

San Francisco Transportation Task Force 2045

July 24, 2017 Meeting



Welcome from the Chairs

- Transportation is a key part of what makes a city **equitable**: a city with **safe, affordable, connected** transportation choices is a more equitable city.
- The majority of our agenda today focuses on **equity in transportation** to inform the rest of our work together as a task force.
- The second agenda item shares information on the transportation needs framework from Prop. J (Nov. 2016). We want to gauge the task force's opinions on this framework.



Today's Meeting Objectives & Agenda

Agenda

Time	Agenda Item
5 mins	Welcome, introductions
10 mins	Taskforce context, goals, and process
45 mins	Frameworks and strategies for equity in transportation investment
25 mins	Transportation plans overview & framework for needs
5 mins	Public comment, next steps, meeting evaluation



Introductions

Taskforce Context, Goals, and Process

- **Welcome any new attendees**
- **Welcome any members of the public**
- **Taskforce context and goals**
 - Relationship to other planning efforts
 - Process
 - Timeline
 - Decision-making structure



Frameworks and Strategies for Equity in Transportation Investment



Equity in Transportation Investment

Equity is impacted by different decisions in transportation investment:

- **Sources:** Where do we get money from?
- **Uses:** What do we use it for?
- **Process:** How do we make decisions?



Examples of Strategies for Equity in Transportation

- The following slides describe current City **processes** and frameworks for approaching transportation investment equitably:
 - **SF Transportation Plan Equity Analysis**
 - **Muni Service Equity Strategy**
 - **Vision Zero**



Transportation Equity Focus Areas



San Francisco Transportation Plan Equity Analysis (2013)



- Revealed that the city's Communities of Concern tend to experience disproportionately higher rates of **pedestrian and bike injuries** and **street crime**
- Transit speeds are lowest in the densest districts, many of which are Communities of Concern

Metric	Socioeconomic Disparity	Notes
Pedestrian Safety	★	Injuries concentrated in highest-density districts, many of which are CoCs
Bike Safety	★	Injuries concentrated in highest-density districts, many of which are CoCs
Street/Transit Crime	★	Highest-crime areas concentrated in CoCs
Transit Speeds	★	Transit speeds lowest in densest districts, many of which are CoCs



Major Trends



Small/No Trends



San Francisco Transportation Plan Equity Analysis: Implementation



The equity analysis directly influenced the **prioritization criteria** for funding sources:

- **Prop K sales tax** (\$100 million/year)
 - 2013 strategic plan update included safety as an evaluation criterion in all 44 prioritization programs
 - Some programs also used Communities of Concern (CoC) designation and High Injury Corridor criteria
- **One Bay Area Grant (OBAG) program**
 - Projects given “points” for benefiting CoCs

It also led to the creation of the **Neighborhood Transportation Improvement Program (NTIP)**

- NTIP helps develop pipelines of neighborhood-scale projects, especially beneficial to CoCs



Muni Service Equity Strategy

- Analysis based on neighborhoods with high concentration of households with low income, communities of color, low vehicle ownership, seniors, and people with disabilities
- Improving affordability and access through service increases and free/discounted fare programs
- Improving quality of service – reduced travel times, larger capacity, and new accessible vehicles
- Paired with about \$3 billion in capital investments



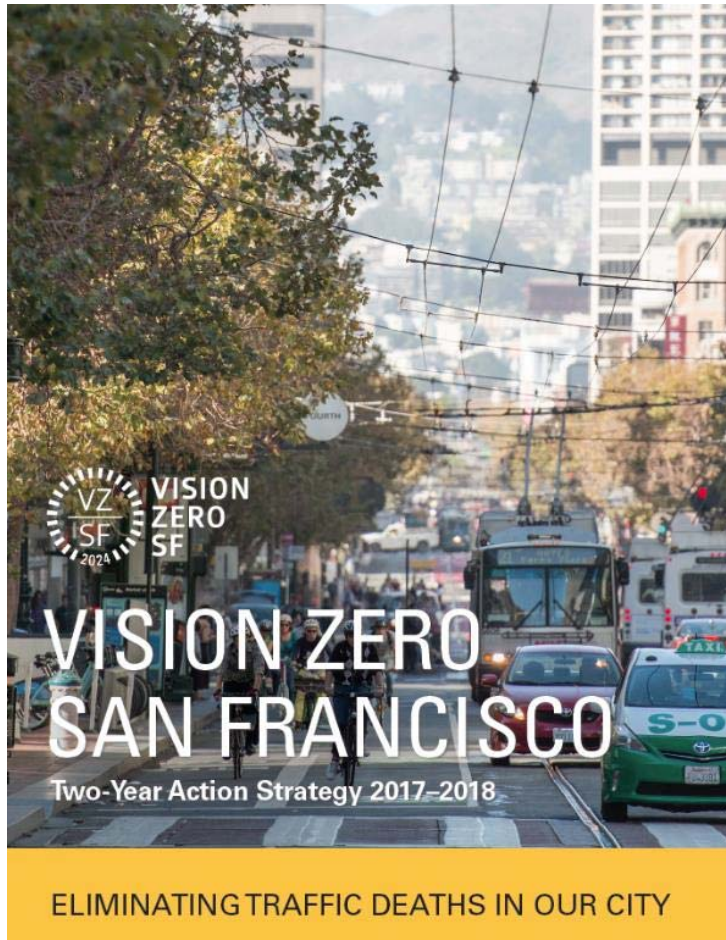
Muni Service Equity Strategy

Equity Focus Areas

- Neighborhood approach to improving routes most critical to people from low-income households and people of color
- Developed with transportation equity and affordability advocates
- Updated every two years



