Agenda Item 4.
Funding Trade-Offs

San Francisco
County Transportation
Authority

November 4, 2021
Preliminary Draft New Expenditure Plan

$2.4 billion (2020 $s) over 30 years

**Transit Maintenance & Enhancements, 43.9%**
- Muni, BART, Caltrain, Ferry
- Maintenance, rehabilitation and replacement
- Station/Access improvements
- Next generation transit planning

**Major Transit Projects, 23.4%**
- Muni Bus Reliability & Efficiency Improvements
- Muni Rail Core Capacity
- BART Core Capacity
- Caltrain Service Vision: Capital Investments
- Downtown Rail Extension & Pennsylvania Alignment

**Transportation System Development & Management, 6.8%**
- Community-based and citywide planning and implementation
- Equity studies and implementation
- Demand management (including pilots)

**Paratransit, 8.6%**
- Transit service for seniors and people with disabilities

**Streets & Freeways, 18.5%**
- Bicycle and pedestrian improvements
- Traffic calming and signals
- Street repaving
- Freeway safety and operations
- Freeway redesign planning
### Priority 1 Funding Level Comparison

<table>
<thead>
<tr>
<th>Investment Type</th>
<th>Prop K</th>
<th>Draft New EP</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Maintenance</td>
<td>40.0%</td>
<td>40.5%</td>
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</tr>
<tr>
<td>Major Transit Improvements &amp; Enhancements</td>
<td>26.0%</td>
<td>27.4%</td>
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<tr>
<td>Safe &amp; Complete Streets</td>
<td>10.5%</td>
<td>11.5%</td>
<td></td>
</tr>
<tr>
<td>Streets Maintenance (includes signals and signs)</td>
<td>10.6%</td>
<td>8.9%</td>
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</tr>
<tr>
<td>Paratransit</td>
<td>8.6%</td>
<td>8.6%</td>
<td></td>
</tr>
<tr>
<td>Transportation Demand Management, Citywide &amp; Neighborhood Planning</td>
<td>1.2%</td>
<td>2.4%</td>
<td></td>
</tr>
<tr>
<td>Freeway Safety, Operations, Redesign (planning)</td>
<td>3.4%</td>
<td>1.8%</td>
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</tbody>
</table>

Prop K percentages may not sum to 100% due to rounding errors. Preliminary Draft EP does not sum to 100%.
Relative funding levels for different programs

What have we heard from EPAC members so far?

There is some interest in increasing funding for:

1. **Paratransit**
2. **Curb Ramps**
3. **Street Trees**
4. **Safer Streets**
   including Traffic Signals Maintenance
5. **Transportation Demand Management**
6. **Community-Based Planning**
7. **BART**
8. **Ferry**
Staff Recommendation: Increase Paratransit Funding

- Key Equity Investment for Seniors and People with Disabilities (a growing population)
- Priority for SFMTA
- Important to EPAC members; highlighted in public engagement
Paratransit Funding

• Older adults are the fastest growing age group in San Francisco: nearly 30% of San Francisco residents will be age 60 or older by 2030¹

• Average annual trips provided (in the last 5 years pre-COVID): 762,000

• On average, the current sales tax has funded about 40% of the SFMTA paratransit operating budget

¹San Francisco Department of Disability and Aging Services, 2018
Paratransit Sales Tax Funding: Historic

The average Prop K share of the paratransit budget since inception has been ~40%.
## Paratransit Funding: FY 2021/22

