

San Francisco Transportation Task Force 2045

June 5, 2017 Meeting



Welcome from the Chairs

- **Welcome and thank you for joining this effort**
- **Why we are here**
- **Process outline and role of task force members**
- **Summary Goals:**
 - Reach a shared understanding of transportation needs, gaps and resources
 - Reach a shared understanding of revenue options for transportation—effects, sustainability, etc.
 - Agree on options and community support going forward



Welcome From the Staff and Facilitators

- **Today's Objectives:**
 - Background and Update on the previous T2030 Taskforce in 2013 and how **transportation needs** have changed
 - Background and Update on the transportation **revenue** picture and how resources have changed since T2030
 - Group session to hear your **thoughts and input** on transportation needs, priorities, and plan what the task force needs to be able to do its work
- **City Agencies Will Provide Task Force Support**
 - Subject matter expertise: MTA, SFCTA, Public Works, others
 - Facilitation and meeting notes: Controller's Office
- **Facilitator's Notes/Ground Rules**



Today's Meeting Objectives & Agenda

Agenda

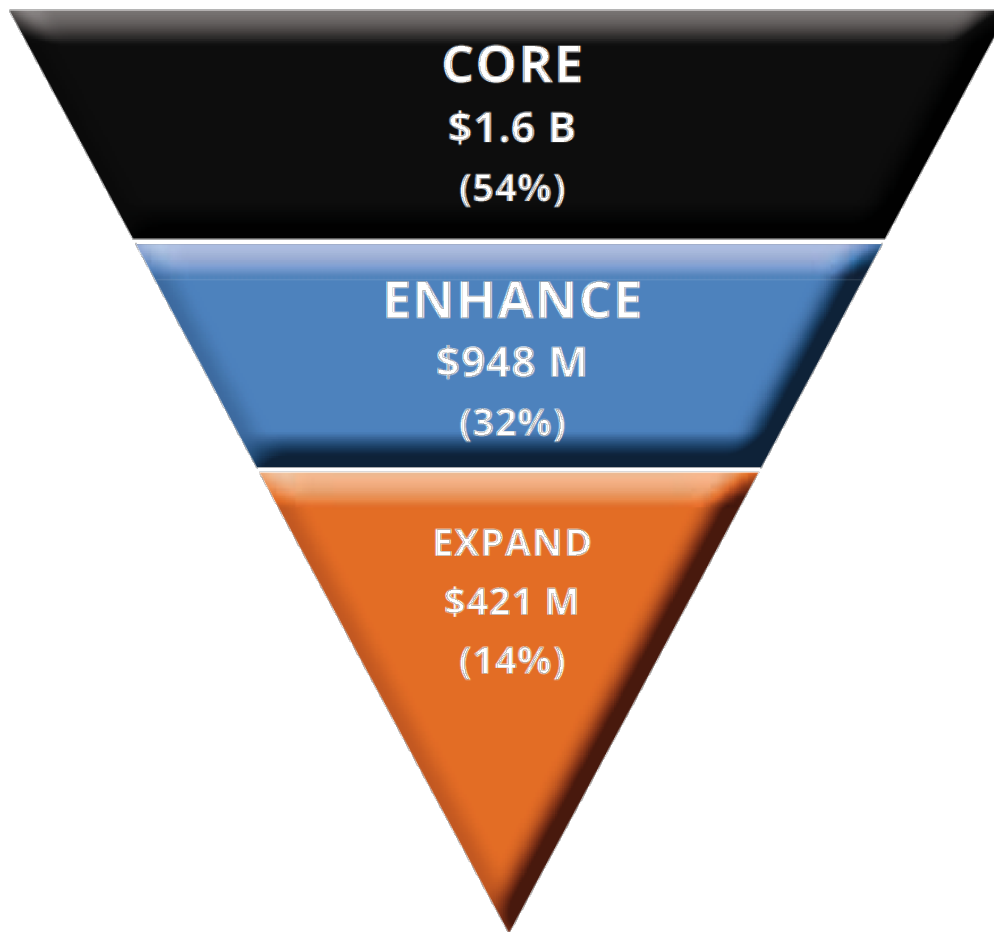
Time	Agenda Item
20 mins	Welcome, introductions, and objectives
15 mins	High-level summary of T2030, progress, and what has changed
15 mins	High-level summary of revenue/funding progress and what has changed
15 mins	Questions and Feedback for Task Force
10 mins	Break & Talk
5 mins	Next steps, meeting calendar
5 mins	Public comment
10 mins	Meeting evaluation, thanks and close