Vision Zero



Vision Zero is the city's commitment to creating safer, more livable streets with the goal of **eliminating all traffic fatalities and reducing severe injuries.**

<http://visionzerosf.org/about/two-year-action-strategy/>

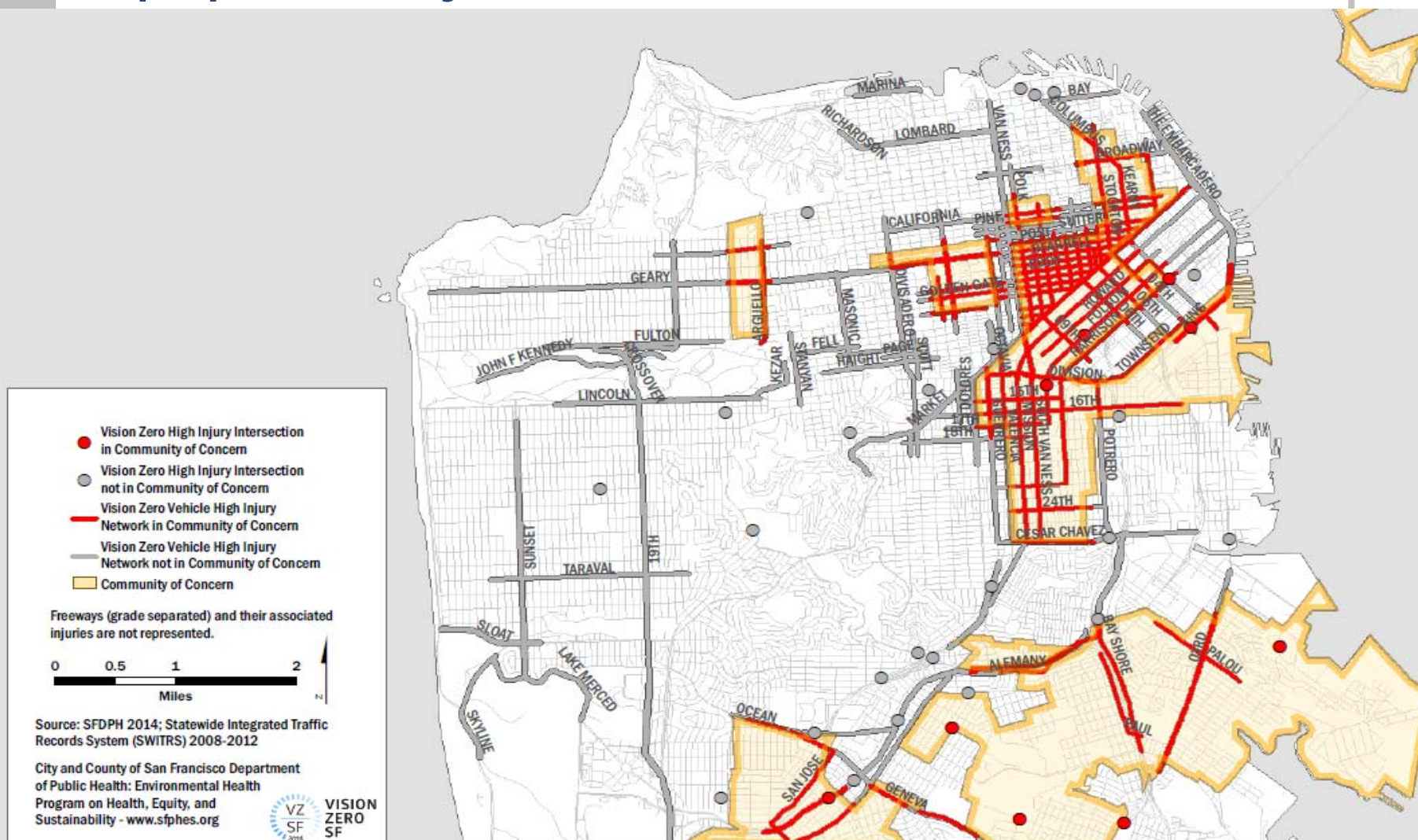


2015 High Injury Network:

Disproportionately in Communities of Concern



VISION ZERO SF



Defining Injury Inequities



VISION ZERO SF

"avoidable disparities in injury outcomes that result from unjust and unfair differences in social, economic, environmental and political conditions"

