

San Francisco Transportation Task Force 2045

Responses to Frequently Asked Questions from
September 25, 2017 Meeting



Questions from September TTF Meeting

This presentation provides more detail on the types of needs included in each of the six categories, follow-up responses to the most frequently asked questions from the unfunded needs analysis at the September task force meeting, and reference material.

All of the September meeting materials are posted at <http://www.sftransportation2045.com>

If you have further questions after reviewing this information, you can always contact the task force staff at SFtransportation2045@sfgov.org.



Q&A – Overall Methodology

- **How did you come up with these dollar amounts for needs?**

The TTF 2045 Needs were consolidated primarily from previous analysis conducted through the development of Plan Bay Area, the San Francisco Transportation Plan, and the SFMTA 20 Year Capital Plan. Each of these planning efforts outlined long-range transportation needs over a specified time period. We updated the published needs, accounted for any potential overlap, and extrapolated the needs for the TTF2045 timeframe.

- **How did you come up with these dollar amounts for revenues?**

Tiering off of Plan Bay Area projections, we have projected the amount of federal, state, regional and local revenues that would be anticipated to be available to San Francisco projects through 2045.

Like Plan Bay Area, we've assumed some future discretionary revenues, e.g. SB 1 and cap and trade, for projects/programs based on current experience and fund source eligibility. We will need to continue our ongoing advocacy to secure these funds.

We have NOT assumed revenues from potential new sources like Regional Measure 3 bridge tolls; but we do consider these when identifying how much of the unfunded gap local revenues should target to cover.



Q&A – Overall Methodology

- **Why are these percentages of unfunded needs different from the expenditure percentage allocations from Prop J?**

The expenditure percentage allocations from Proposition J (November 2016) were the result of negotiated agreements to achieve enough support for the proposed revenue measure. They were not directly correlated to unfunded need – something which is addressed across all revenue sources rather than one particular fund source.

Further, some project/program costs have changed (typically as projects become better defined).

Lastly, we have shifted the Downtown Extension project from the Transit Optimization to Regional Transit and Smart System Management category, which is a better fit.



Q&A – Overall Methodology

- **Does the task force need to identify funding for the entire unfunded needs gap, or are there other possible revenue sources that aren't accounted for?**

The Task Force is not expected to make recommendations to close the entire ~\$22 billion unfunded needs gap. The unfunded gap covers a 27-year period ending in 2045 and would be filled by a combination of federal, state, regional, and local sources. Needs, like revenues, are dynamic and estimated costs and funding strategies should be revisited periodically to ensure they reflect current political and economic realities, revenue landscape and (evolving) transportation needs.



Q&A – Overall Methodology

- **What is the target amount of new revenues that the Task Force is expected to identify and recommend?**

The Task Force's charge is to recommend a package of **local** revenue sources that will meet from 25% - 30% (\$202.8 to \$243.3 million annually) of the unfunded needs gap through 2045, including a strong recommendation for a 2018 measure with significant revenue generation in order to help us start closing that gap, and increase our competitiveness for discretionary funding sources.

The T2030 task force recommended about \$2.6 billion in local revenue measures (~\$173.3 million annually), and we would hope that this task force would make a higher recommendation considering the increase in annual estimated needs (more inclusive scope, higher costs)



Transit Service & Affordability

	Unfunded Need, FY19-45 (2017\$ M)
Muni Service Expansion & Protection (e.g., service protection for late-night transit, and expanded Muni service in low-income communities and on routes most used by people with disabilities, per the Muni Service Equity Strategy)	\$774
Muni Transit Fare Programs (e.g., free Muni for low- and moderate-income youth, people with disabilities and seniors, and discounted Muni for non-profit and social service workers)	\$770
TOTAL UNFUNDED NEED	\$1,544



Q&A – Transit Service & Affordability

- **What projects and programs specifically are covered under this category's two subcategories?**
This category identifies specific funding to cover the revenue loss for providing reduced and free fare programs (e.g., free Muni for low- and moderate-income youth, seniors, and people with disabilities). This category also provides funding for new transit service on high-capacity routes, funding for late-night transportation services on multiple operators' routes, and service protection funding so that service can remain consistent during the ups and downs of economic cycles.
- **Are there projects and programs in this category that directly focus on communities of concern?**
Service protection applies to additional services that were outlined in the Muni Service Equity Strategy so this category strengthens the support for those improvements. Muni Fare programs specifically address communities of concern by provided reduced and free fares to specific demographic segments of the ridership.
- **Does this category's needs analysis account for population and jobs growth that will occur by 2045?**
This analysis does not factor in population or job growth.



