

# Expenditure Plan Advisory Committee (EPAC)

## Meeting #7



San Francisco  
County Transportation  
Authority

REVISED December 9, 2021

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## Using Zoom

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**EPAC members: Update your name and follow with "EPAC"**

e.g. Michelle Beaulieu, EPAC

## Having Trouble?

Send chat (Chats only go to project team.)



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# Agenda

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1. Roll Call
2. EPAC Chair's Remarks
3. Meeting #6 Recap, Minutes, and Follow-Ups
4. Draft Expenditure Plan Discussion
5. Public Comment
6. Adjournment



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# Agenda Item 1.

## Roll Call



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## Roll Call & Introductions

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**EPAC Members Roll Call:** please say "here"

If on a computer, press UNMUTE

If on phone:

\*6 to unmute



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# Agenda Item 2.

## EPAC Chair's Remarks



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# Agenda Item 3.

## Meeting #6 Recap, Minutes & Follow-Ups



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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 Signal Maintenance
5. BART
6. Transportation Demand Management
7. Community-Based Planning
8. Ferry





## What have we heard from EPAC members so far?

There is some interest in making these project types eligible for sales tax funding:

1. Pedestrian lighting as a stand-alone investment (currently only eligible as part of larger corridor projects)
2. Alleyway improvements
3. Transit education (similar to bike/pedestrian education)



### What have we heard from EPAC members so far?

1. Equity is important to the project selection process
  - a. Needs to be clearly defined and included in scoring criteria
  - b. Equity priority community investments should be balanced with investments across the entire city
2. Outreach is important to the project selection process
3. Consider less emphasis on downtown-focused investments in the first few years



## What have we heard from EPAC members so far?

- Need to look at the Expenditure Plan holistically
- Looking for a framework for decision-making
- Want more information about funding context (including the new Federal IIJA funding)



The bipartisan infrastructure law (IIJA) signed by President Biden on November 15, includes:

- **\$477 billion:** Five-year surface transportation reauthorization (a 56% increase over the prior five years)
- **\$157 billion:** One-time stimulus transportation funding, to be distributed to over two dozen grant programs over five years
- **\$339 billion:** Additional funding for ports and waterways, airports, resilience, and other infrastructure



The IIJA provides significant funding for transportation through a number of different programs:

- New and expanded **competitive grant programs**
- **Transit formula funding** over the next five years
- Flexible **highway formula funding** over the next five years (transit and bike/pedestrian projects are eligible for most of this)

# Infrastructure Investment and Jobs Act



MTC estimates that the 9-county region will receive approximately **\$1.1 billion\*** in **additional transit formula funding** over the next five years.

These funds are primarily for transit maintenance and repair.

Funding Program	5-year funding increase regionally (estimate)	Project types eligible
Transit State of Good Repair formula funds	\$700 million	Transit capital asset maintenance, rehabilitation and repair, principally fleet and fixed guideway replacement and rehab. Administered through MTC's regional Transit Capital Priorities Program.
Transit Urbanized Area formula funds	\$400 million	Transit capital improvements. Administered through MTC's regional Transit Capital Priorities Program.
Other transit formula funds	\$100 million	Varies/TBD

*\*Sums may not total due to rounding*

# Infrastructure Investment and Jobs Act



MTC estimates that the region will receive approximately **\$230 million\*** in **additional flexible highway formula funding** over the next five years.

Funding Program	5-year funding increase regionally (estimate)	Project types eligible
Surface Transportation Program	\$130 million	Flexible funds for a wide range of capital projects administered by MTC through various programs, e.g.: bike and pedestrian projects; transit performance; streets and highways safety/performance; transportation demand management; and climate initiatives
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$1 million	
Transportation Alternatives Program	\$32 million	Bike and pedestrian projects. Administered by MTC through the regional Active Transportation Program.
Carbon Reduction Program (new)	\$71 million	New Program. Eligible project types include: public transit, high occupancy vehicle projects, and congestion pricing.

