Equity Analysis: Findings and Recommendations
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.

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

San Francisco Sales Tax Contributions by Group

Residents 58%
Visitors 34%
Businesses 8%

Racial Equity Toolkit

- 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
Equity Priority Communities (EPCs)

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

~65% of residents of color live within EPCs

Equity Priority Communities Criteria, 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
How do people travel?

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

2015 Drive Alone Rates by Origin District

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

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

Households with 1+ People with Disabilities, 2018

Population 65 or Older, 2020

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.

Proportion of Income towards Transportation

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Percent of Income Spent on Local Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>12.4%</td>
</tr>
<tr>
<td>Low</td>
<td>3.4%</td>
</tr>
<tr>
<td>Moderate</td>
<td>2.4%</td>
</tr>
<tr>
<td>Middle</td>
<td>2.0%</td>
</tr>
<tr>
<td>High</td>
<td>1.3%</td>
</tr>
</tbody>
</table>


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

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

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
Equity Analysis Recommendations

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

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
Equity Analysis Recommendations

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

- 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

- 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

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

- 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 affordability
- Lead with equity in planning for demand management
Community-based Planning

● 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?
Breakout Discussions

San Francisco County Transportation Authority
Discussion Questions

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?