

Agenda Item 3.

Meeting #6 Recap, Minutes & Follow-Ups



San Francisco
County Transportation
Authority

December 9, 2021



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 bill (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



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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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