High-Level Summary of T2030 Taskforce, Progress, and What Has Changed



T2030 – Three Categories of Needs



- **Core**
Maintain the existing system in a state of good repair
- **Enhance**
Increases capacity and effectiveness of existing system
- **Expand**
Future system growth



T2030 Identified Total Need of \$10.1 billion (2013\$)

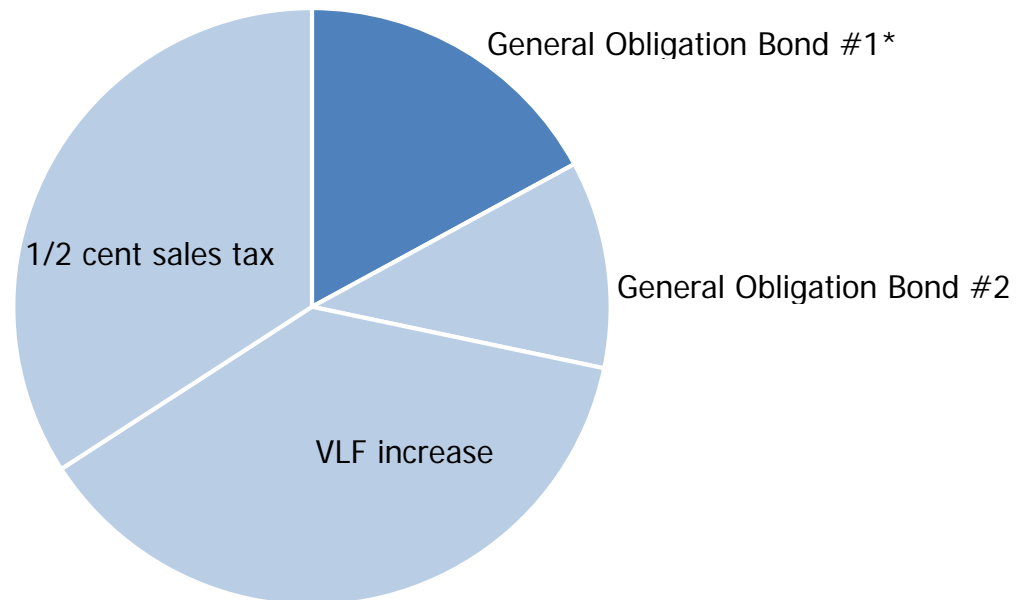
Transportation System Funding Needs (2013 dollars, in millions)	Total Need	Funds Identified to date	Unfunded Need	% Funded
Core Investments	\$ 6,608	\$ 3,587	\$ 3,021	54%
Enhance Investments	\$ 1,833	\$ 160	\$ 1,673	9%
Expand Investments	\$ 1,644	\$ 6	\$ 1,638	0%
Total	\$ 10,085	\$ 3,753	\$ 6,332	37%

- The previous taskforce identified **\$10.1 billion** (2013\$) of total need over 15 years
- T2030 identified a **\$6.3 billion funding gap** and recommended it be met through:
 - **\$2.96 billion** in revenue measures
 - **\$3.37 billion** in additional federal/state/regional revenue through advocacy and policy change



