

# TRANSPORTATION 2030

## ROADS + TRANSIT + SAFETY



SFMTA Board of Directors

# Agenda

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- ▣ **Transportation in San Francisco**
  - ▣ What We're Facing
  - ▣ Funding Picture
- ▣ **Funding Need & Recommendation**
  - ▣ Transportation Task Force
  - ▣ November 2014 Ballot Measures
- ▣ **Outcomes**
  - ▣ Better Roads
  - ▣ Improved Transit
  - ▣ Safer Streets
- ▣ **Next Steps**

# What We're Facing

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# Old Infrastructure in Disrepair

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**A backlog of maintenance, repairs and upgrades** that hinder our ability to move through the city safely, efficiently and enjoyably.

- ❑ Challenging to maintain current infrastructure and service
- ❑ Difficulty growing the system to accommodate demand



# Poorly Paved Roads Cost Everyone

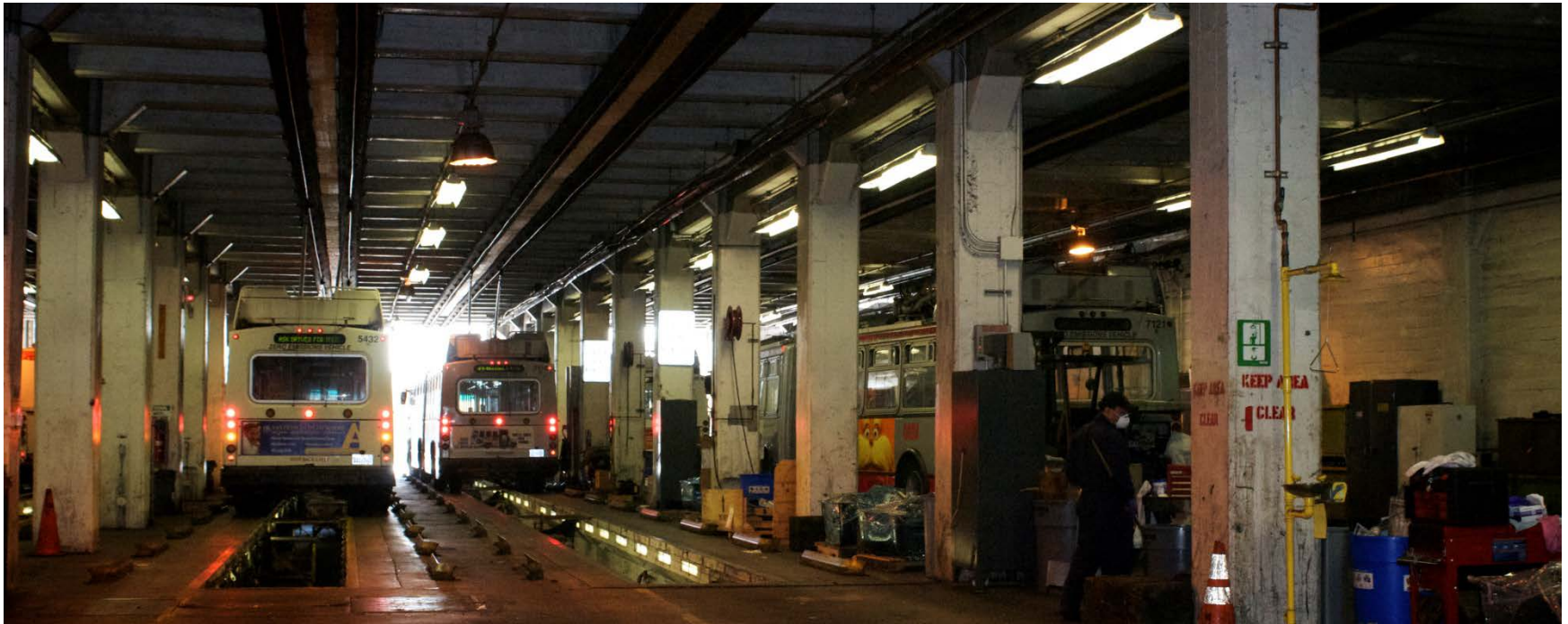
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- ❑ **50% of San Francisco streets in need of repair or repaving**
- ❑ Poor roadway conditions cost drivers an estimated **\$706 per vehicle** in extra maintenance and repair costs each year
- ❑ **Good road conditions benefit for everyone** who travels in San Francisco, whether in a car, on Muni, walking or by bike



# Aging Facilities Reduce Service Quality

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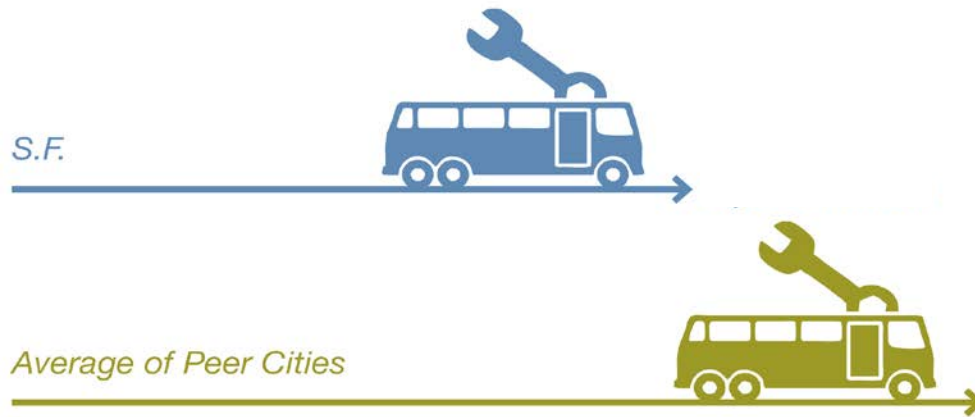


- ❑ In 2013, **only 75%** of Muni's light rail fleet was available for use on an average weekday
- ❑ **Service disruptions** per mile have increased in the past decade
- ❑ Maintenance facilities have **not been updated** to accommodate new fleet and part types

# Old Buses and LRVs Delay Service

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## BUS SERVICE BETWEEN MECHANICAL FAILURES



San Francisco's buses **need repair more often** than the average of peer cities

## LIGHT RAIL SERVICE BETWEEN MECHANICAL FAILURES



San Francisco's LRV's **break down more often** than any of our peer cities

# Congested Roads Slow Down Muni

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# People Walking and Biking are Vulnerable

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- ❑ Less than 10% of San Francisco's bikeways are suitable for children or the elderly
- ❑ 800 people injured and 100 people severely injured or killed while walking in San Francisco each year
- ❑ 60% of serious injuries and fatalities on 6% of streets

# The Funding Picture

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Limited state and federal funds, insufficient local investment

- **1966:** The last time San Francisco voted on a bond to fund Muni, and it failed.
- **1993:** The last time the federal gas tax was raised. 85% of these funds go to the interstate highway system, with the remaining 15% dedicated to mass transit.
- **2006:** Proposition 1B, the last statewide transportation bond, was passed. Most of the projects funded by this bond have been completed, and the money spent.

# A Nationwide Problem

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The Federal Highway Administration estimates that **\$170 billion** in capital investment would be needed each year to significantly improve conditions and performance.