Communities

- Seniors
- People with Disabilities
- Youth
- Low income people
- People of color
- Immigrants
- Non-English speaking people
- Homeless or marginally housed residents

Road Users

- People walking
- People biking
- People motorcycling



Addressing Injury Inequities



- 1) Addressing historic inequities in severe and fatal injuries
- 2) Ensuring Vision Zero does not exacerbate existing inequities *e.g., ensuring that targeted law enforcement does not contribute to racial profiling, deportation*

Through:

- ***Data-Driven Investments:*** Using new comprehensive transportation injury surveillance system data to inform targeted initiatives
- ***Deepening Engagement with Vulnerable Communities:*** Addressing concerns in partnership with community
- ***Monitoring Investments and Impacts on Vulnerable Communities:*** Intermediate and long-term, e.g. Engineering Improvements, Engagement, Enforcement, and Severe/Fatal Injury



Safe, Affordable, and Connected Transportation Choices

There are many other ways the City is pursuing a more equitable transportation system, including:

- Providing transportation options across modes
- Creating affordable service - Free and Discounted Muni for Low/Moderate Income Youth, Seniors and People with Disabilities
- Increasing access to late night transportation services
- Reducing barriers in communications and outreach
- Engaging in community-based transportation planning



Small Group Discussion



Small Group Discussion

- What do you see as **priorities** for equity in transportation going forward?
- Do you see these priorities **reflected in the frameworks presented**?
- Are there forms of equity that **weren't addressed** in the frameworks presented?



Transportation Needs Overview – Potential Framework for Needs



High-Level Overview of Needs Analyses

local

regional



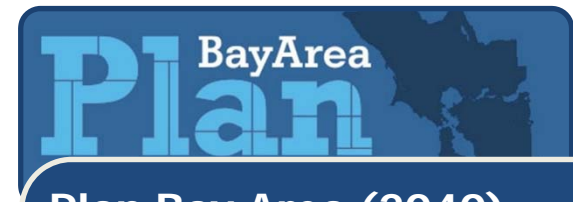
Transportation Task Force 2030

- 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.



Proposition J Framework for Needs

Prop J Category (November 2016)

1. Transit Service & Affordability
2. Muni Fleet, Facilities, and Infrastructure Repair & Maintenance
3. Transit Optimization & Expansion
4. Regional Transit & Smart System Management
5. Vision Zero Safer and Complete Streets
6. Street Resurfacing



Transit Service & Affordability

Proposition J (November 2016)

Could include:

- Transit service increases
- Transit fare programs
- Muni Equity Strategy recommendations
- Muni service protection



Muni Fleet, Facilities, and Infrastructure Repair & Maintenance

Proposition J (November 2016)



Could include:

- Muni vehicle replacement and rehabilitation
- New Muni vehicles for service expansion
- Muni facilities and infrastructure maintenance
- System safety and accessibility improvements



Transit Optimization & Expansion

Proposition J (November 2016)

Could include:

- Transit enhancement projects (e.g., Muni Forward)
- Major transit expansion projects (e.g., Caltrain DTX)
- Core capacity improvements (e.g., Better Market Street, Geary BRT, BART station enhancements)
- Ferry projects



Regional Transit & Smart System Management

Proposition J (November 2016)

Could include:

- SF contribution to regional transit expansion projects (e.g., BART vehicles)
- Freeway corridor and smart systems management projects (e.g., US 101 managed lanes)
- Transportation demand management (TDM) programs



Chronicle / Darryl Bush



Vision Zero Safer and Complete Streets

Proposition J (November 2016)

Could include:

- Pedestrian improvements
- Bicycle improvements
- Complete streets and traffic calming (including traffic signals)
- Vision Zero and Safe Routes to School non-infrastructure (e.g., Vision Zero education)



Street Resurfacing

Proposition J (November 2016)



Could include:

- Street resurfacing program, including curb ramps



Proposition J Framework for Needs: *What do you think?*

Categories of Need

1. Transit Service & Affordability
2. Muni Fleet, Facilities, and Infrastructure Repair & Maintenance
3. Transit Optimization & Expansion
4. Regional Transit & Smart System Management
5. Vision Zero Safer and Complete Streets
6. Street Resurfacing

- Do these six categories still work as a framework for this task force's discussions of needs going forward?
- Are there changes you'd like to see to these categories?
- Is anything missing?



Public Comment



Next Steps

Meeting Schedule (3rd Monday of each month @ 4 pm)

- **August 21st** – revenue mechanisms
- **September 18th** – priorities for needs
- **October 16th** – formulating revenue measures and expenditure plans
- **November 20th** – refinements to revenue measures and expenditure plans
- **December 18th** – proposals for revenue measures and expenditure plans



Thank you!

Please send comments and feedback to
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<http://SFtransportation2045.com>