Muni Fleet, Facilities, & Infrastructure

	Unfunded Need, FY19-45 (2017\$ M)
Fleet, State of Good Repair (SOGR) (e.g., mid-life vehicle overhauls, preventative maintenance, upgrade of onboard systems, fleet replacements)	\$3,788
Fleet, New (e.g., trolley coach expansion, light rail expansion, motor coach expansion)	\$489
Facilities, SOGR (e.g., preventative maintenance, rehabilitation, replacement, and renewal of SFMTA's facilities and sub-systems)	\$2,177
Facilities, New (e.g., development of new facilities to accommodate fleet expansion, new paratransit facility, acquisition of property to meet Agency service needs)	\$948
Fixed Guideway, SOGR (e.g., track reconstruction, switch replacement, overhead line rehabilitation, and traction power preventative maintenance)	\$483
Parking Facilities, SOGR (e.g., preventative maintenance, rehabilitation, replacement and renewal of SFMTA's parking facilities and subsystems)	\$855
Transit Accessibility (e.g., accessible light rail stops, elevator expansion program)	\$17
TOTAL UNFUNDED NEED	\$8,758



Q&A – Muni Fleet, Facilities, & Infrastructure

- **Why are there such significant facilities needs? Are all of these needs critical, or could a significant amount be deferred?**

There are such significant facilities because facilities have historically been the first needs to be deferred, due in part to funding prioritization for fleet vehicles over facilities. This is a common issue for transit agencies across the country, and motivates national policy realignment toward increased investment in State of Good Repair. Capital facility assets have long functional lifecycles and high capital replacement costs, which make them difficult to finance in constrained funding environments, especially when prioritizing against more visible and short term needs. However, these facilities are critical to supporting and maintaining a high-functioning fleet. The SFMTA's two oldest facilities are over 100 years old, and were built for streetcar repair and storage, with totally different maintenance requirements than are needed for modern articulated buses. There is no way to retrofit the existing facilities to accommodate the modern need. Furthermore, these obsolete buildings are at risk of failure during a major seismic event, and the SFMTA currently has no redundancy in the system to make up for lost service after such a disaster. These are necessary investments for a safe, modern, and reliable transit system.



Q&A – Muni Fleet, Facilities, & Infrastructure

- **What level of transit accessibility is achieved with this level of investment, and is this new transit accessibility improvements or state of good repair?**
This category addresses both state of good repair and expansion of transit accessibility improvements. This level of investment allows the agency to address deferred accessibility improvements and implement improvements identified by the Accessible Key Stop Feasibility study.
- **What fleet replacement and maintenance schedules are assumed?**
Fleet replacement assumptions follow FTA guidance for the useful life of revenue vehicles by type, which is a requirement to qualify for federal funding.

Replacement programs start at:

- 12 years for motor coaches
- 15 years for trolley coaches
- 25 years for light rail vehicles

Midlife overhaul programs start at:

- 6 years of age for motor coaches
- 7.5 years of age for trolley coaches
- 12.5 years of age for light rail vehicles



Transit Optimization & Expansion

	Unfunded Need, FY19-45 (2017\$ M)
Major Capital Projects (e.g., Geary Boulevard Improvement Project, Better Market Street, Geneva Harney Bus Rapid Transit)	\$4,608
Core Capacity & Transit Enhancements (e.g., BART & ferry improvements in SF, transit station modernization & access, 2 nd Transbay Tube planning/design)	\$726
Muni Forward (e.g., transit only lanes, transit priority signals, stop upgrades, transit route improvements, improved customer information systems)	\$429
Muni Service Equity Strategy, Capital (e.g., infrastructure to support increased transit service and improved access to transit)	\$88
TOTAL UNFUNDED NEED	\$5,850



Q&A – Transit Optimization & Expansion

- **What investments are included in Major Capital projects and Core Capacity?**

Major capital projects include Geary Boulevard Improvement, Geneva / Harney Avenue Bus Rapid Transit, Historic Street Car Expansion, Near-Term Transit Optimization, Better Market Street, and Subway Vision Next Generation Projects (Muni or regional transit operators). Core Capacity projects include BART Station Modernization and Access (e.g., additional or upgraded elevators), the SF share of BART Core Capacity Projects, Ferry Service and Facility Improvements, and other projects by local and regional transit operators identified in Plan Bay Area.

