

Agenda Item 6.

Equity Analysis: Findings and Recommendations



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Expenditure Plan Advisory Committee
September 9, 2021

Racial Equity

Racial equity is a set of social justice practices, rooted in a solid understanding and analysis of historical and present-day oppression, aiming towards a goal of fairness for all. As an outcome, achieving racial equity would mean living in a world where race is no longer a factor in the distribution of opportunity. As a process, we apply racial equity when those most impacted by the structural racial inequities are meaningfully involved in the creation and implementation of the institutional policies and practices that impact their lives.



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– Adapted by San Francisco Office of Racial Equity from
Anti-Oppression Resource and Training Alliance (AORTA)

Why do a Racial Equity Analysis?

Without intentional intervention, institutions and structures will continue to perpetuate racial inequities

We acknowledge sales taxes are regressive

We want to ensure the sales tax program advances equity through its investments and with a transparent and accountable process



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Equity Implications of Sales Taxes



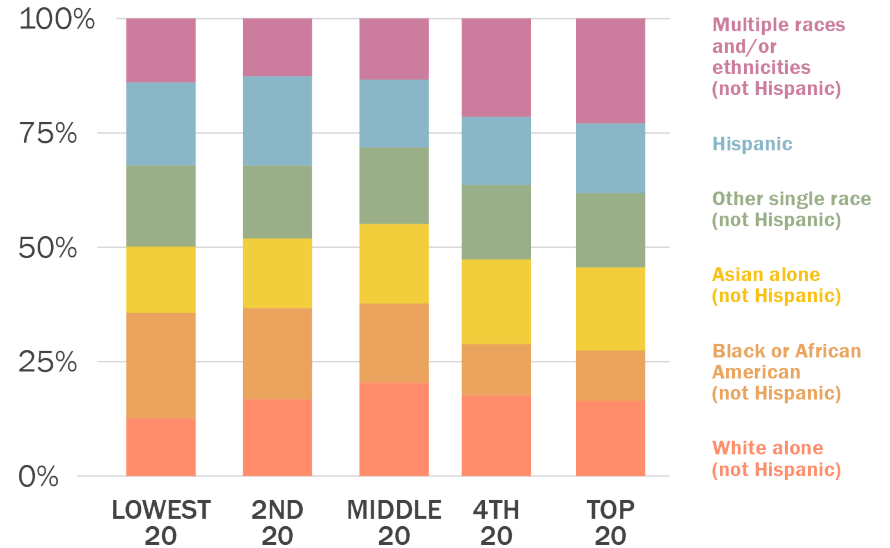
Bay Area Combined Sales Taxes

Share of household income



The share of household income of sales taxes by income bracket.
SPUR's "Creating a Bay Area Sales Tax Fairness Credit" webinar, October 28, 2020

Distribution of Race Through Income Groups



Distribution of race through income groups.
SPUR's "Creating a Bay Area Sales Tax Fairness Credit" webinar, October 28, 2020