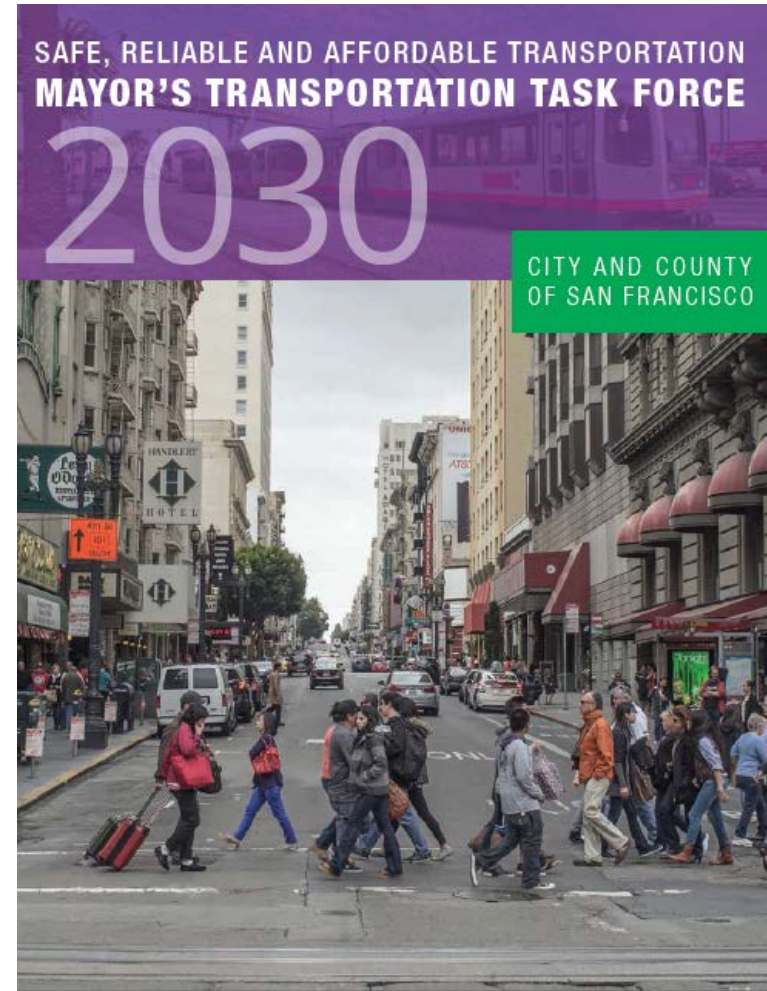
Old transit systems cost the U.S. economy **\$90 billion** in 2010 alone, as transit agencies, like Muni, deliver service with aging and obsolete vehicles and facilities.



# Transportation Task Force 2030

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- 45 finance & transportation experts and community advocates
- Confirmed City's transportation priorities
- Identified and recommended new revenue sources
- Committee focused on Capital funding
  - Capital unmet need is very large
  - Capital investments have operating benefits



# Funding Need

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## Findings:

**\$10 BILLION TRANSPORTATION FUNDING NEED THRU 2030**

**\$3.7 billion**  
Existing Funding

**\$6.3 billion**  
Funding Gap

## Task Force Recommendation:

Starting in 2014, enable new revenue sources that will invest in San Francisco's transportation infrastructure.

# 2014 Proposal

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**3** ballot measures.

**2** funding sources.

**\$1.5 billion** for better roads,  
improved transit and safer streets.

# The Measures

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## 3 ballot measures, 2 funding sources, \$1.5 billion

1. \$500 million General Obligation Bond
2. Restore the state Vehicle License Fee (VLF) to 2% for vehicles registered to San Francisco addresses
3. Policy statement encouraging new General Fund revenues to be directed to transportation projects

Enables \$550M in additional regional MTC funding

# The Approval Process

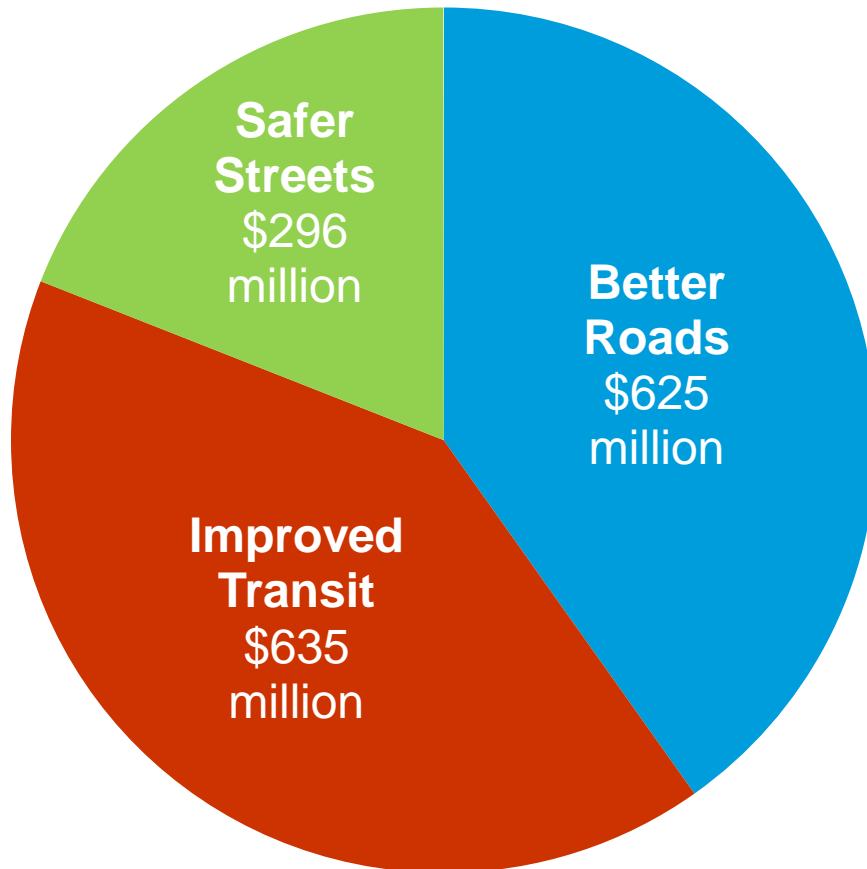
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	Description	BOS vote threshold	Electorate vote threshold
General Obligation Bond	\$500M bond to fund transportation infrastructure projects	8	2/3
Vehicle License Fee	Local rate increase to 2%, funds to SF General Fund	8	Majority
Advisory Measure	Companion measure to recommend VLF funds go toward transportation infrastructure projects	6	Majority



# Key Investments

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# Capital Investment Improves Operations

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*Photo courtesy Flickr user Rubin Starset*

**Emergency repairs are expensive.** If we purchase new buses and enhance our maintenance facilities, that'll translate to fewer breakdowns, less money spent on emergency repairs, and more funds available for operations.