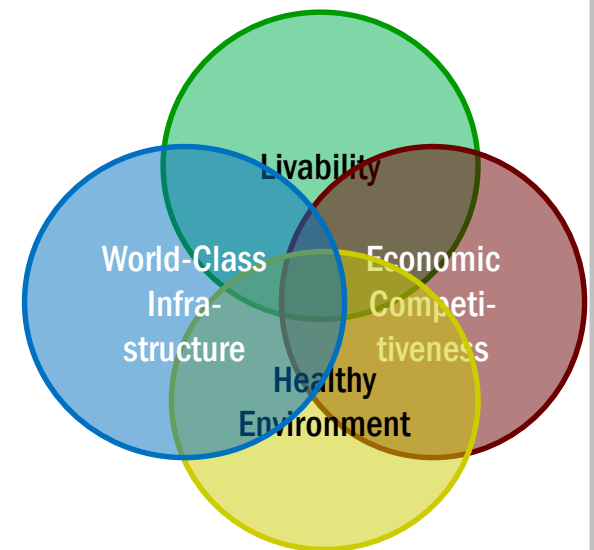
T2030 Recommended Local Revenue Sources

Recommended New Revenues
Approximately \$3 billion over 15 years
(in 2013 \$)



San Francisco Transportation Plan (2013)

- The **SFTP 2040**:
 - provided the basis for **T2030** Task Force work
 - Extends through 2040
 - Is multimodal (i.e., all surface modes and local/regional transit)
- The SFTP 2040 includes goals, needs assessment, performance evaluation, and fiscally constrained investment Plan (\$75 billion) and Vision (\$82.5 billion) and policy recommendations



Plan Bay Area

- Led by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG)
- Regional strategy to meet greenhouse gas reduction targets
- Plan to accommodate the need for new growth
- Blueprint for the region's transportation investment for the 9 Bay Area counties through 2040

Plan Bay Area 2040

- Update in progress, to be adopted Summer 2017



Progress since T2030 (2013)

Since T2030, there has been significant progress on major transportation projects and programs, including:

- **Central Subway** on track for 2019, with four stations currently under construction