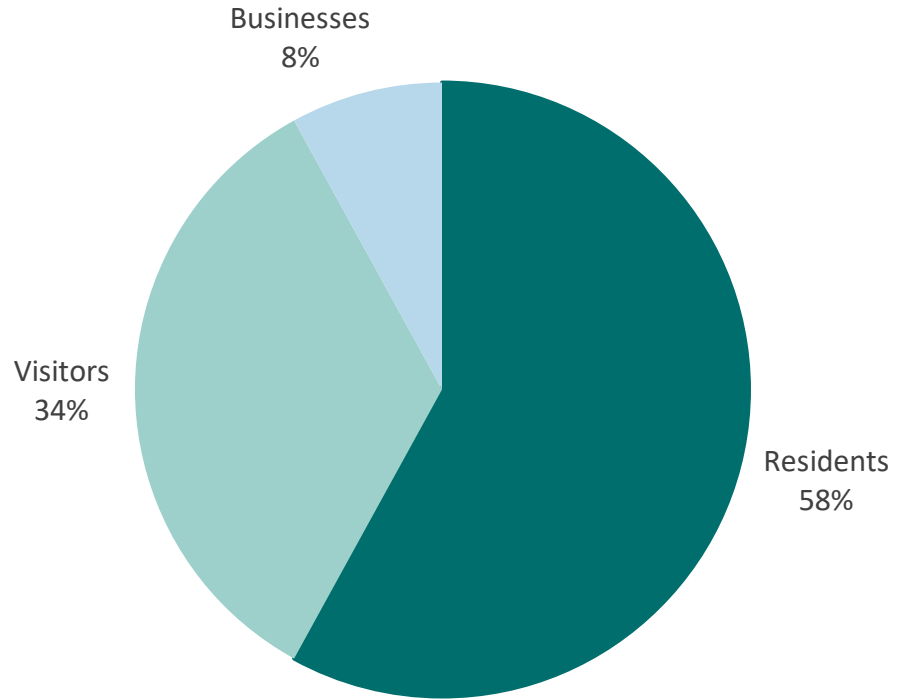
Who Pays the Sales Tax

58% of the sales tax collected in San Francisco is paid by residents; visitors pay 34% and businesses pay 8%



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San Francisco Sales Tax Contributions by Group



Source: San Francisco Chief Economist, 2017.



- Informed Expenditure Plan **process** including outreach strategy
- Informing **programs** to be funded in the New Expenditure Plan
- Will help guide **administration** of the New Expenditure Plan

Racial Equity Toolkit

An Opportunity to Operationalize Equity



LOCAL AND REGIONAL
GOVERNMENT ALLIANCE ON
RACE & EQUITY

[RACIALEQUITYALLIANCE.ORG](https://racialequityalliance.org)

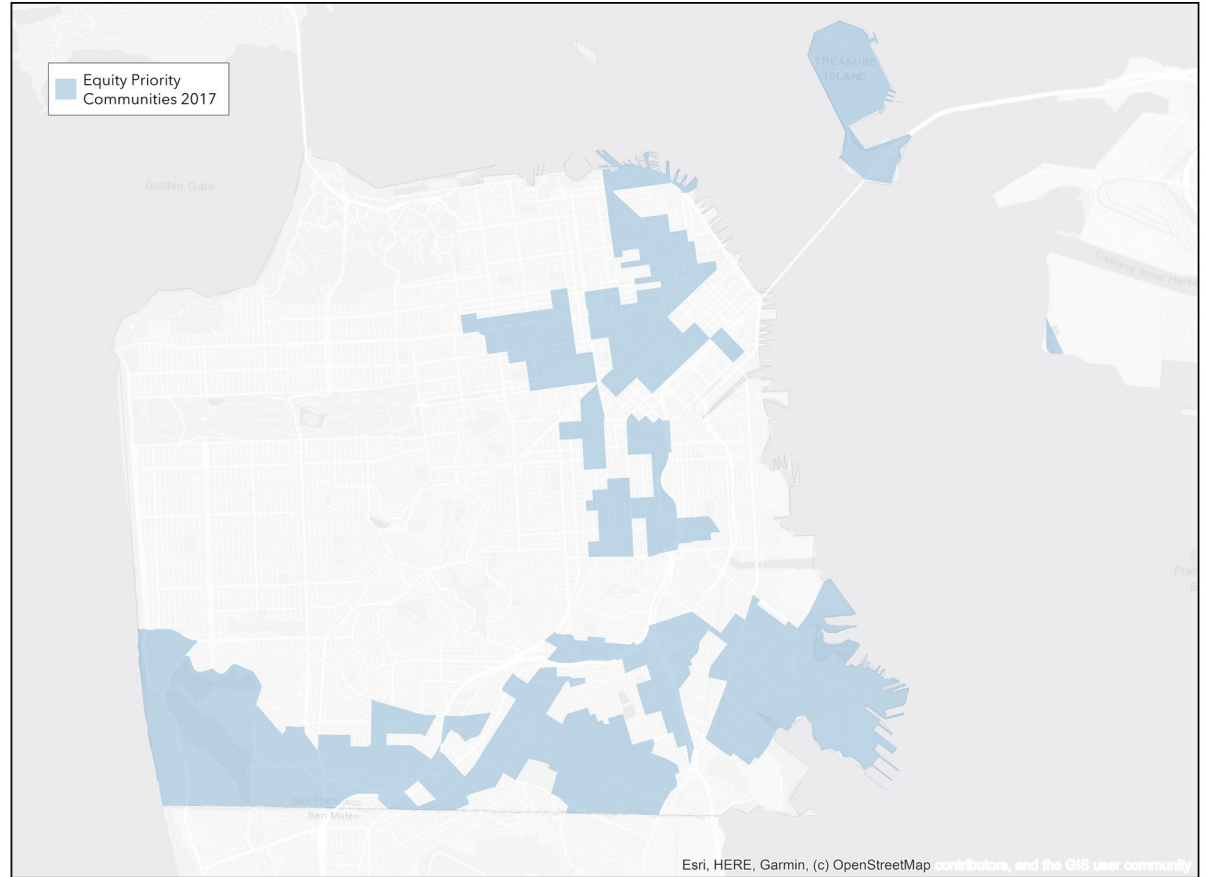
Equity Priority Communities (EPCs)