# Better Roads: Outcomes

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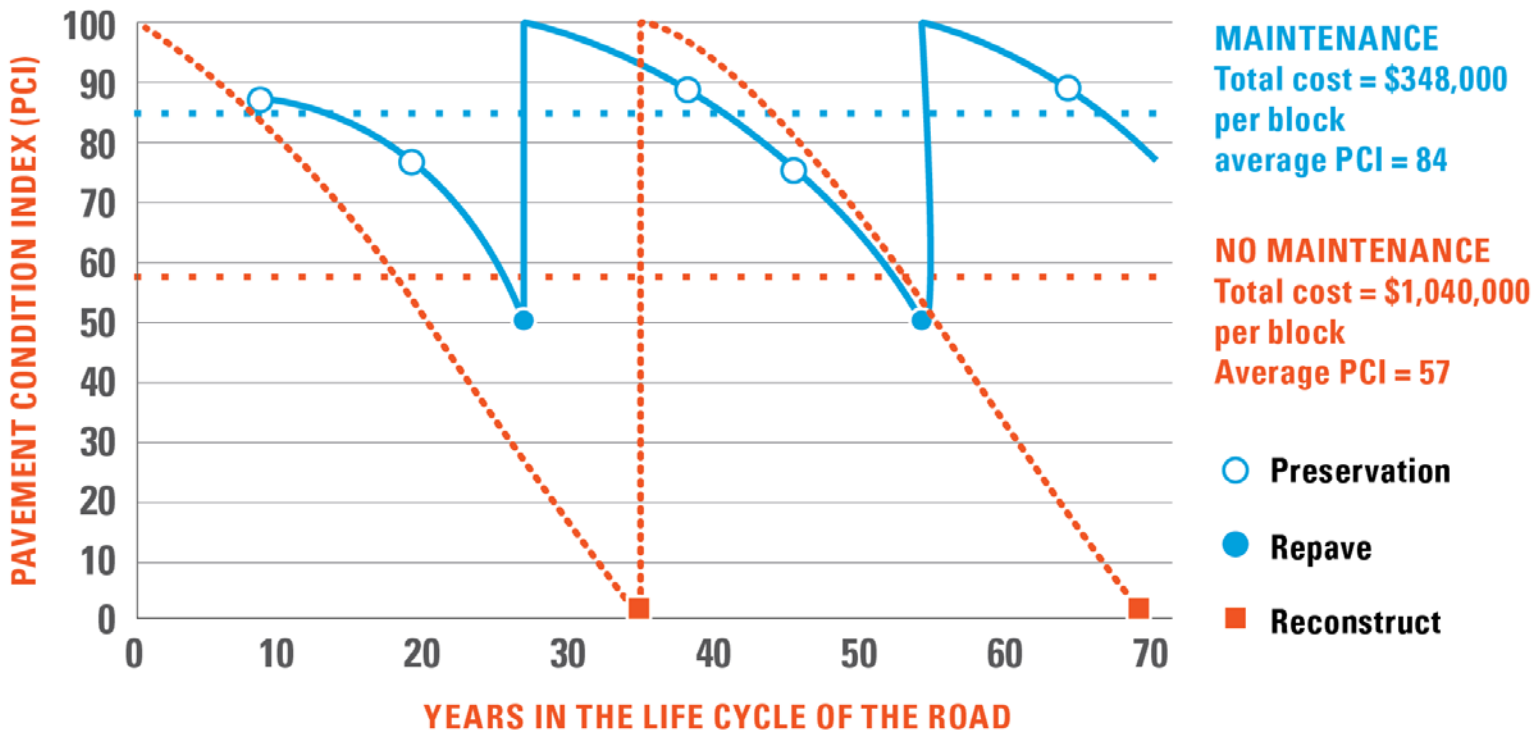
- Repave & repair 500 additional neighborhood blocks/year
- Build on successes of **2011 DPW Road Repaving & Street Safety Bond**



# Better Roads: Outcomes

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**Delayed maintenance = higher costs.** It costs on average three times more to rebuild a road than to regularly maintain it.



# Better Roads: Outcomes

Construct more than **1,000 curb ramps annually**, improving accessibility citywide

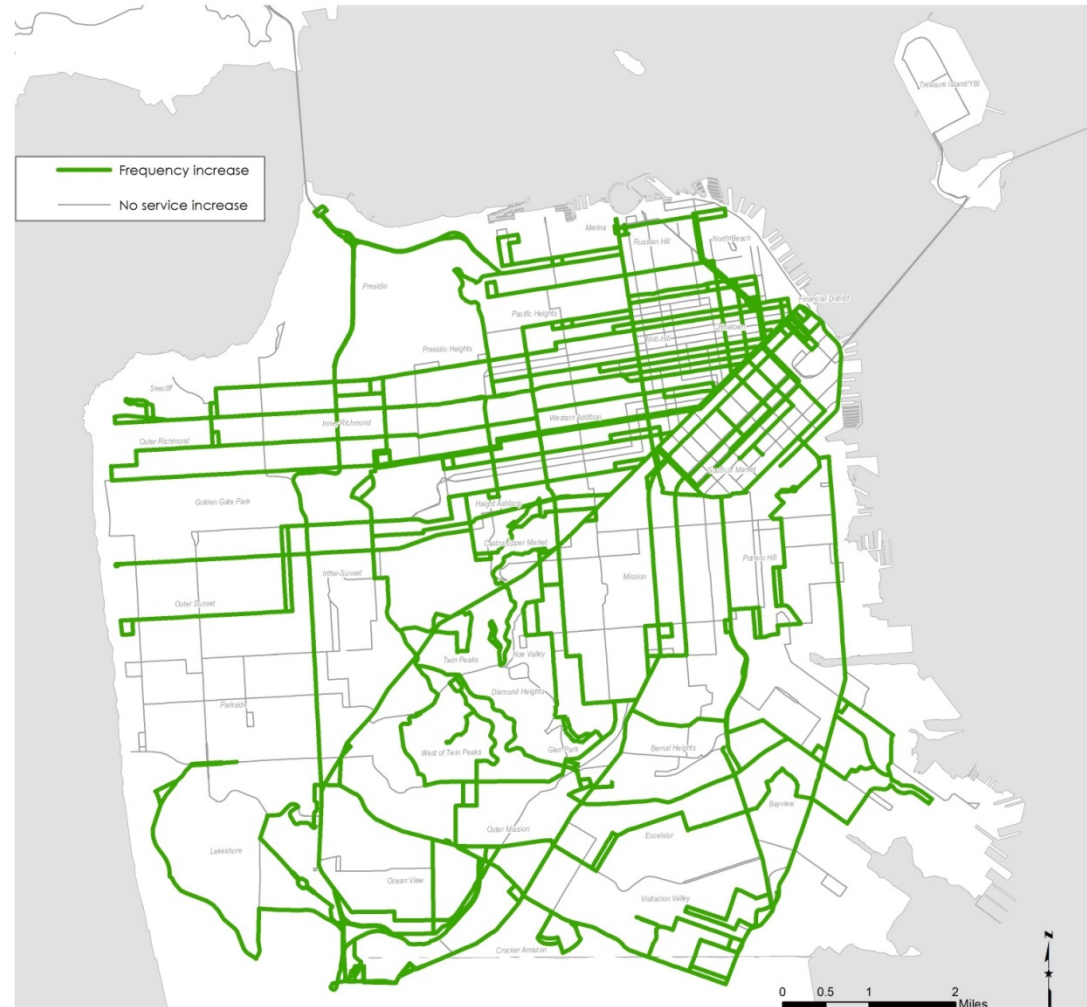




# Improved Transit: Outcomes

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**More reliable service on Muni's busiest routes – including the 8X Bayshore Express, the 38/38L Geary, the 14/14L Mission, and all Muni Metro routes**



# Improved Transit: Outcomes

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- ❑ **Replace aging Muni fleet with new vehicles** that are more reliable, accessible and fuel-efficient
- ❑ **Reduce crowding:** Some new buses will be 50% larger, and we will add vehicles to increase the size of the fleet



# Improved Transit: Outcomes

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- **Improved transit stops:** New elevators, rebuilt station entrances and more accessible Muni Metro stops and stations
- **Time-saving enhancements** such as transit-only lanes, extended boarding islands and traffic signals that prioritize Muni





# Improved Transit: Outcomes

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**Modernize Muni maintenance facilities and procedures. We'll repair and rehabilitate Muni vehicles more often, leading to fewer breakdowns.**

# Improved Transit: Outcomes

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**Prepare for the future** by planning and designing large-scale transportation projects of citywide benefit, like bus rapid transit and Caltrain's downtown extension.

