Agenda Item 3.

Meeting #6 Recap, Minutes & Follow-Ups
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 Signal Maintenance
5. BART
6. Transportation Demand Management
7. Community-Based Planning
8. Ferry
Eligibility of different types of projects

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
Infrastructure Investment and Jobs Act

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)
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.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>5-year funding increase regionally (estimate)</th>
<th>Project types eligible</th>
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</thead>
<tbody>
<tr>
<td>Transit State of Good Repair formula funds</td>
<td>$700 million</td>
<td>Transit capital asset maintenance, rehabilitation and repair, principally fleet and fixed guideway replacement and rehab. Administered through MTC’s regional Transit Capital Priorities Program.</td>
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<tr>
<td>Transit Urbanized Area formula funds</td>
<td>$400 million</td>
<td>Transit capital improvements. Administered through MTC’s regional Transit Capital Priorities Program.</td>
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<td>Other transit formula funds</td>
<td>$100 million</td>
<td>Varies/TBD</td>
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*Sums may not total due to rounding
MTC estimates that the region will receive approximately $230 million* in additional flexible highway formula funding over the next five years.

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<th>Funding Program</th>
<th>5-year funding increase regionally (estimate)</th>
<th>Project types eligible</th>
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<tr>
<td>Surface Transportation Program</td>
<td>$130 million</td>
<td>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</td>
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<td>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</td>
<td>$1 million</td>
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<tr>
<td>Transportation Alternatives Program</td>
<td>$32 million</td>
<td>Bike and pedestrian projects. Administered by MTC through the regional Active Transportation Program.</td>
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<td>Carbon Reduction Program (new)</td>
<td>$71 million</td>
<td>New Program. Eligible project types include: public transit, high occupancy vehicle projects, and congestion pricing.</td>
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Infrastructure Investment and Jobs Act

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?