- **Do these numbers reflect SF carrying the whole weight of these projects for the region?**

No. The unfunded need only shows the anticipated San Francisco local share of projects. See responses under the Regional Transit and Smart System Management category for further detail.



Q&A – Transit Optimization & Expansion

- **How did you determine what is “deliverable” by 2045?**

We conducted a rough analysis of our historical project delivery timelines against anticipated timeline and magnitude of major capital projects. This analysis represents an increasing capacity for project delivery supported by the continued development of SFMTA’s project management office, improvements to project controls and monitoring systems, and increased staff resources related to project delivery.

- **How do we account for visionary projects that are not included in the SFMTA Capital Plan?**

The SFMTA Capital Plan serves as a constrained wishlist of capital needs. The SFMTA Capital Plan serves as a tool in SFMTA’s capital planning process so we only include capital needs that have initial research, planning and have been documented in an existing plan or strategy. As basic scoping is developed for projects they would be included in future SFMTA Capital Plans. Lastly, the unfunded need for this category includes placeholders for planning and project development for the next generation of transit expansion projects that may emerge from follow on planning to the Subway Vision, Connect SF studies, and the next SFTP update.



Regional Transit & Smart System Management

	Unfunded Need, FY19-45 (2017\$ M)
Caltrain Modernization & SOGR, SF share (based on regional funding agreements)	\$160
Downtown Caltrain Extension, SF share (based on regional funding agreements)	\$350
Transportation Demand Management & Pricing (e.g., Freeway Corridor Management and Express Bus, Treasure Island Mobility Management, transportation pricing and rewards programs)	\$109
BART vehicles, SF share (to increase BART capacity in the existing system)	\$200
Smart Technology (e.g., integrated payment systems, improved transit information and traffic management systems)	\$163
TOTAL UNFUNDED NEED	\$982



Q&A – Regional Transit & Smart System Management (1 of 2)

- **How did you determine the SF share of new BART vehicles?**

BART has plans to purchase an additional 306 cars to provide much needed capacity to relieve crowding and accommodate projected increased demand. Of the total \$1.618 billion cost, the proposed SF share is \$200 million. This amount stems from conversations with the Mayor's Office, the SFCTA Chair's (past and present), SF's Metropolitan Transportation Commission (MTC) representatives, and BART, Alameda and Contra Costa representatives. These conversations occurred during the development of BART's Measure RR (which cannot fund rolling stock), and MTC's Regional Measure 3 which includes \$500 million for additional BART vehicles. SF's proposed amount is in recognition of the significant benefit BART provides to SF for internal trips and trips to/from and through SF.

- **How did you determine the SF share for the Caltrain Downtown Extension?**

The \$350 million in unfunded needs matches the amount assumed from a new sales tax or other local SF revenue measure for the \$3.9 billion project. This amount comes from the 2013 Plan Bay Area and was carried forward in the recently adopted 2017 Plan Bay Area update.



Q&A – Regional Transit & Smart System Management (2 of 2)

- **What will happen to funding set aside for specific projects if those projects don't go forward?**

The Expenditure Plan for a new revenue measure can be written to allow the funds to be redirected to other projects and programs in the unlikely event that a specific project is cancelled. In this case, staff recommends that the funds be redirected to the Transit Optimization & Expansion category which has significant unfunded need in the Major Capital Projects and Core Capacity and Transit Enhancements sub-categories, and can fund local as well as regional transit operators that serve SF.