~51% of low-income
San Franciscans live
within EPCs

~65% of residents of
color live within EPCs



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Source: Metropolitan Transportation Commission data, 2017.

Defined by MTC:

- 1. Census tract exceeds thresholds for both low-income and people of color; OR**
- 2. Census tract exceeds threshold for low-income and three or more other variables**
 - People of Color (70% threshold)
 - Limited English Proficiency (20%)
 - Zero-Vehicle Households (10%)
 - People with a Disability (25%)
 - Low-Income (<200% Federal Poverty Level) (30%)
 - Seniors 75 Years and Over (10%)
 - Single Parent Families (20%)
 - Rent-Burdened Households (15%)

Equity Analysis Findings

Needs vary across Equity Priority Communities and citywide

- Travel Time and Job Access
- Accessibility for Seniors and People with Disabilities
- Transportation Costs
- Traffic Safety
- Public Health

Need for more engagement and partnerships

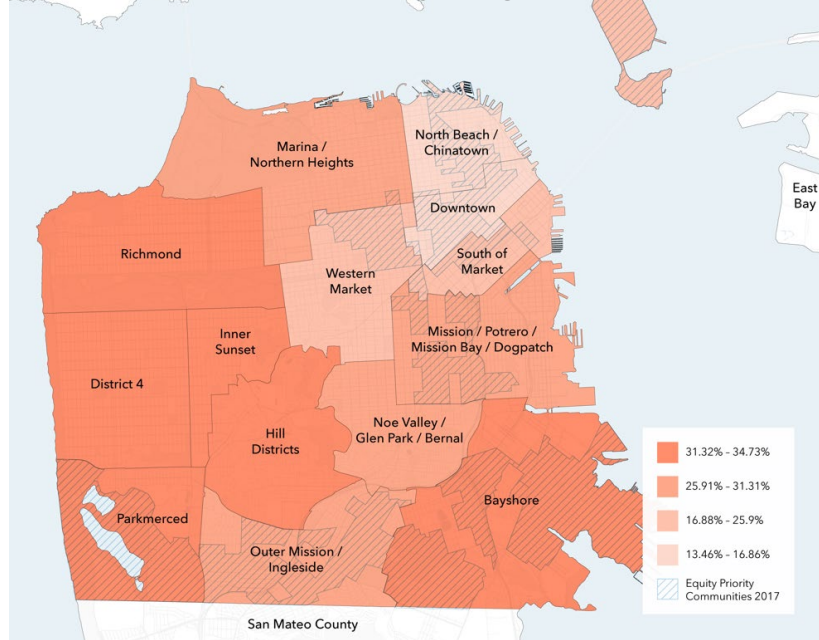


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How do people travel?