\*Sums may not total due to rounding

While this funding is incredibly helpful, it **does not close existing funding gaps** for any type of project from transit facilities rehabilitation projects to Vision Zero street safety investments to street resurfacing.

Sales tax helps provide **require local match funding**, for example:

- Transit formula funds typically require a 20% non-federal match
- New Starts or Core Capacity grants require 50% non-federal funding

Local planning funding made available early in project development serve as critical **seed funding** to help set SF projects up to be competitive for grant programs.



# Questions?



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# Agenda Item 4.

## Draft Expenditure Plan Discussion



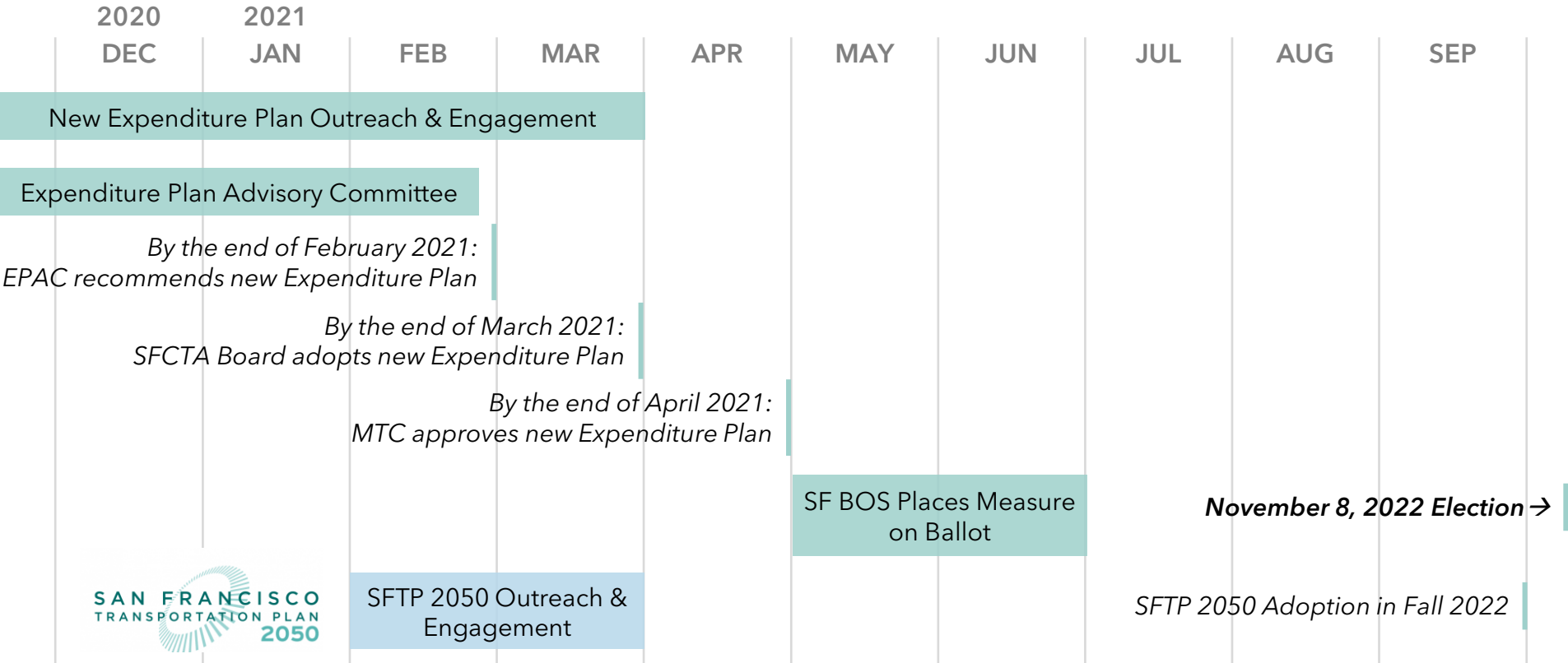
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# New Expenditure Plan Schedule



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# EPAC Meeting Dates

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Remaining EPAC meetings will be held virtually via Zoom from 6 p.m. to 8 p.m.