# Safer Streets: Outcomes



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**Protect people walking** with proven safety features such as pedestrian signals, lighting enhancements, traffic calming measures and wider, more visible crosswalks.



# Safer Streets: Outcomes

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## Vision Zero



- Goal: **zero traffic fatalities** by 2024
- Focus on high-injury corridors and data-driven street safety improvements
- Transportation 2030: **\$566 million in infrastructure upgrades** toward achieving Vision Zero



# Safer Streets: Outcomes

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Up to 65 miles of **safer, better-defined bikeways** that protect all road users. The city will work closely with communities so bikeway proposals meet local needs.

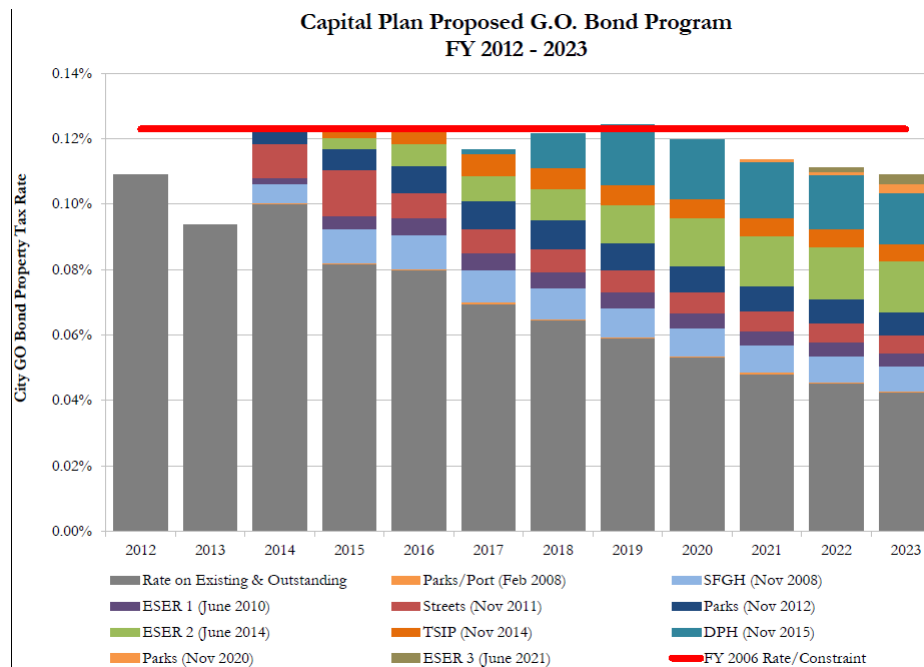


# Accountability: 10-Year Capital Plan

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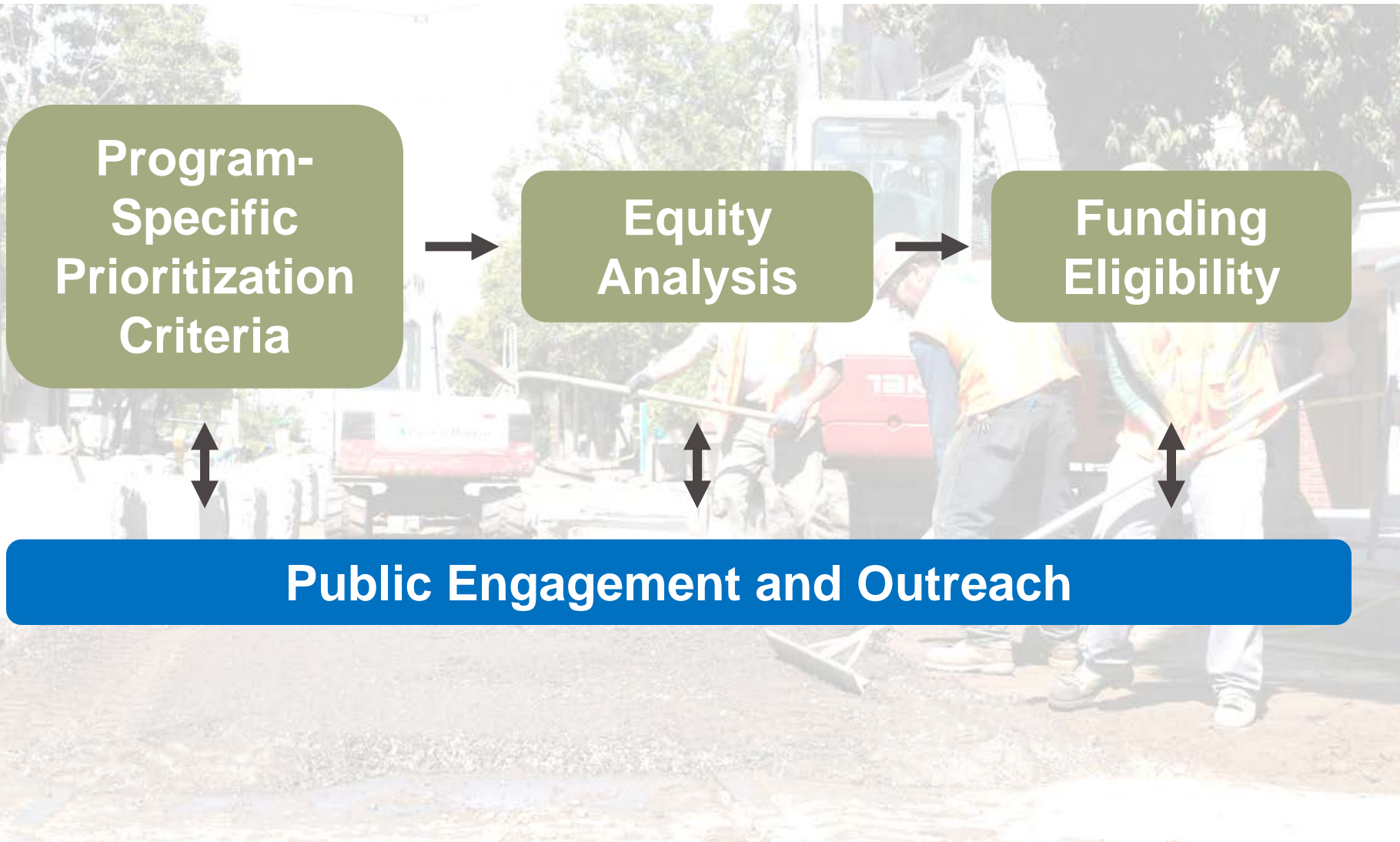
## The City's commitment to strategic, long-term planning

- ❑ Maintains property tax rates
- ❑ Transportation 2030 includes strong transparency measures and independent oversight



# Project Selection Process

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# Next Steps

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- ▣ **May-June:** Community meetings
- ▣ **5/20:** Deadline to introduce ballot measures at full Board of Supervisors meeting
- ▣ **7/22:** Final day for Board of Supervisors to place measures on ballot





# TRANSPORTATION 2030

## ROADS + TRANSIT + SAFETY

Thank you!