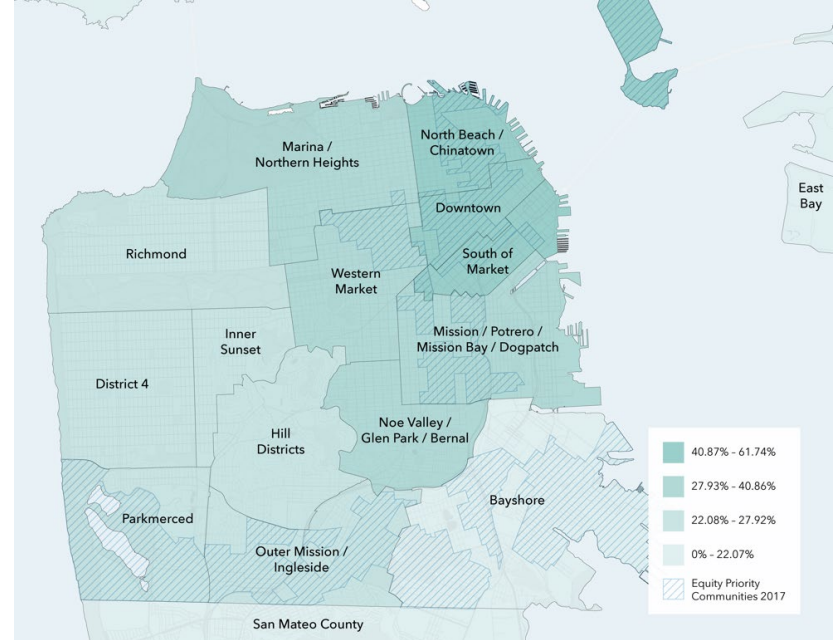
Driving alone is more prevalent in outer neighborhoods with less transit access