central  subway



Chinatown Station Construction



Union Square Station Construction



Moscone Station Construction



Surface Work ~ Sewer Replacement @ 4th Street

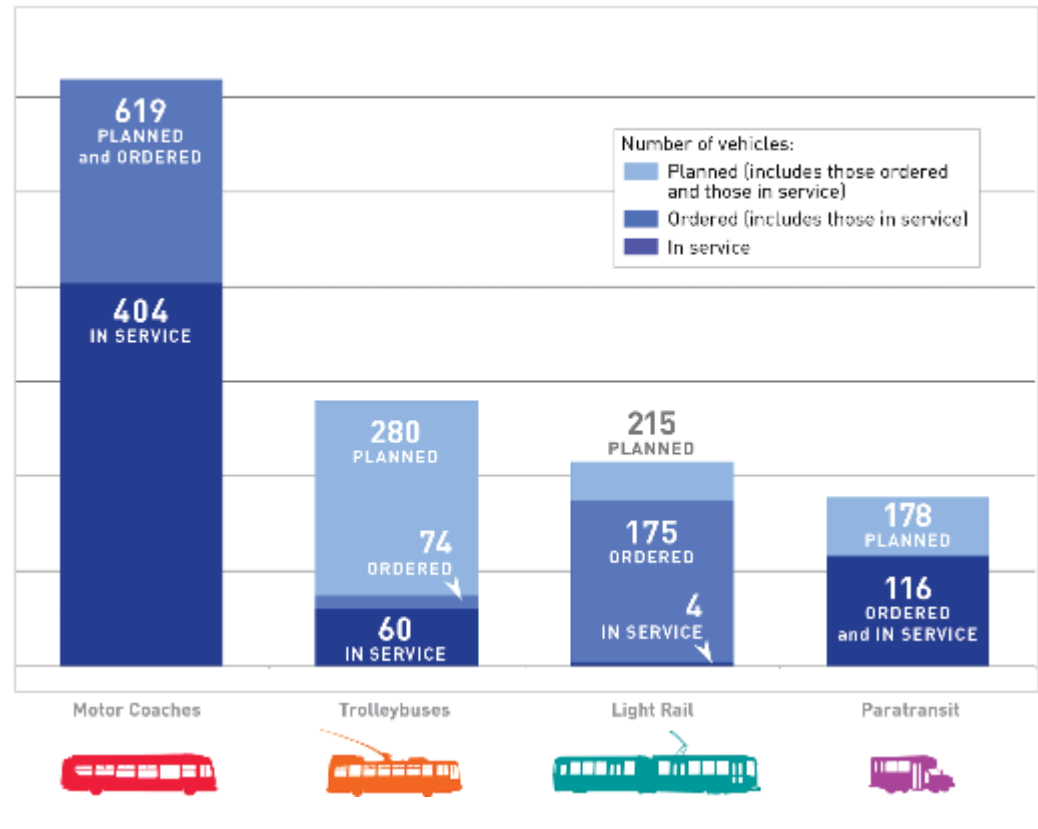


Progress since T2030 – Transit Fleet

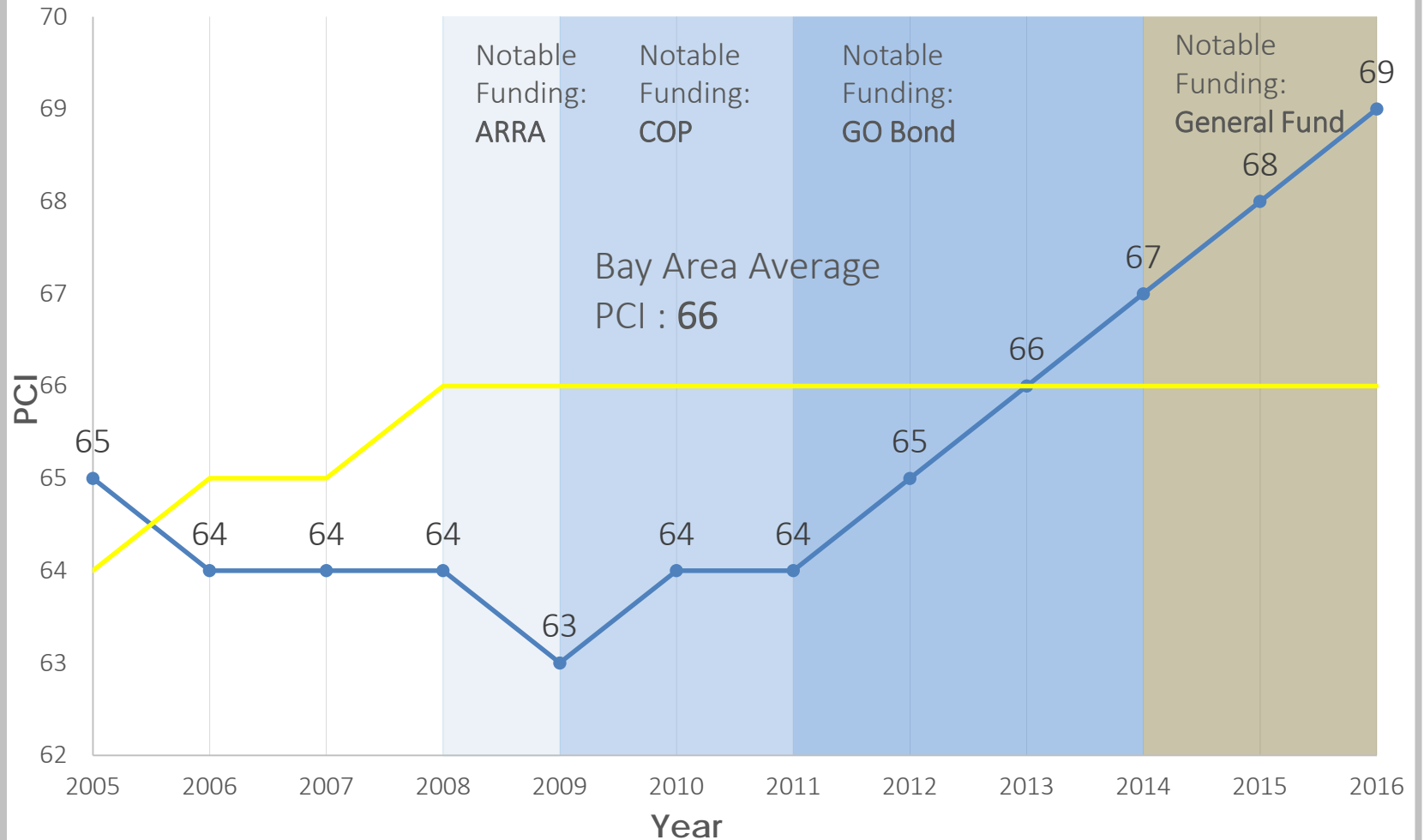
- **New and expanded fleet** being delivered, with more to come