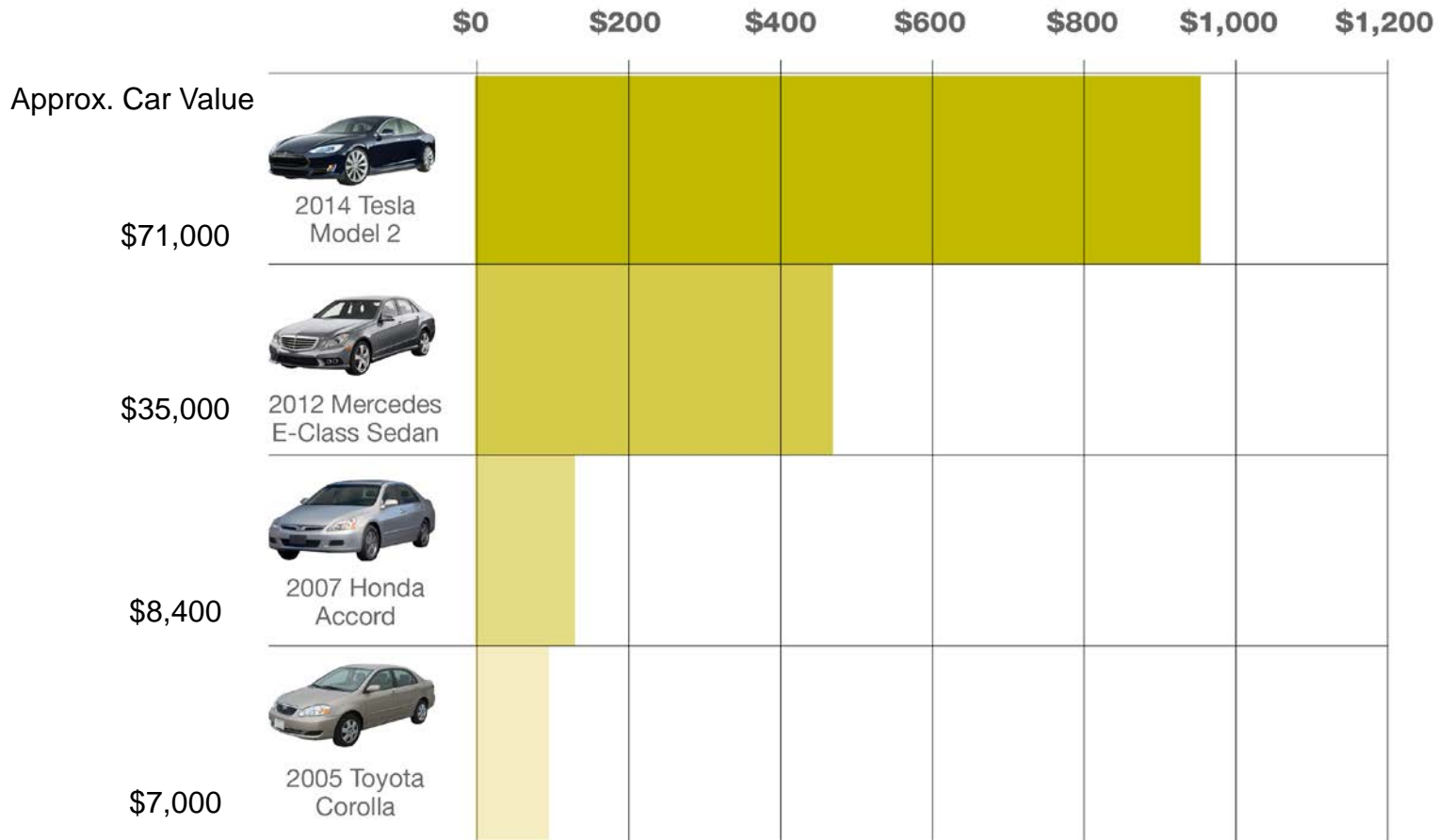
Website: [www.sftransportation2030.com](http://www.sftransportation2030.com)

Email: [transportation2030@sfmta.com](mailto:transportation2030@sfmta.com)

# Appendix

# Expected Increase in VLF

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# Paving Projects Citywide

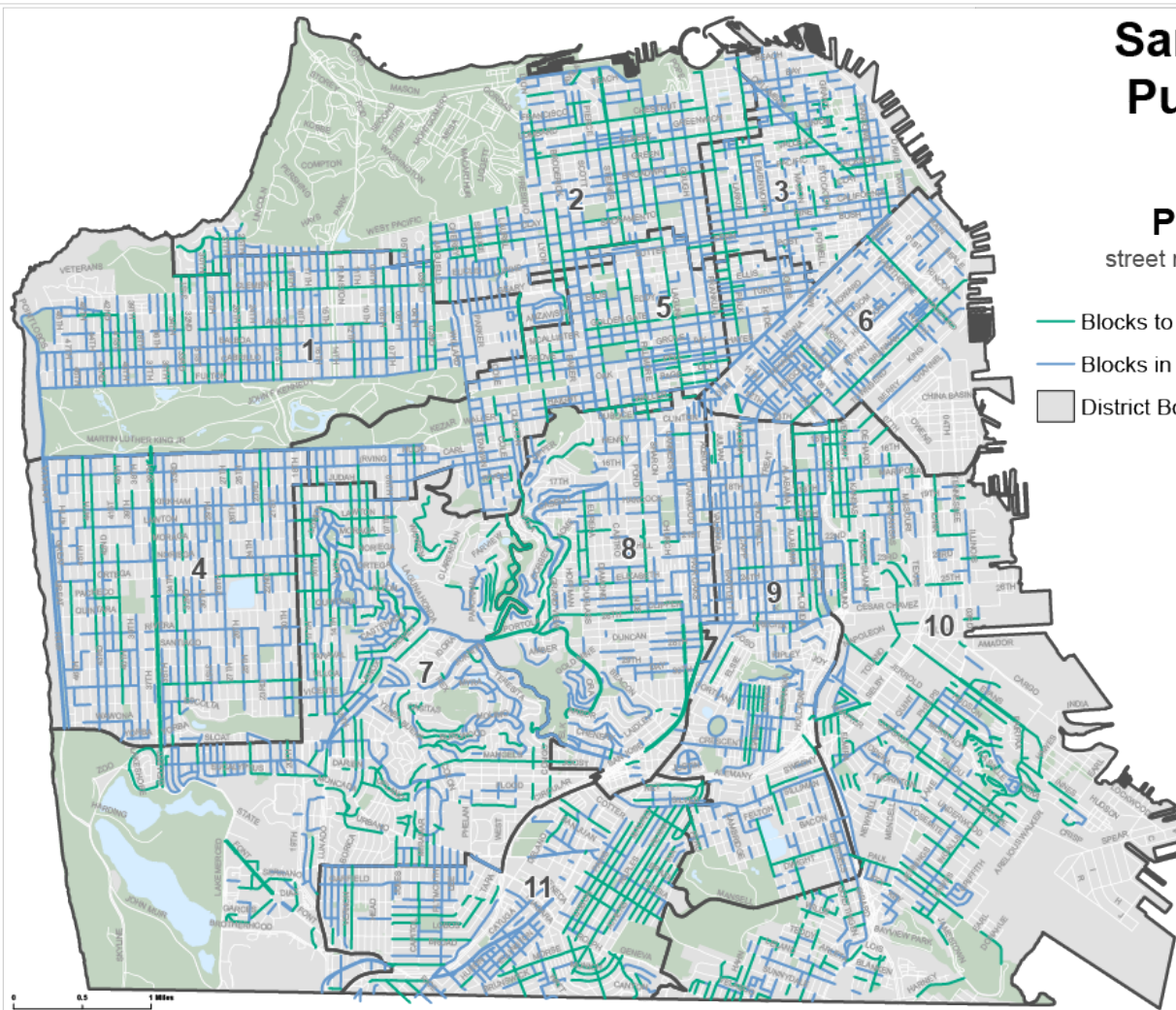
## San Francisco Public Works



### Paving Program

street renovation and preservation

- Blocks to be treated from FY14/15 - FY18/19
- Blocks in progress and completed since FY08/09
- District Boundaries



All paving program candidates shown are subject to substitution and schedule changes pending available funding, visual assessment, utility clearances and coordination with other agencies and are not guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise, causing the paving program candidates to be postponed or dropped from consideration.