2015 Drive Alone Rates by Origin District



Source: ConnectSF Statement of Needs, published 2019

2015 Transit and Active Mode Share

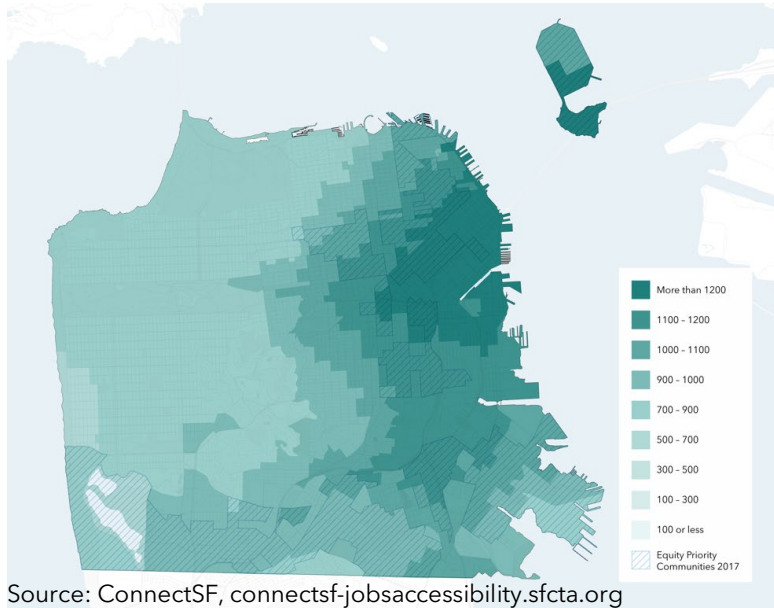


Source: ConnectSF Statement of Needs, published 2019

Access to Jobs & Travel Time

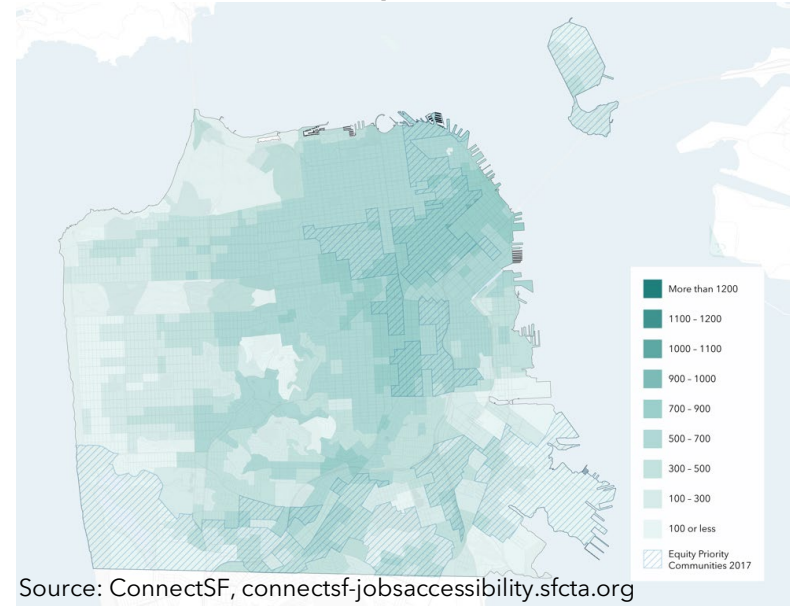
People in the city's core and Mission corridor have the best accessibility to jobs by both automobile and transit

Thousands of Jobs Accessible by a
30-minute Automobile Trip, 2015



Source: ConnectSF, connectsf-jobsaccessibility.sfcta.org

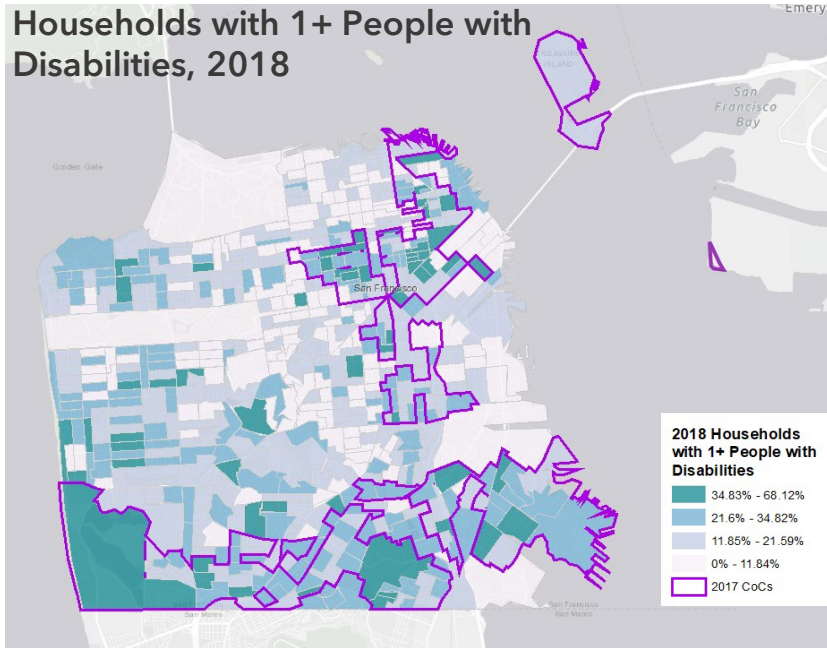
Thousands of Jobs Accessible by
a 45-minute Transit Trip, 2015