<table>
<thead>
<tr>
<th>Funding Type</th>
<th>Fund Source</th>
<th>Funding Amount</th>
<th>Fund Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>SMFTA Operating Budget</td>
<td>$11,186,500</td>
<td>35%</td>
</tr>
<tr>
<td>Local</td>
<td>Prop K Half-Cent Sales Tax</td>
<td>$10,223,010</td>
<td>32%</td>
</tr>
<tr>
<td>Federal</td>
<td>FTA Section 5307</td>
<td>$4,782,205</td>
<td>15%</td>
</tr>
<tr>
<td>State</td>
<td>State Transit Assistance</td>
<td>$3,012,914</td>
<td>9%</td>
</tr>
<tr>
<td>Local</td>
<td>BART</td>
<td>$2,155,785</td>
<td>7%</td>
</tr>
<tr>
<td>Local</td>
<td>Department of Disabled and Aging Services</td>
<td>$800,000</td>
<td>2%</td>
</tr>
<tr>
<td>Total Funding</td>
<td></td>
<td>$32,170,414</td>
<td>100%</td>
</tr>
</tbody>
</table>
SF Paratransit 101

Annette Williams
November 18, 2021
Expenditure Plan Advisory Committee
SF Paratransit Program

- Door to door transportation for those ADA eligible - unable to use fixed-route transit independently
- Three main modes
  - SF Access Van
  - Group Van
  - Taxi/Ramped Taxi
Structure of the SF Paratransit Program

- San Francisco Municipal Transportation Agency
  - Division of Taxis and Accessible Services
    - Accessible Services
    - Paratransit Coordinating Council
      - SF Paratransit Broker
        - Transdev
          - SF Access
            - Transdev Transit Services
              - 14,994 Registered Riders
      - Group Van
        - Transdev
        - Self Help for the Elderly
        - Kimochi

Taxi Providers:
- ABC
- Alliance
- American
- Comfort
- Crown
- Eco
- Flywheel
- Fog City
- Green
- Lucky
- Metro
- National
- Regents
- Serra
- SF Super
- SF Taxi
- Town
- USA
- Veterans
- Yellow
SF Paratransit Brokerage Service

• Administered through a contract with Transdev
  • Service Quality Monitoring
  • ADA Eligibility Certification
  • Customer Interface
  • Fare Media Sales
  • Mobility Management
  • SF Access Van service
  • Subcontracting of other Transportation Services
SF Access Service

- Traditional ADA service door-to-door service
- Pre-schedule 1 to 7 days in advance
- ¾ mile from all Muni bus routes including in Daly City
- 98% on time performance rate
- 110,650 trips completed, including 34,000 wheelchair trips, in FY21
Group Van Service

- Group transportation to/from single location, e.g. Adult Day Health Center
- All trips are prescheduled in coordination with the agency
Taxi Services

- Same day, general public taxis, includes ~40 ramped taxis
- All taxis in San Francisco required to participate

- All taxi riders receive a paratransit taxi debit card to pay fares and track trips
- 267,955 trips completed, including 9,900 trips for wheelchair users and 63,000 ETC trips, in FY21
Essential Trip Card Program (ETC Program)

- Subsidized taxi program for seniors/disabled to complete essential trips during pandemic
- Launched in April 2020 to complement Muni Core Service for seniors and persons with disabilities
- Over 4,300 registered riders who have completed 96,000 trips (as of November 10, 2021)
Shop-a-Round and Van Gogh

• Travel to grocery stores & farmers markets
• Driver will assist passenger and grocery bags to front door
• Shop-a-Round Taxi available

• Provides group transportation to seniors and people with disabilities to cultural and social events to reduce social isolation
Mobility Management

• Educating and referring seniors and individuals with disabilities to services and programs that improves their access to transportation

• Working in partnership with Department of Public Health to develop the CHOICE program for two medical clinics at Potrero Hill and Bayview/Hunter’s Point neighborhoods

• Engaging in online outreach and working to update and digitize brochures during COVID-19
Questions?

