

Agenda Item 4.

Funding Trade-Offs



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November 4, 2021

Preliminary Draft New Expenditure Plan



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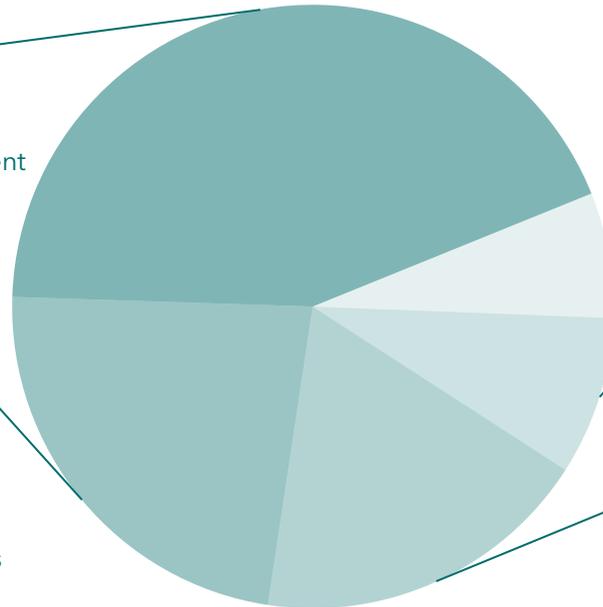
\$2.4 billion (2020 \$s) over 30 years

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



Investment Type	Prop K	Draft New EP	Change
Transit Maintenance	40.0%	40.5%	=
Major Transit Improvements & Enhancements	26.0%	27.4%	↑
Safe & Complete Streets	10.5%	11.5%	↑
Streets Maintenance (includes signals and signs)	10.6%	8.9%	↓
Paratransit	8.6%	8.6%	=
Transportation Demand Management, Citywide & Neighborhood Planning	1.2%	2.4%	↑
Freeway Safety, Operations, Redesign (planning)	3.4%	1.8%	↓

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



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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



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- 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



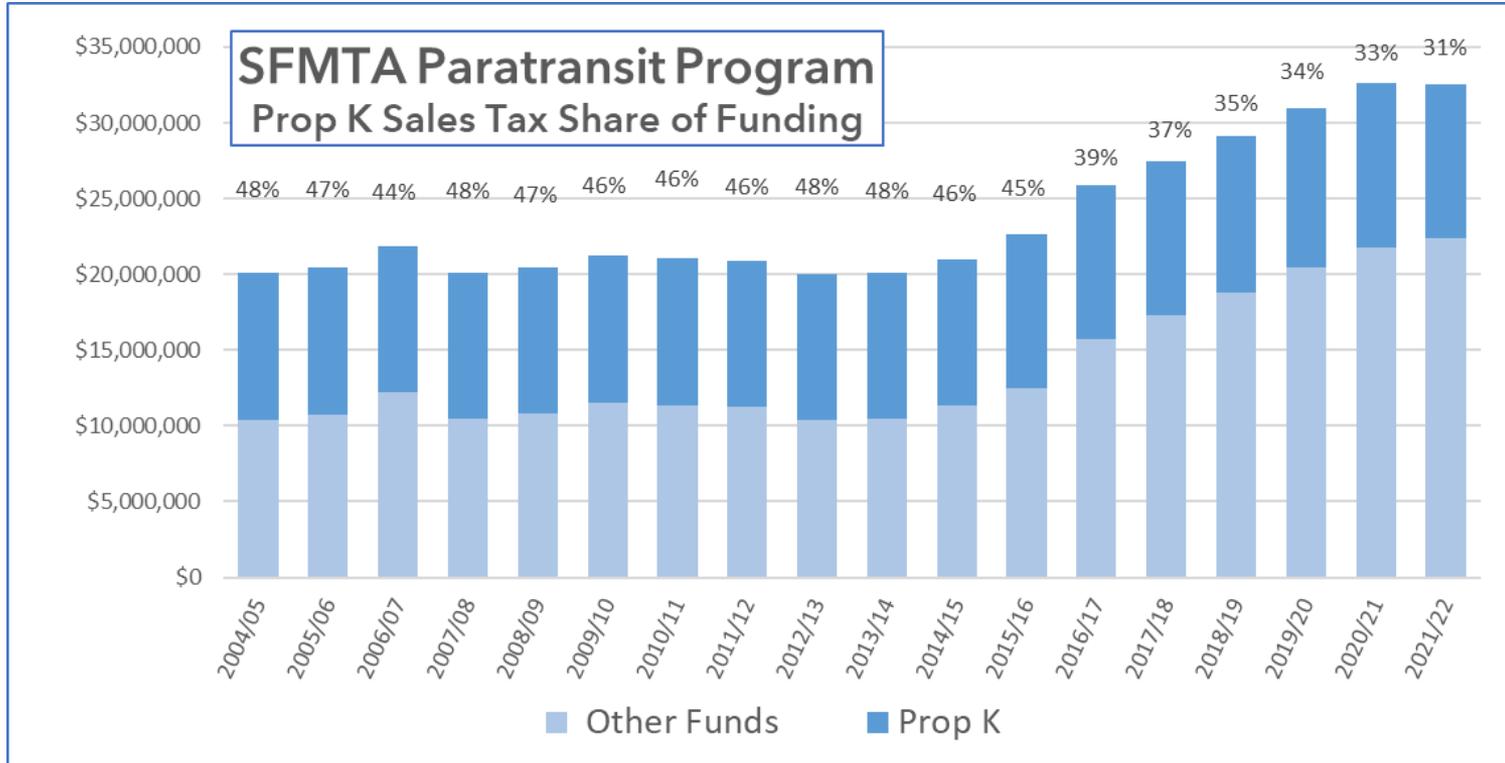
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- Older adults are the fastest growing age group in San Francisco: **nearly 30% of San Francisco residents will be age 60 or older by 2030¹**
- Average annual trips provided (in the last 5 years pre-COVID): **762,000**
- On average, the current sales tax has funded about **40% of the SFMTA paratransit operating budget**