03.27.2014

Data as of: 03.19.2014

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# Muni at a Glance

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- More than **700,000** trips on weekdays
- **75** transit lines
- About **3,500** transit stops
- **1,055** vehicles in the Muni fleet
- **Lowest fares** among peer transit agencies

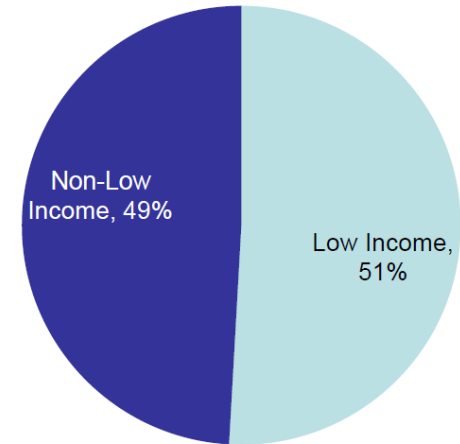
# Who Muni Serves

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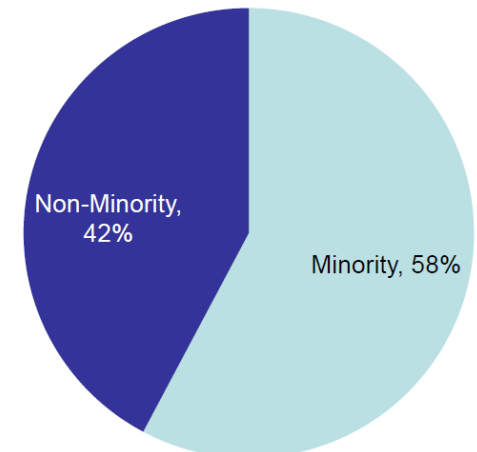
## Muni is critical to low-income and minority customers

- More than half of Muni customers are low income
  - Approximately 1 in 4 customers reported living in households making less than \$15,000 annually
- Almost 60% are minorities
- Almost 20% are 55 and older
- 53% of customers reported not owning or having access to a vehicle

Customer Income

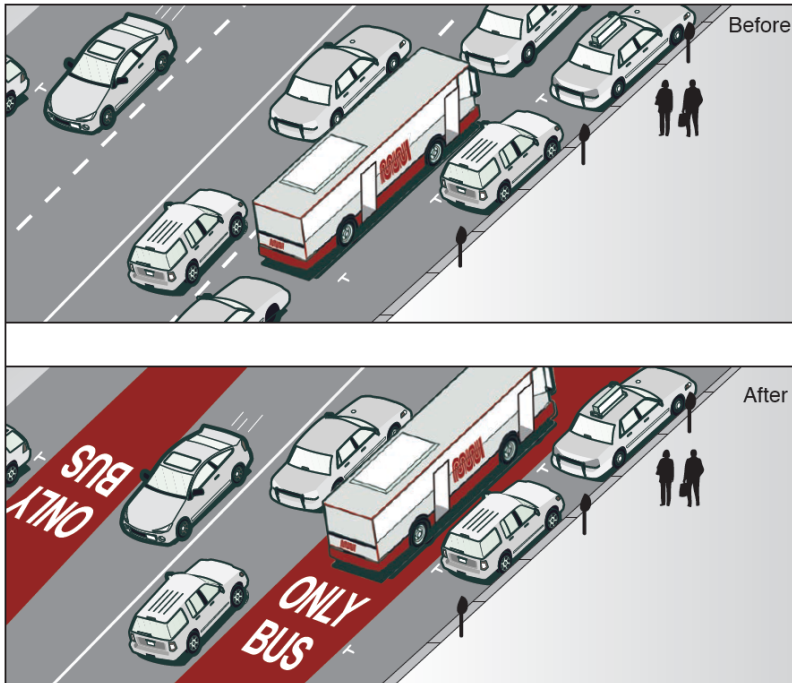


Customer Demographics



# How Right of Way Changes Speed Up Muni

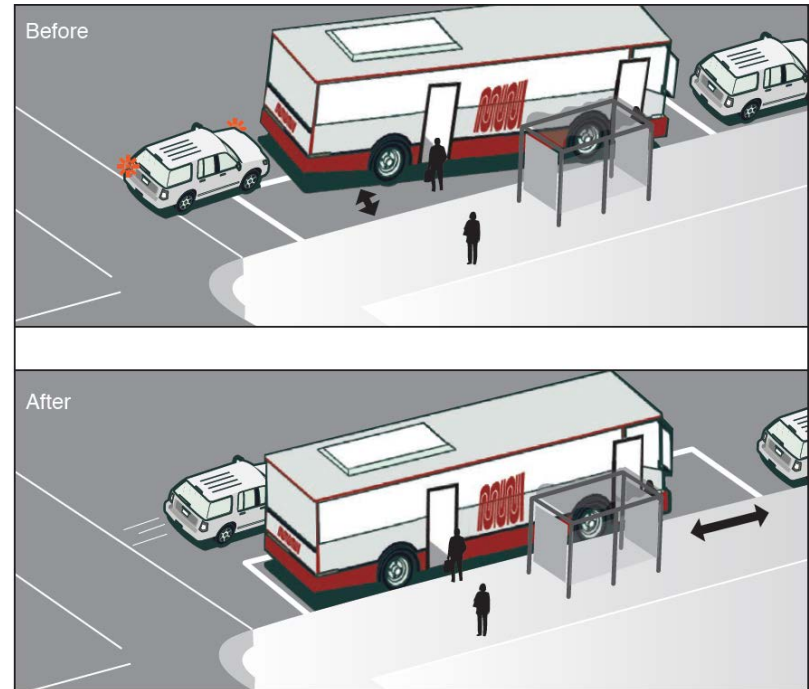
## Transit-only Lanes



Note: The above conceptual figure is not to scale and is for illustrative purposes only.