Vision Zero Safer & Complete Streets

	Unfunded Need, FY19-45 (2017\$ M)
Bicycle & Pedestrian, New (e.g., pedestrian & bicycle safety projects, full build-out of the bicycle network, new & expanded sidewalks, accessible curb ramps, bicycle parking, and crossing guard programs)	\$2,031
Bicycle & Pedestrian, SOGR (e.g., replace signs, striping, green pavement, bike signals, and other bicycle facilities, and sidewalk replacement and repair)	\$183
Complete Streets (e.g., streetscape and traffic calming projects, new and upgraded traffic signals and signs, and safe routes to school programs)	\$1,360
Road Network (e.g., freeway re-designs, street structures, new streets and re-designs)	\$451
TOTAL UNFUNDED NEED	\$4,024



Q&A – Vision Zero Safer & Complete Streets

- **What will this level of investment get us?**
The Vision Zero Safer & Complete Streets category is based on capital needs estimates developed in the SFMTA Capital Plan. The level of investment is outlined in the appendix of the SFMTA Capital Plan. Generally, this investment category includes improvements to the bicycle and pedestrian network, traffic calming projects, upgrades to signals and signage, and funding to support the crossing guard program and safe routes to school programs.
- **Does this include non-capital Vision Zero programs such as enforcement and evaluation?**
This investment category includes non-capital funding relating to the Safe Routes to School Program and the SFMTA Crossing Guard Program.



Q&A – Vision Zero Safer & Complete Streets

- **Do these numbers include funding for staffing and outreach for these projects? And does the analysis account for the maintenance of all new assets?**

The capital need estimates account for full project costs which includes planning, engineering, and outreach resources. The SFMTA understands the impacts of new capital projects on operations and maintenance resources and is beginning to take a closer look at incorporating operating and maintenance analysis early in the capital planning and design process. This analysis is part of a strategic action associated with Goal 3 of the SFMTA Strategic Plan.



Street Resurfacing

	Unfunded Need, FY19-45 (2017\$ M)
Street Resurfacing (funding to reach and maintain citywide pavement condition index (PCI) score of 70, making San Francisco's streets "Good" instead of "At Risk")	\$784
TOTAL UNFUNDED NEED	\$784



Q&A – Street Resurfacing

- **How are streets to be repaved prioritized? Does SF Public Works coordinate with other departments like PUC and the SFMTA?**

Streets are selected based on pavement condition index (PCI) scores as well as the presence of transit and bicycle routes, a scheduled street clearance (i.e. coordination with planned utility improvements), and geographic equity. These criteria allow San Francisco Public Works to implement the pavement management strategy of preserving streets by applying the right treatment at the right roadway at the right time.

Since 2011, SF Public Works has performed over 110 joint and coordinated projects with other departments, such as SFMTA and SFPUC, and private agencies. The Street Resurfacing Program has a database with information on proposed street resurfacing projects and proposed projects from other agencies. We use this information to send out Notice of Intentions (NOIs). These NOIs help us establish whether a project should be coordinated or joined. Our database is kept up to date with information from regular meetings held between SF Public Works and other public and private agencies (such as SFPUC, SFMTA, BART, and Caltrans).



Q&A – Street Resurfacing

- **What impact has SB1 (the new gas tax) had on resurfacing revenues? Why is there still an unfunded gap that is larger than what Prop J would have provided?**

\$63 million per year is needed to maintain a Pavement Condition Index of 70. \$12.8 million of those needs are met by a combination of local, state, and federal fund sources (see question below), which leaves about \$50 million in unfunded needs per year. Prop J (November 2016) (which did not pass) proposed \$35 million per year for streets, so the City would still have required an additional \$15 million to maintain a PCI of 70. SB1 helps to close the funding gap by dedicating \$23 million per year to SF streets. This, plus the aforementioned \$12.8 million in other revenues, leaves a \$27 million annual funding gap to maintain a PCI of 70.
- **What are the sources for the identified revenues?**

Our identified revenues include Prop K sales tax, Prop AA vehicle registration fee, state Highway Users Tax Account (HUTA) Gas Tax, SB1 Road Maintenance and Rehabilitation Account (RMRA), and Federal FHWA funds.