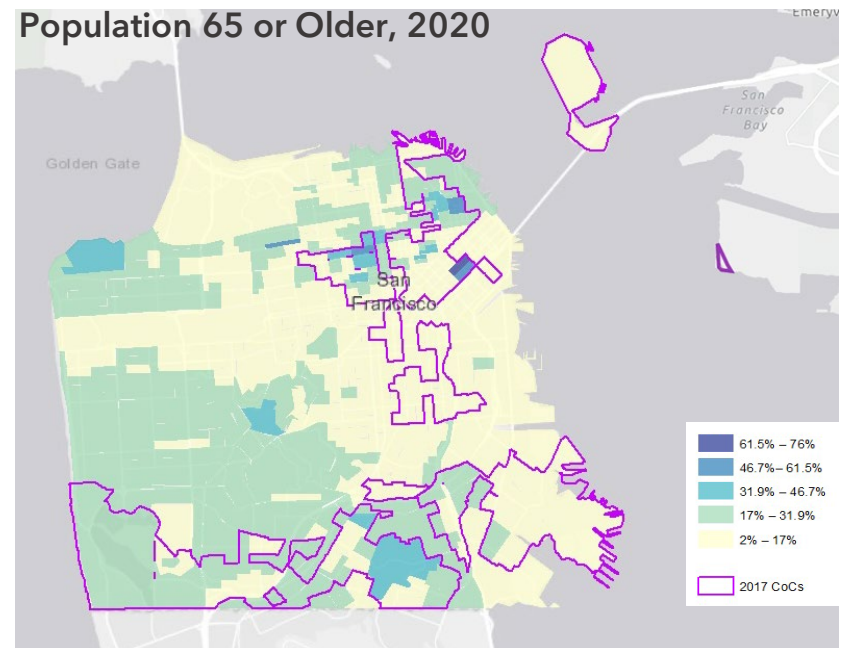
Source: ConnectSF, connectsf-jobsaccessibility.sfcta.org

Accessibility for Seniors & People with Disabilities

People with disabilities are more concentrated in EPCs;
Seniors are more dispersed