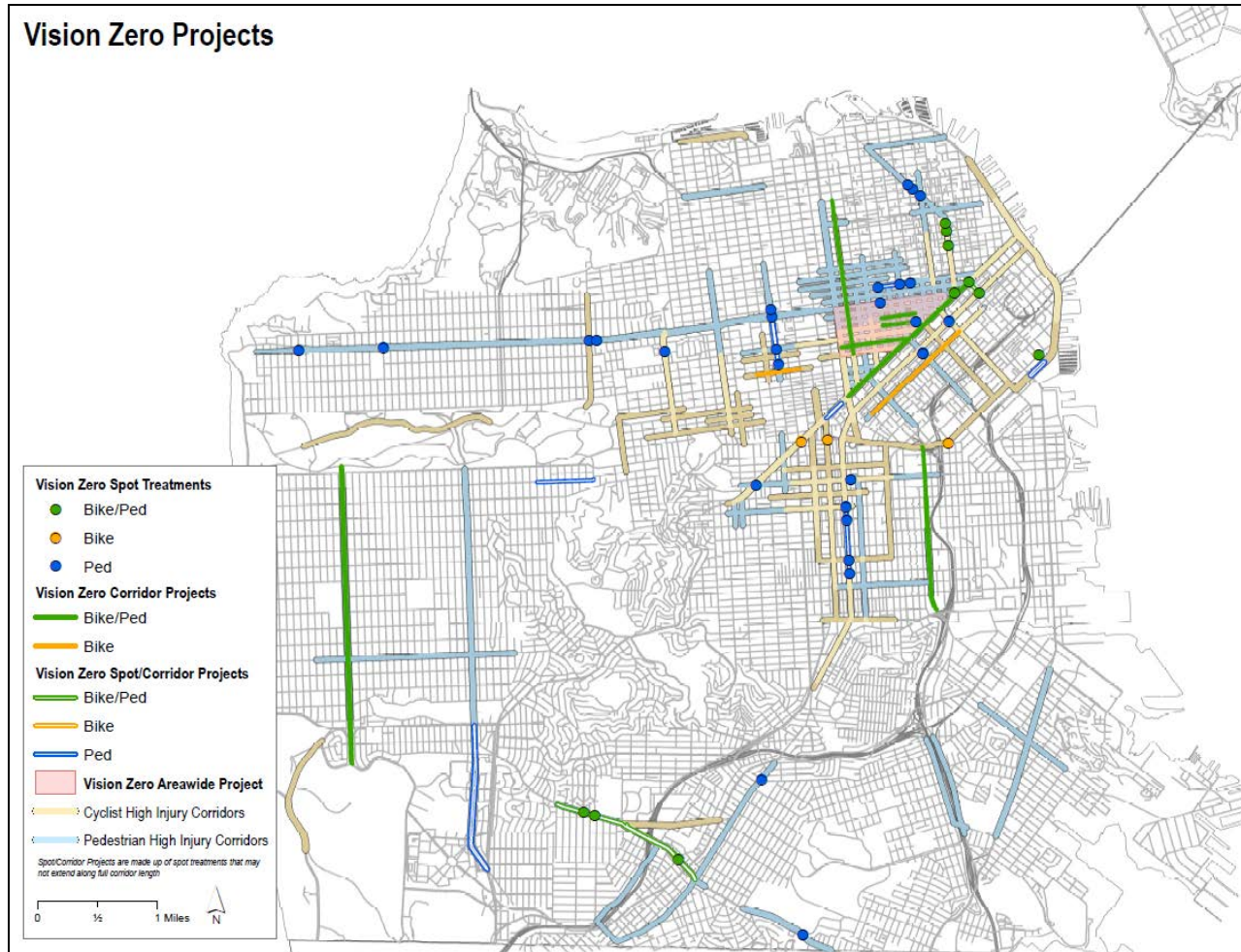
Changing an existing general-purpose lane to a transit-only lane greatly improves the reliability and speed of transit service

## Bus Zone Extensions



Extending bus zones improves customer boarding experience, reduces boarding time and decreases interference with traffic

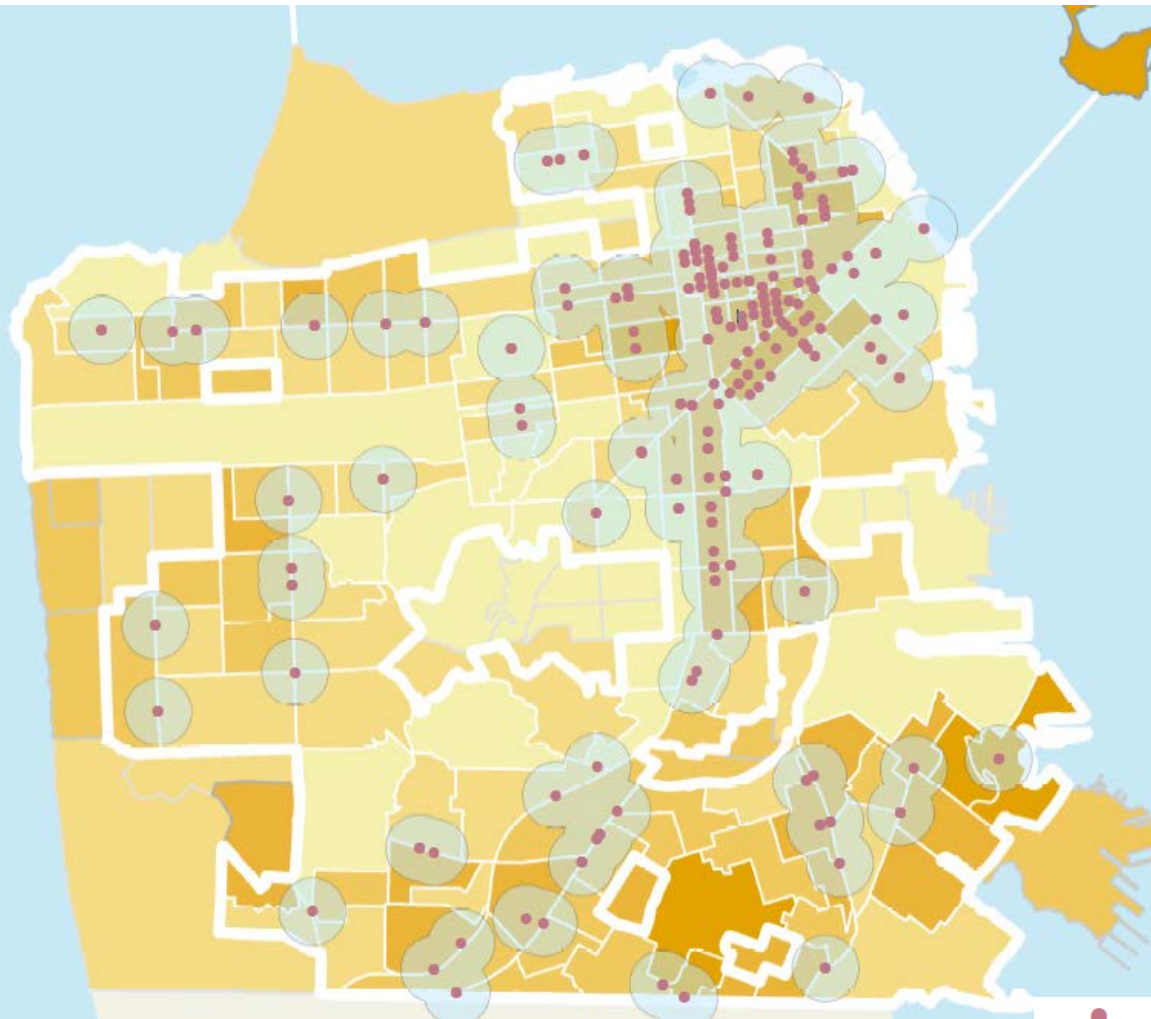
# Vision Zero Projects





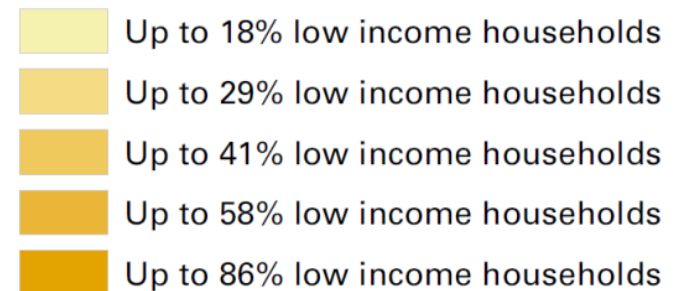
# Equity Analysis Example: WalkFirst


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


Example: WalkFirst, low-income analysis

1. Map locations of phase 1 & 2 physical improvements
2. Review demographic information of people who live nearby
3. Compare status of people who live nearby the improvement to citywide average

