	19%	\$19	-\$75	\$94	\$0	-35%
Muni Fleet - State of Good Repair and New Fleet	\$3,458	\$2,056	\$1,402	\$468	73%	\$312	\$478	-\$166	-\$124	4%
Street Resurfacing (PCI 68 to 70)	\$1,106	\$481	\$625	\$626	100%	\$145	\$0	\$145	\$146	0.1%
All Other Projects	\$4,378	\$1,071	\$3,307	\$1,626	62%	\$0	\$0	\$0	\$0	0%
Total	\$10,098	\$3,725	\$6,374	\$2,955	66%	\$611	\$328	\$283	\$22	-1%



Response to Feedback and Concerns

1. Use Vehicle License Fee revenues for health and human services.
2. Use Vehicle License Fee revenues for cost of transportation operations.
3. Vehicle License Fees are regressive.
4. Sales taxes are regressive.
5. The investment plan favors the Downtown corridor and its occupants, and may not be equitable to neighborhoods.
6. The Task Force composition does not include all stakeholders and advocacy groups that should have input in the plan.
7. The plan does not provide sufficient accessibility improvements and/or does not provide specifics regarding improvements to increase accessibility.
8. A number of projects are underfunded or deferred.
9. Increase to transparency and public process needed.



Responses to Concerns and Feedback

1. Use Vehicle License Fee revenue for Health and Human Services

Staff recommends that the Task Force dedicate vehicle license fee revenue to transportation infrastructure :

- There is a clear nexus between the Vehicle License Fee and transportation.
- When the Vehicle License Fee was reduced, funding to health and human services was replaced with property tax funds. No funding reduction was made related to decrease of the Vehicle License Fee.
- The Mayor's request was to find sources for transportation infrastructure. Increasing health/ human services is not within the purview of this Task Force.
- Non profit service providers should work with the Mayor and Board of Supervisors during the budget process to address funding concerns.



Responses to Concerns and Feedback

2. Use Vehicle License Fee Revenue for operating costs of transportation.

Staff recommends that the Task Force dedicate vehicle license fee revenue to transportation infrastructure for the following reasons:

- The Mayor's Office and MTA are working to reduce the operations deficit over the next five years by increasing efficiency in procurement, staff deployment, and replacing vehicle fleet.
- The City will continue to increase MTA's general fund baseline proportionally to revenue growth.
- Infrastructure improvements in the plan will result in cost savings in operations.
- Past neglect to infrastructure has in large part resulted in current state of disrepair and unreliable service. Infrastructure needs will remain, even with these investments.



Responses to Concerns and Feedback

3. Vehicle License Fees are regressive and will hit low income people disproportionately.

- Vehicle license fees will increase proportionally with the value of the vehicles. This means that residents with high cost cars will be taxed more than residents with low cost cars.
- Those who are 100% dependent on public transit will not be taxed, yet will enjoy benefits of transportation improvements.
- Drivers will have the benefit of better paved streets and improved transportation options from paying increased fees on their vehicles.



Responses to Concerns and Feedback

4. Sales taxes are regressive and will hit low-income people disproportionately

- Over half of sales taxes in the City are paid by businesses and visitors.
- San Francisco residents pay less than half of all sales taxes, but will receive all the benefits of the transportation improvements.
- The state exempts a number of items from the sales tax (groceries) that low-income families consume in high proportion to their income, which make the sales tax less regressive.



Responses to Concerns and Feedback

5. The investment plan favors the Downtown corridor and its occupants, and may not be equitable to neighborhoods.

- 87% of the funding in the investment plan is designated for citywide and neighborhood improvements (fleet replacement, repaving, pedestrian safety) while downtown improvements represent 13% of the funding.
- Neighborhood equity studies such as those performed by the MTC, the TEP, and the Transportation Authority inform the projects and plans included in the investment plans.



Responses to Concerns and Feedback

5. The investment plan favors the Downtown corridor and its occupants, and may not be equitable to neighborhoods.

- The Task Force Plan relies on these studies to ensure that neighborhood equity is addressed.
- Communities of concern will be considered in prioritization as projects progress through additional meetings and communications.
- Socio-economic equity metrics were used to examine the City's Pedestrian Strategy, and as a result the number of streets to be prioritized were increased to improve pedestrian safety in Communities of Concern.



Responses to Concerns and Feedback

5. The investment plan favors the Downtown corridor and its occupants, and may not be equitable to neighborhoods.

- Geographic equity metrics were used in the paving program, which relies on paving condition index to prioritize street improvements.
- Bicycle safety program concentrates improvements in neighborhoods.
- Access to the Rapid Network is equitably distributed by economic status, per Transportation Authority equity analysis. Further, the TEP will focus more improvements on the Rapid Network.
- Efficiency gains to the transportation system will provide the greatest benefit to residents with longer commutes.