Source: "At Risk Population," American Community Survey, Esri 2018

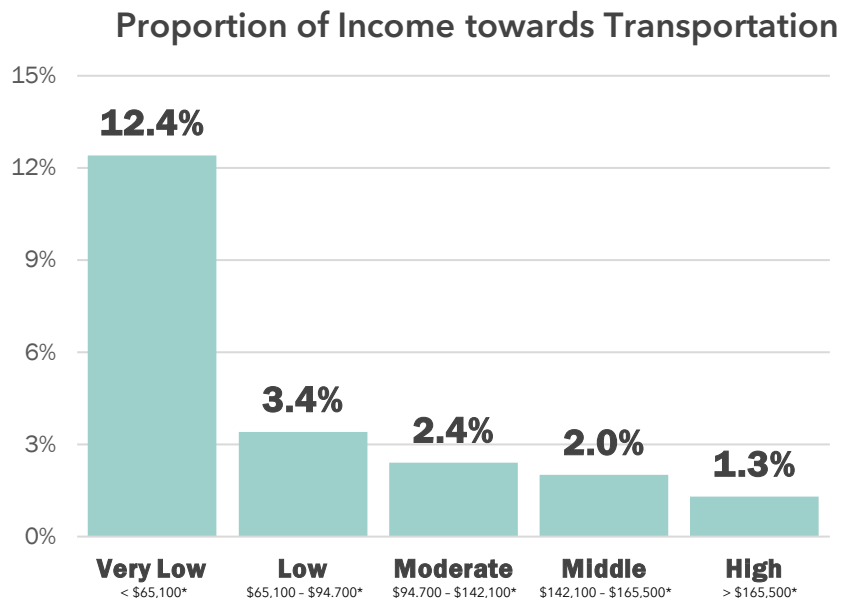


Source: US Census data, Esri estimates for 2020

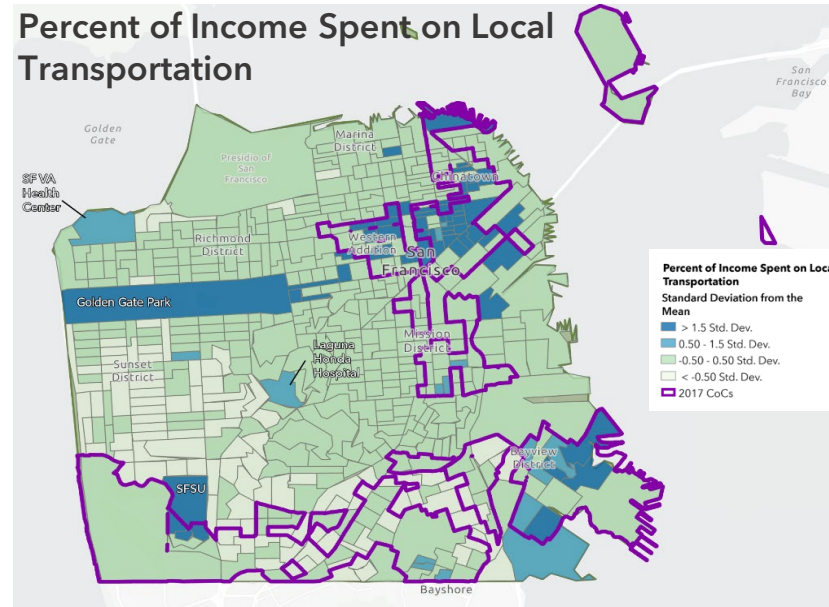
Transportation Costs



Low-income households spend a higher portion of their income on transportation, notably residents in Chinatown, Tenderloin, Western Addition, and Bayview neighborhoods



* Income numbers are for a family of four. Source: SF-CHAMP Model



Source: "2020 Transportation," Esri and Bureau of Labor Statistics

Traffic Safety

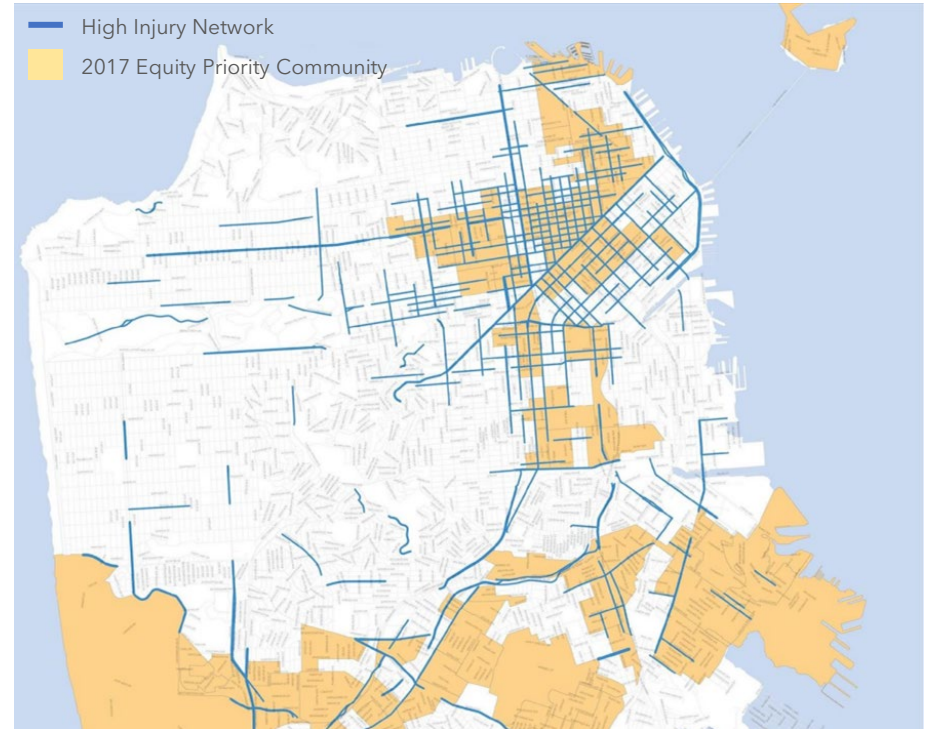


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High Injury Network: 13% of city streets account for 75% of severe and fatal injuries