AS OF APRIL 15, 2017



Progress Since T2030 – Pavement Condition Index Achievements



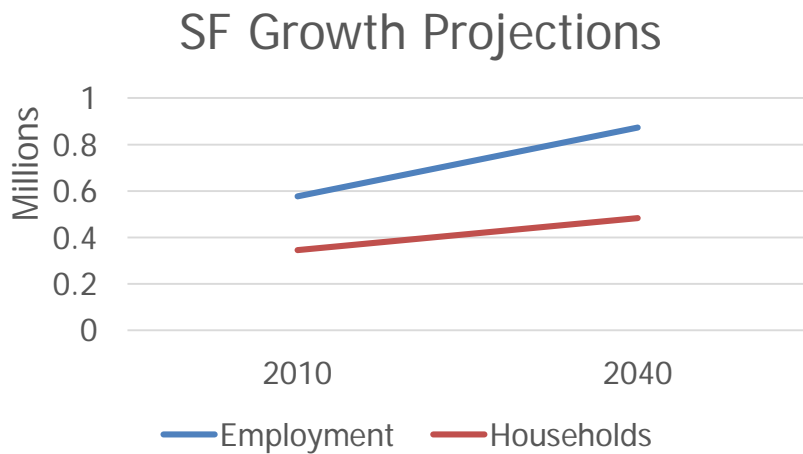
Progress since T2030 – Safer Streets, Better Mobility

- Major street improvements started on Masonic, Van Ness, Polk
- Pedestrian and bike amenities

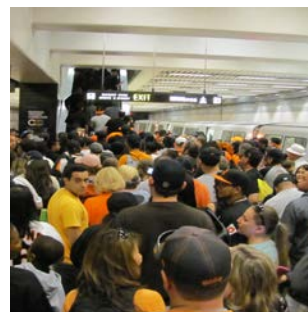


Evolving Needs since 2013

- Deferred maintenance
- From 2010 to 2040, San Francisco expects 40% growth in households, 51% growth in employment
 - Expands capital needs
 - Exacerbates affordability challenges
 - Congestion & transit crowding worsens



Draft Plan Bay Area 2040, MTC 2017



High-Level Summary of Revenue/Funding Progress and What Has Changed



New Revenue Sources since 2013

There have been a number of new revenue sources introduced since 2013, including:

- Prop A GO Bond (2014)
- Prop B set-aside (2014)
- Senate Bill 1 (2017)
- Other new City, regional, and state funding



Prop A: Transportation & Road Improvement Bond (2014)

	Investment Category	GO Bond Amount
Improved Transit	Muni Forward Rapid Network Improvements	\$209,000,000
	Caltrain Upgrades	\$39,000,000
	Accessibility Improvements	\$30,000,000
	Muni Facility Upgrades	\$70,000,000
	Major Transit Corridor Improvements	\$28,000,000
Safer Streets	Pedestrian Safety Improvements	\$50,000,000
	Complete Streets Implementation	\$52,000,000
	Traffic Signal Improvements	\$22,000,000
	Total	\$500 million

- T2030-recommended funding measure, brought before voters in **November 2014** as Prop A, the Transportation & Road Improvement Bond
- Passed with 72% of vote
- Dedicates **\$500M to the City's transportation infrastructure**, including Muni Forward transit corridor projects and street safety improvements



Prop B: Population-Based General Fund Set-Aside (2014)

- Approved by 61% of voters in **November 2014**
- Amends the City Charter to require the City to increase the base contribution of the General Fund to the SFMTA by a percentage equal to the city's annual population increase
- Requires that **75% be directed to projects that improve transit** reliability, frequency of service, and capacity, and to pay for Muni repairs; the other **25% must be used for street safety** capital improvements

Program	FY16*	FY17*	FY18**	FY19**
Street Safety	\$6.9M	\$7.8M	\$9.8M	\$10.7M
Transit	\$20.8M	\$23M	\$29.2M	\$32.1M
TOTAL	\$27.7M	\$31M	\$39M	\$42.8M