Contact Information

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Director of Accessible Services
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anntette.williams@sfmta.com
Questions?
Option A: Maintain 8.6% Funding from Prop K

Preliminary Draft Expenditure Plan level

- Priority 1 Funding: $205.4 million (8.6%)
- Priority 2 Funding: n/a
- Total Funding: $205.4 million

SFMTA staff ask:
40% of the FY 2021/22 budget - $12.5 million/year or $375 million over 30 years
Option B: Increase Funding - $280 million total

$12 million/year for ~20 years with Priority 1 funding and an additional ~3 years with Priority 2 funding

- Priority 1 Funding: $240.0 million (10.1%)
- Priority 2 Funding: $40.0 million (18.5%)
- Total Funding: $280.0 million
Option C: Increase Funding - $300 million total

$12 million/year for ~18 years with Priority 1 funding and an additional ~7 years with Priority 2 funding

• Priority 1 Funding: $220.0 million (9.2%)
• Priority 2 Funding: $80.0 million (37.0%)
• Total Funding: $300.0 million
## Funding Trade-Offs

<table>
<thead>
<tr>
<th>Options</th>
<th>Priority 1 Millions of 2020$</th>
<th>Priority 1 Percent</th>
<th>Priority 2 Millions of 2020$</th>
<th>Priority 2 Percent</th>
<th>Priority 1 + Priority 2 Millions of 2020$</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option A:</strong> Preliminary Draft EP</td>
<td>$205.4</td>
<td>8.6%</td>
<td>n/a</td>
<td>n/a</td>
<td>$205.4</td>
</tr>
</tbody>
</table>
| **Option B:**  
  Priority 1: $12M/year for ~20 years  
  Priority 2: adds ~3 more years | $240.0                      | 10.1%              | $40.0                        | 18.5%              | $280.0                                   |
| **Option C:**  
  Priority 1: $12M/year for ~18 years  
  Priority 2: adds ~7 more years | $220.0                      | 9.2%               | $80.0                        | 37.0%              | $300.0                                   |

*Total Priority 2 Funding Available: $216 million
## Priority 1 Funding Trade-Offs

<table>
<thead>
<tr>
<th>Where could funding come from?</th>
<th>Preliminary Draft EP</th>
<th>Potential Funding Change</th>
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<tr>
<td><strong>Potential categories</strong></td>
<td>Priority 1 (Millions of 2020$)</td>
<td>Priority 1 percent</td>
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<tr>
<td>Muni Rail Core Capacity</td>
<td>$57.0</td>
<td>2.4%</td>
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<tr>
<td>Muni Vehicles, Facilities and Guideways Maintenance</td>
<td>$809.3</td>
<td>34.0%</td>
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- This is an example of where funding could come from for Option B. Option C would require less Priority 1 funding.
- Proposed options represent a trade-off between Muni Capital and Operations
Priority 2 Tradeoffs

Priority 2 funds for paratransit need to be considered along with other programs.

So far, we have heard interest in potential increasing funding for:

1. Paratransit
2. Curb Ramps
3. Street Trees
4. Safer Streets including Traffic Signals Maintenance
5. Transportation Demand Management
6. Community-Based Planning
7. BART
8. Ferry
Priority 2 & 3 Funding in Prop K

Top 4 Priority 2 funding

• Muni Vehicles Maintenance (24.9%)
• Muni Guideways Maintenance (15.1%)
• Downtown Rail Extension (11.7%)
• Paratransit (8.7%)

Top 4 Priority 3 funding

• Paratransit (33.5%)
• Geary Light Rail Transit (28.4%)
• Pedestrian Circulation/Safety (13.9%)
• Bicycle Circulation/Safety (13.4%)
Questions & Discussion
POLL: Which option do you support?

Please respond to the Zoom poll on your screen*

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<thead>
<tr>
<th>Options</th>
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<td>Priority 2: adds ~7 more years</td>
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*This isn’t an official vote of the EPAC, just a ‘temperature check’ to see where the group is leaning.
How interested are you in increasing funding for these programs?

1. Curb Ramps
2. Street Trees
3. Safer Streets including Traffic Signals Maintenance
4. Transportation Demand Management
5. Community-Based Planning
6. BART
7. Ferry
8. Other?
Priority 2 Funding

$216 million additional in Priority 2

How would you spend these revenues?

• No staff proposal yet
• Priority 2 funding is less certain
• Priority 2 funding would only be available to programs if revenues are forecasted to exceed Priority 1 in the future
• Discussion to be continued at future EPAC meetings
Questions?