Reference Materials



Links to Key Plans/Documents

All links also included on SFtransportation2045.com homepage

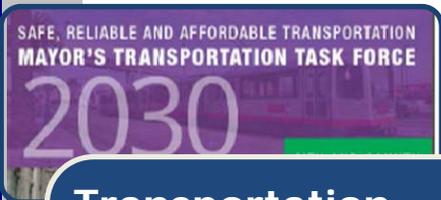
- **Transportation Task Force 2030**
<http://sftransportation2030.com/>
- **Plan Bay Area 2040**
<http://2040.planbayarea.org/>
- **San Francisco Transportation Plan 2040**
<http://www.sfcta.org/san-francisco-transportation-plan-2040-plan-details>
- **SFMTA 20-Year Capital Plan**
http://www.sftransportation2045.com/sites/default/files/pdfs/Sept_25_meeting/Capital%20Plan%20MTAB_2017_8_15_reduced.pdf
- **CCSF FY2016-25 Draft 10-Year Capital Plan**
<http://sfpublicworks.org/about/fiscal-year-2016-25-draft-ten-year-capital-plan>
- **TSF Expenditure Program**
[http://library.amlegal.com/nxt/gateway.dll/California/planning/article4developmentimpactfeesandprojectr?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$anc=JD_411A.6](http://library.amlegal.com/nxt/gateway.dll/California/planning/article4developmentimpactfeesandprojectr?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_411A.6)



High-Level Overview of Needs Analyses

local

regional



Transportation Task Force 2030

- Covers 15 years
- **\$10 billion need** for a subset of City transportation systems
- \$3 billion in recommended new local revenue measures (GO bonds, VLF, Sales Tax)
- Needs and revenues a subset of SFTP



San Francisco Transportation Plan (SFTP) 2040

- Covers 27 years
- **\$19 billion in unfunded need** for all modes and operators
- **\$75 billion** in total fiscally constrained investment
- \$7.5 Billion in potential new local revenue measures ("Vision")



Plan Bay Area (2040)

- Covers 27 years
- Region-wide plan
- Fiscally constrained, acknowledges unfunded needs
 - Local streets and roads: \$20 billion to meet regional target
 - Transit: \$20 billion to meet regional state of good repair target

Additional planning, including

- SFMTA Capital Plan (20 years)
- SFMTA Capital Improvement Program (5 years)
- SFMTA operating budget (2 years)
- Citywide Capital Improvement Program (5 years)
- Regional transit plans, neighborhood plans, etc.



From September Task Force Meeting **Unfunded Needs Analysis: Key Assumptions**

Needs

- Generally, we start with total needs from agency plans and studies, in 2017\$
- We've adjusted some needs down to account for what can be delivered by 2045
- For large, regional projects, we typically show only San Francisco's anticipated contribution
- We've left some needs off the table (e.g., BART state of good repair needs/capital maintenance is largely off the table since the Measure RR \$3.5 billion GO bond was recently passed)



From September Task Force Meeting **Unfunded Needs Analysis: Key Assumptions**

Revenues

- We've assumed future discretionary revenues for projects based on current experience; securing these funds will require ongoing advocacy
- We haven't assumed revenues from potential new revenue sources like Regional Measure 3; we have identified projects that would be competitive for these sources

Needs – Revenues = Unfunded Needs



Transportation Needs (FY2019-FY2045)

Needs – Revenues = Unfunded Needs

Category	Needs <i>(billions 2017\$)</i>
Transit Service & Affordability	\$1.64
Muni Fleet, Facilities, & Infrastructure	\$13.68
Transit Optimization & Expansion	\$8.21
Regional Transit & Smart System Management	\$1.23
Vision Zero Safer & Complete Streets	\$5.20
Street Resurfacing	\$1.70
TOTAL	\$31.66



Expected Transportation Revenues (FY2019-FY2045)

Needs – Revenues = Unfunded Needs

Category	Revenues <i>(billions 2017\$)</i>
Transit Service & Affordability	\$0.10
Muni Fleet, Facilities, & Infrastructure	\$4.92
Transit Optimization & Expansion	\$2.36
Regional Transit & Smart System Management	\$0.24
Vision Zero Safer & Complete Streets	\$1.18
Street Resurfacing	\$0.92
TOTAL	\$9.72



Unfunded Transportation Needs (FY2019-FY2045)

Needs – Revenues = Unfunded Needs

Category	Unfunded Needs <i>(billions 2017\$)</i>
Transit Service & Affordability	\$1.54
Muni Fleet, Facilities, & Infrastructure	\$8.76
Transit Optimization & Expansion	\$5.85
Regional Transit & Smart System Management	\$0.98
Vision Zero Safer & Complete Streets	\$4.02
Street Resurfacing	\$0.78
TOTAL	\$21.94



Thank you!

Please send comments and feedback to
SFtransportation2045@sfgov.org

<http://SFtransportation2045.com>