*Actual revenues received

**Current forecast from Controller's Office



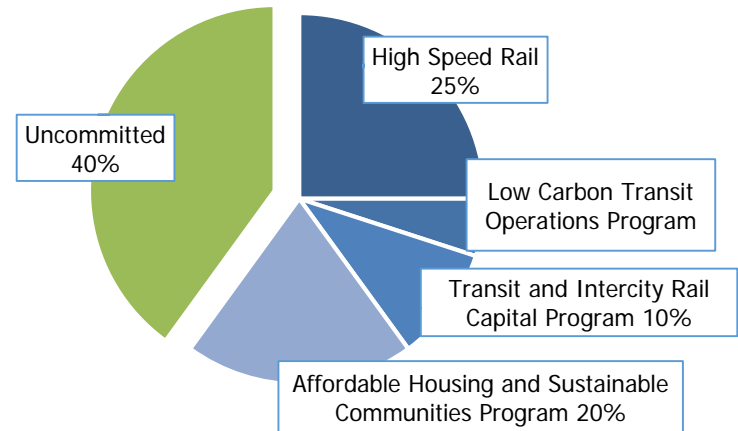
Other New Revenue Sources since 2013

Other new revenue sources include:

- Transportation Sustainability Fee (TSF) (2015)
- BART Bond (2016)
- State Cap and Trade Program
- SB 1: The Road Repair and Accountability Act of 2017



State Cap and Trade Programs



Senate Bill (SB) 1 (Beall & Frazier)

- **\$52 billion** 10-year revenues
- Most revenues permanent and indexed to inflation
- Combination of formula and statewide discretionary programs, e.g.:
 - Transit and Intercity Rail Capital Program (TIRCP), \$245 M/year
 - Congested Corridors Program, \$250 M/year
 - Active Transportation Program (ATP), \$100 M/year
 - Local Planning Grants, \$25 M/year

Formula funds to San Francisco	Estimated new funds, annualized
Local Streets and Roads (SF Public Works)	\$23.8 million
Transit operations, SFMTA	\$27.2 million
Transit operations, BART*	\$14.9 million
Transit operations, Caltrain*	\$3.6 million
Transit state of good repair, SFMTA	\$11.4 million
Transit state of good repair, BART*	\$6.3 million
Transit state of good repair, Caltrain*	\$1.5 million
State Transportation Improvement Program (SFCTA)	\$1.45 million
Total Annual Estimated Amount to San Francisco*	\$72.6 million



Recent Transportation Priorities

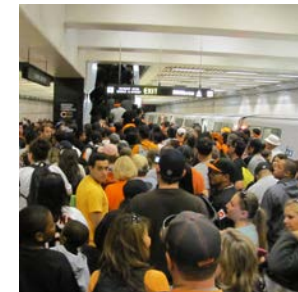
- Propositions J & K in November 2016:
 - Prop J: Expenditure Plan for Transportation & Homelessness (67% yes – passed)
 - Prop K: \$0.75 Sales Tax Increase (35% yes – failed)

Program	% of New Revenues
1. Transit Service & Affordability (SFMTA)	12.4%
2. Muni Fleet, Facilities & Infrastructure Repair & Maintenance (SFMTA)	18.8%
3. Transit Optimization & Expansion (SFCTA)	9.4%
4. Regional Transit & Smart System Management (SFCTA)	14.1%
5. Vision Zero Safe and Complete Streets (SFCTA)	12.4%
6. Street Resurfacing (Public Works)	32.9%
Total	100%