Half of the High Injury Network is in EPCs

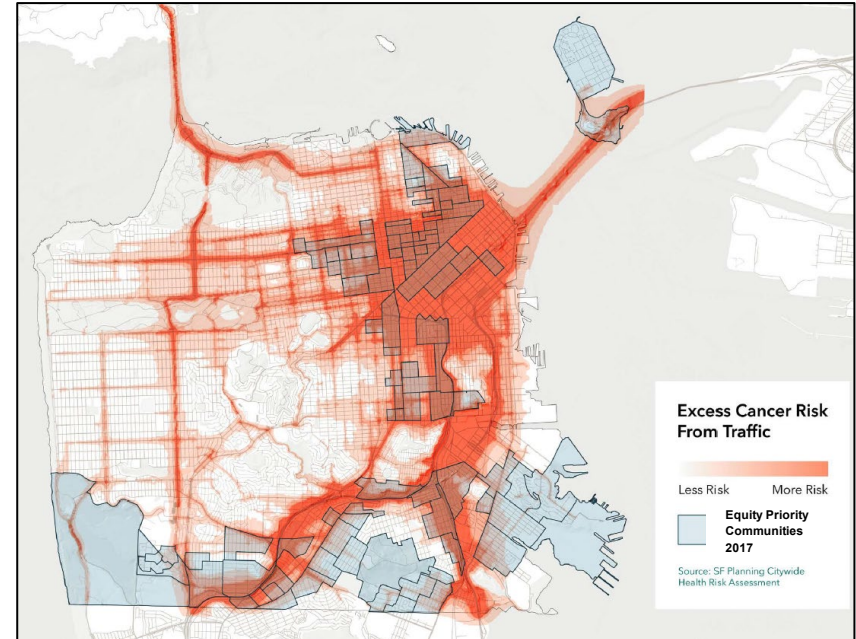
People of Color are disproportionately impacted by traffic deaths in the city



Source: San Francisco Department of Public Health, 2017,
<https://www.visionzerosf.org/maps-data/>

Many EPCs are at elevated risk of developing cancer due to nearby traffic exhaust

Risk is particularly high for the Tenderloin, Chinatown, Western Addition, and EPCs adjacent to freeways



Source: SF Planning Citywide Health Risk Assessment

Need for Engagement and Partnerships

- Needs vary within and across EPCs
- People of color and those with low incomes have historically been excluded from planning processes
 - Lack of trust in government
 - Lack of pipeline of projects in EPCs



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1. Expenditure Plan Development Process
2. Expenditure Plan Investments
3. Expenditure Plan Administration



1. Expenditure Plan Development Process

- Community-focused Expenditure Plan Advisory Committee
- Robust outreach in multiple languages

Equity Analysis Recommendations



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Outreach Plan includes:

Community
Interviews

Non-English
Focus Groups

Join existing
community
meetings

Online Tool

Expenditure
Plan Advisory
Committee

Traditional,
social and
multi-lingual
media

Town Halls

Voter Opinion
Survey



2. Expenditure Plan Investments that:

- Improve travel time and accessibility
- Improve traffic safety and public health
- Address transportation costs
- Support community-based planning

Improve Travel Time and Accessibility



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- Continue funding paratransit for seniors and people with disabilities
- Invest in transit reliability and accessibility
- Solutions for first/last mile connections to transit
- Manage congestion on our streets and freeways



Improve Traffic Safety for All Road Users



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- Prioritize Safer Streets

- Bicycle and pedestrian safety
- Traffic calming, signals, and signs
- Vision Zero quick-build program
- Improve safety at freeway ramps
- Street resurfacing



Address Public Health



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- Support mode shift to sustainable and active modes: transit, walking, bicycling, and other emerging sustainable modes



Address Transportation Costs



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- Transit investments disproportionately benefit low-income households
 - 38% of Muni customers live in low-income households (compared to citywide 24% of households are low-income)
- Continue investing in the active transportation network to help people get around affordably
- Lead with equity in planning for demand management





- Equity Priority Neighborhood Program
 - Community-based planning, community-identified priorities
 - Includes local match funding for implementation
- Funding for equity studies throughout the city, not just in EPCs



3. Expenditure Plan Administration

- Transparency and Accountability should continue to be central to program administration
 - Board and Community Advisory Committee process
 - Transparent project prioritization process (5-year plans)
 - Annual independent audits

Any Questions?



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Breakout Discussions



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1. Is this analysis missing anything?
2. Are these investment recommendations to advance equity hitting the mark?
3. As we administer the new Expenditure Plan, should we:
 - Require priority for projects that disproportionately benefit EPCs and/or low-income communities?
 - Prioritize projects that come from community planning efforts or other equity analyses?

Report Out



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