Responses to Concerns and Feedback

6. The Task Force composition does not include all stakeholders and advocacy groups that should have input in the plan.

- The composition of the task force includes transportation experts and key stakeholders as identified by the Mayor's Office.
- Staff has convened 10 separate meetings with advocates and stakeholders for additional input.
- The Needs Assessment was taken from numerous plans and studies, including the Metropolitan Transportation Commission Plan Bay Area, and the Transportation Authority's Countywide Plan.



Responses to Concerns and Feedback

6. The Task Force composition does not include all stakeholders and advocacy groups that should have input in the plan.

- These plans were developed using public meetings, surveys, focus groups, community advisory committees, public hearings, and other avenues to solicit rider and resident opinions.
- The projects identified in the Task Force investment plan are consistent with those in Plan Bay Area, and the TA Countywide Plan.
- Additional and continued feedback will be encouraged through the use of additional focus groups, community meetings, and other communications.



Responses to Concerns and Feedback

- 7. The plan does not provide sufficient accessibility improvements and/or does not provide specifics on increased accessibility.**
 - The Task Force identified accessibility as a high priority for the plan.
 - The investment plan includes meeting or exceeding ADA in all improvements and new construction.
 - The Plan explicitly includes \$45 million in improvements that directly serve people with disabilities, and \$141 million dedicated to pedestrian improvements that greatly benefit seniors, children, and those with disabilities.



Responses to Concerns and Feedback

- 7. The plan does not provide sufficient accessibility improvements and/or does not provide specifics on increased accessibility.**
 - The Plan makes improvements that benefit all riders, but also improves accessibility, e.g. new fleet with improved access for wheelchair users, improved roads bring street infrastructure into full ADA compliance
 - The MTA and the Director of the Mayor's Office on Disability will continue to meet with community members with disabilities for advice and counsel for on-going and future transportation programs.



Responses to Concerns and Feedback

8. A number of projects are underfunded or deferred.

The Task Force is a first step for many projects. The next steps to address underfunded or deferred projects:

- Downtown Extension: The Mayor's Budget Director will lead efforts with the Transbay Joint Powers Authority to identify gaps and potential solutions.
- Geary Boulevard: The Transportation Authority is working with the Controller's Office, the Mayor's Office and the SFMTA to determine project next steps to improve speed and reliability on the Geary corridor.



Responses to Concerns and Feedback

8. A number of projects are underfunded or deferred.

The Task Force is a first step for many projects. The next steps to address underfunded or deferred projects:

- BART station improvements: The Mayor's Office will coordinate with BART on the planning process for downtown stations to address crowding and capacity.
- Priority Development Area Neighborhoods: The Controller's Office, Capital Planning and the Planning Department will work with the Citizen's Advisory Committees and Supervisors to prioritize projects in Priority Development Areas within the capital categories identified by the Task Force.



Responses to Concerns and Feedback

9. Questions on Transparency – Next Steps

- Task Force recommendations will be presented to Board of Supervisors for feedback and public hearing.
- The MTA and Public Works departments will continue to facilitate public processes and meetings to prioritize specific projects and programs resulting from Task Force recommendations.
- Capital Planning process will be used to vet additional input from the public and stakeholders.
- Continue to use the Website
www.sf-planning.org/index.aspx?page=3427



Proposed Areas of Consensus

- Over the past several months, the Task Force has considered a number of policy, program and financial proposals.
- Staff from Controller, Mayor, Capital Planning and MTA have developed findings and recommendations.
- The Task Force has heard, discussed and considered these suggestions.
- The following section requests concurrence with these proposals:



The Task Force agrees that...

- The needs assessment has identified need of \$10.1 billion for transportation infrastructure through 2030.
- The City has already identified \$3.7 billion of funding for transportation infrastructure through 2030 leaving gap of **\$6.4** billion.
- Future investments should focus on primarily improving the core, next enhancing the existing system, then expanding to meet growth.
- The Task Force's priorities are to improve transportation reliability, system efficiency, accessibility and safety, **equity for all users**, and expanding for growth.



The Task Force agrees that...

- City should support two General Obligation bonds, each for \$500 million, to fund all **bond eligible** infrastructure improvements.
- Vehicle License Fees should be increased to 2 percent to fund transportation improvements that cannot be paid with bonds.
- Sales tax should be increased by 0.5 percent to fund remaining highest priority transportation projects.



The Task Force agrees that...

- The commitment to increase revenue for transportation improvements will position San Francisco to better compete for matching investments from state and federal sources.
- City leaders and regional agencies should continue to seek additional transportation funding to fill the gap of unfunded, underfunded, or delayed projects and priorities.
- City staff should continue to enlist and receive public input and feedback on the elements of the investment plan.



Task Force agrees that...

- City staff should 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

- A report draft and updated report summary will be distributed to Task Force members and the Mayor before the next Task Force meeting.
- The next Task Force meeting will be held in late November/early December. A date will be announced soon.