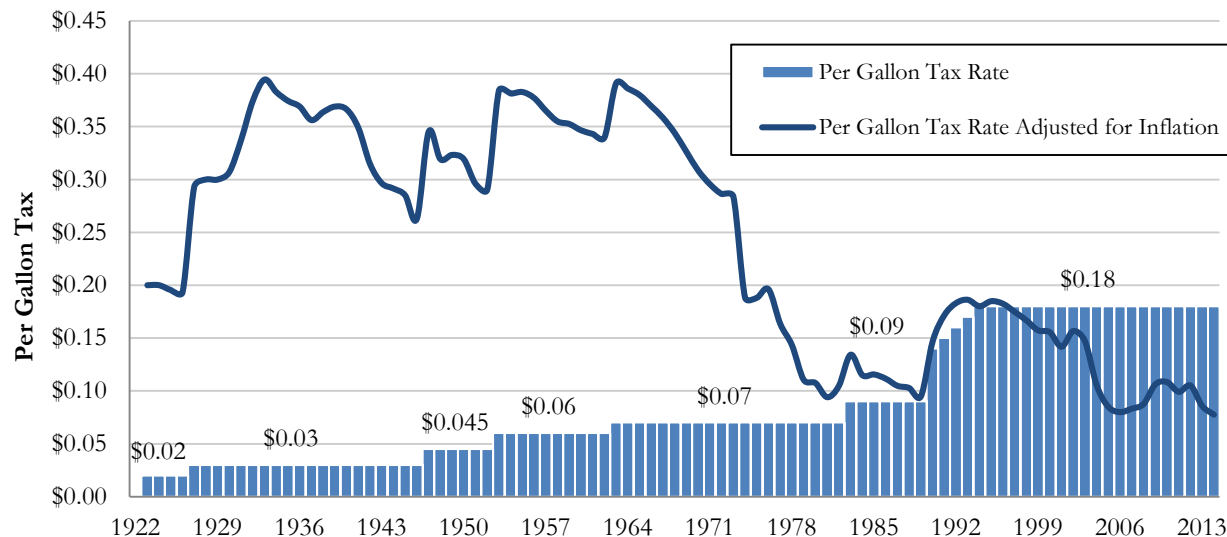


Remaining Challenges

- SB1 doesn't fund everything – less than 5% addresses congestion
- Federal funding remains uncertain
- Gas tax and other revenues on decline (e.g., parking, taxi revenues)



Federal Gasoline Excise Tax Rate



New Revenues Actively Being Considered

- 2024 General Obligation Bond for Transportation (\$500 million)
- Regional Measure 3 (\$1.7 to \$5.0 billion for entire region)

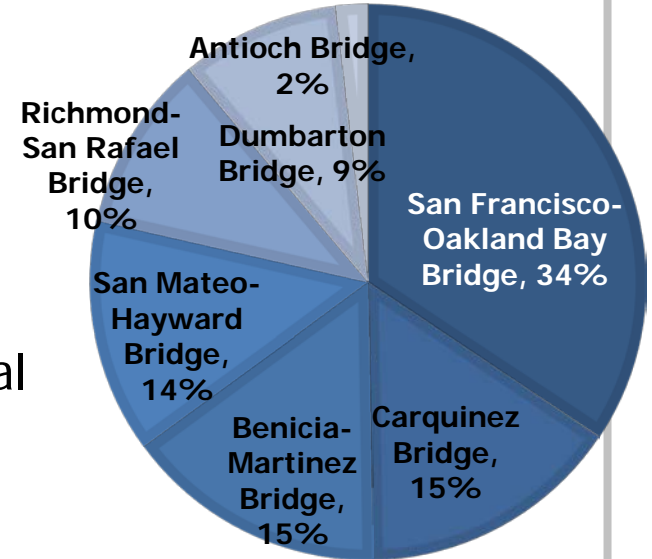


New Revenues Actively Being Considered: Regional Measure 3

- SB 595 (Beall) requires state approval to bring measure to ballot
- Toll increase on 7 Bay Area state-owned bridges (not the Golden Gate Bridge)
- Requires majority of voters in 9 Bay Area counties
- Projects must have a nexus to the regional bridge corridors

TOLL SURCHARGE AMOUNT	ANNUAL REVENUE	CAPITAL FUNDING AVAILABLE (25-YEAR BOND)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

TRAFFIC ON BAY AREA STATE-OWNED BRIDGES



Questions and Discussion



Discussion Questions

- What are your initial **reactions and questions** after the presentations?
- **What information do you need** to better understand and provide input on transportation priorities?
- What should a **new revenue measure**, on a future ballot, aim to achieve? What are the criteria?



Public Comment



Thank you!