¹San Francisco Department of Disability and Aging Services, 2018⁶

Paratransit Sales Tax Funding: Historic



The average Prop K share of the paratransit budget since inception has been ~40%.

Paratransit Funding: FY 2021/22



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



SF Paratransit 101

Annette Williams

November 18, 2021

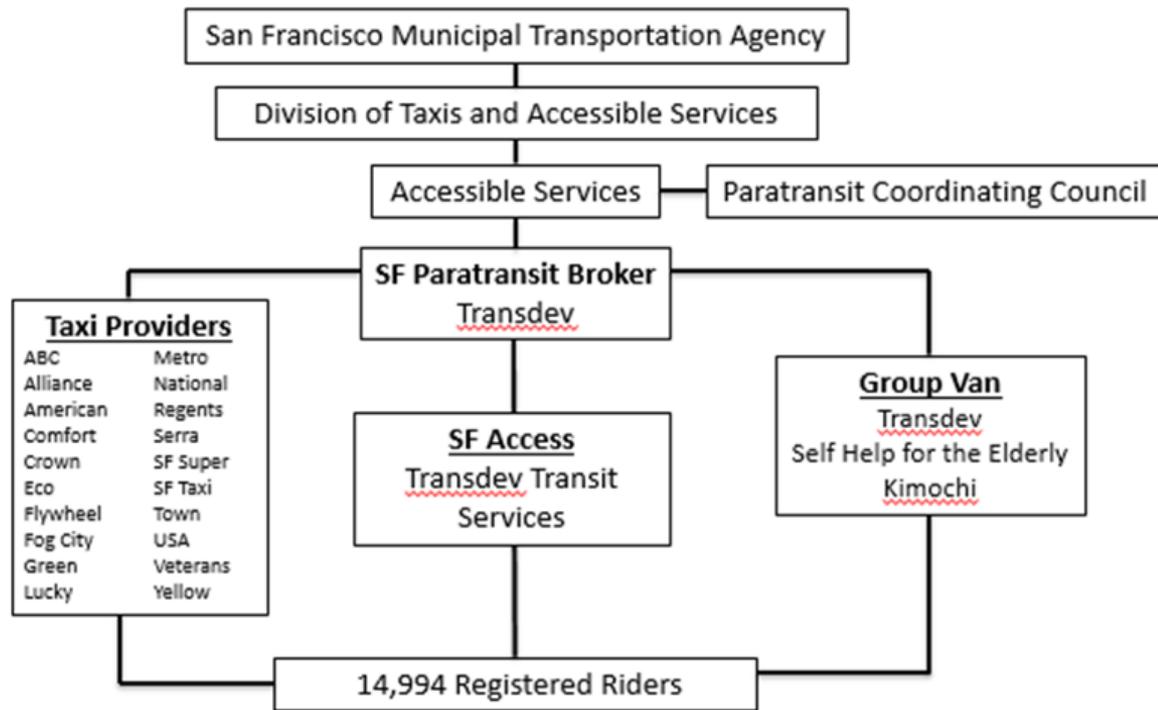
Expenditure Plan Advisory Committee

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



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
- $\frac{3}{4}$ 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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Questions?



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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

Options	Priority 1 Millions of 2020\$	Priority 1 Percent	Priority 2 Millions of 2020\$*	Priority 2 Percent*	Priority 1 + Priority 2 Millions of 2020\$
Option A: Preliminary Draft EP	\$205.4	8.6%	n/a	n/a	\$205.4
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



Where could funding come from?	Preliminary Draft EP		Potential Funding Change	
	Priority 1 (Millions of 2020\$)	Priority 1 percent	Priority 1 (Millions of 2020\$)	Priority 1 percent
Muni Rail Core Capacity	\$57.0	2.4%	(\$7)	0.3%
Muni Vehicles, Facilities and Guideways Maintenance	\$809.3	34.0%	(\$28)	1.1%

- 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



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POLL: Which option do you support?



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Please respond to the Zoom poll on your screen*

Options	Priority 1 Millions of 2020\$	Priority 1 Percent	Priority 2 Millions of 2020\$	Priority 2 Percent*	Priority 1 + Priority 2 Millions of 2020\$
Option A: Preliminary Draft EP	\$205.4	8.6%	n/a	n/a	\$205.4
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

*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?**



\$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?



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