- January 13
- January 27
- February 10
- February 24 (only if needed)

Meeting materials will be posted at  
<https://www.sfcta.org/ExpenditurePlan>

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# EPAC Decision-Making Roadmap

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- January 13 - Draft Complete Expenditure Plan: Program Descriptions, Policies and Funding Levels  
3 Scenarios for Funding Levels (Priority 1 & 2)
- January 27 - Follow-up from prior meeting  
Discuss 1-2 Revised Funding Levels Scenario(s)
- February 10 - Approve Final Complete Expenditure Plan
- February 24 - *tentative only if needed*

# Draft Expenditure Plan: Updated Revenues



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Priority Funding Level	Total Revenues
Priority 1	\$2,378 million
Priority 2	+\$220 million
Priority 3 - tentative	TBD

Due to the shift to target the June 2022 election rather than November 2022, our **revenue forecast has been revised** slightly ....

...the new 30-year sales tax collection period starts 3 months later: April 1, 2023 - March 31, 2053.



Staff is preparing a Summary Table to guide EPAC tradeoff discussions. The table will include:

- Total funding need for each program
- Anticipated available funding (all sources) for each program, based on the 30-year revenue forecast
- Incorporates assumptions about future funding, including discretionary grants as well as future agency-controlled funds.

# Draft Potential Future Funds



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Draft San Francisco Transportation Plan 2050 Revenue Forecast:  
\$XX billion

## **60% LOCAL COMMITTED**

e.g. Developer Fees; TNC Tax

## **9% REGIONAL COMMITTED**

e.g. Bridge Tolls

## **6% STATE COMMITTED**

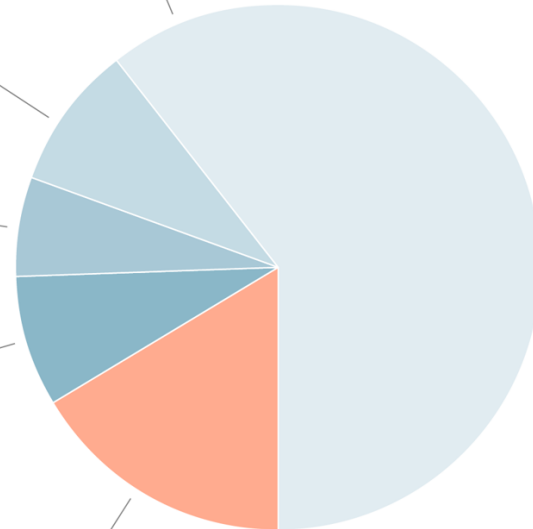
e.g. Gas Tax Subvention for Local Streets and Roads

## **8% FEDERAL COMMITTED**

e.g. FTA State of Good Repair Formula Funds

## **16% DISCRETIONARY REVENUES**

e.g. OBAG; SB 1 Competitive Programs; New/Small Starts; Anticipated Unspecified







## Summary Table includes (continued):

- Remaining funding gap after potential sales tax and other available funds
- Description of leveraging potential based on past performance and project eligibility
- Additional notes about project funding and benefits of a sales tax investment



## Summary Table includes (continued):

- Nexus to the equity assessment
- Whether a program funds maintenance, enhancement, or expansion of the existing transportation networks

# Questions?



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# Agenda Item 5.

# Public Comment



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# Public Comment

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## Please raise your hand:

Computer: press REACTIONS, and  
choose Raise Hand

Phone: dial \*9

## Once called on, unmute yourself:

Computer: choose UNMUTE

Phone: dial \*6



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# Agenda Item 6.

# Adjournment



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