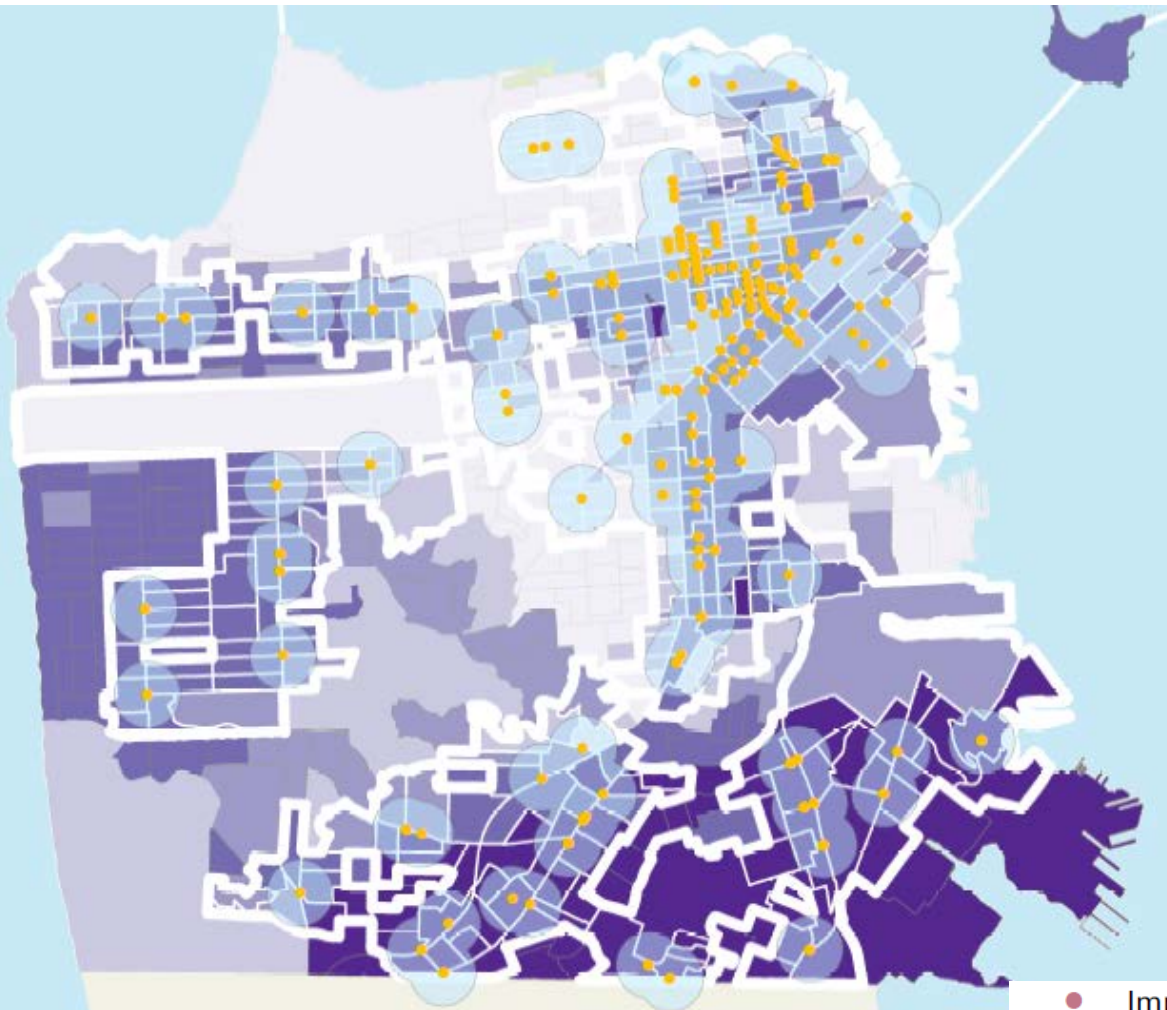


 Improvement site

 Quarter or half mile distance from improvement site

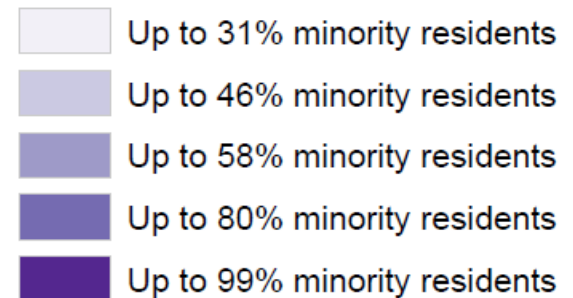
# Equity Analysis Example: WalkFirst

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Example: WalkFirst, minority residents analysis

1. Map locations of phase 1 & 2 physical improvements
2. Review demographic information of people who live nearby
3. Compare people who live nearby the improvement to citywide average



Improvement site

Quarter or half mile distance from improvement site

# Capital vs. Operating Budget

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## Capital Budget = Infrastructure Investments

- ▣ Paving projects
- ▣ New/overhauled vehicles
- ▣ Facility upgrades
- ▣ Curb ramps & crosswalks
- ▣ Rail replacement
- ▣ Bike lane enhancements

## Operating Budget = Keeping the System Running

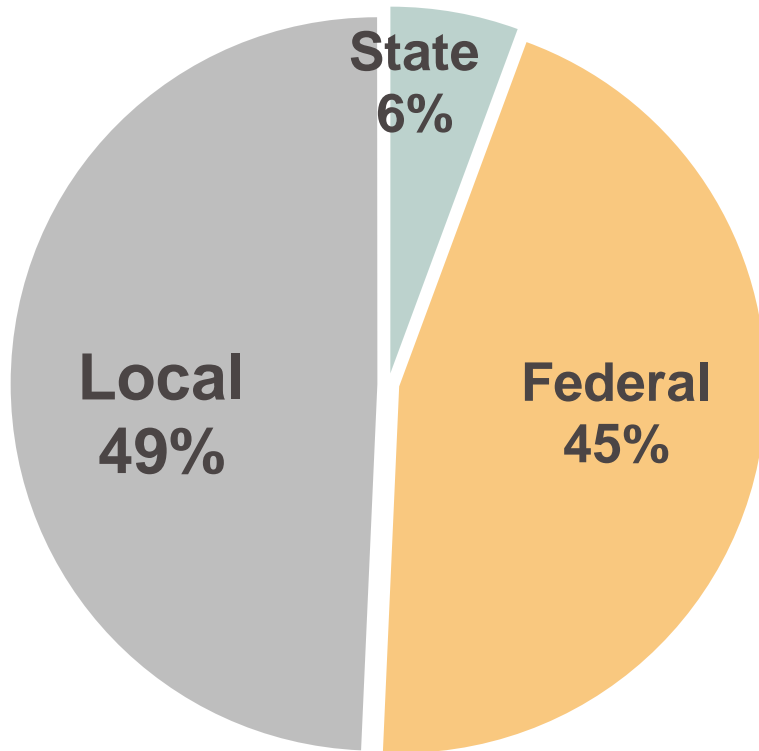
- ▣ Vehicle maintenance
- ▣ Contracts & services
- ▣ Salaries
- ▣ Insurance
- ▣ Rent/Mortgage
- ▣ Rainy Day Fund

# Capital vs. Operating Funds

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## SFMTA Capital Sources

FY15-19, including Transportation 2030



## SFMTA Operating Sources

Proposed FY15-16

