

## STAY TAC Meeting Notes

### **Thomas Arndt - OBAG3**

\$766 million over the next three years

Sponsors moving towards project delivery

Over half of county and local funds are dedicated to AT projects

Regional program is looking to offer more

\$36 million in regional funds

Several grant and funding options: electrification grants, REAP grants, and Safety Program

Full list on OBAG website

<https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>

### **Leslie Lara-Enriquez - MTC**

STAY has to reduce GHG - Bikemobile and Family Biking workshops are great programs for that

Identified implementation actions - includes Technical Assistance to local jurisdictions

Exploring shifting high school from leadership model to Transportation Demand Management (TDM) program approach to better tie in to that goal of reducing GHG

Exploring bringing back the YES conference - need partner agency that isn't Air Quality District

After having built out BikeMobile, STAY may be exploring building a bike fleet, but needs to

explore funding opportunities (Matt Dove has guidance on cap per bike costs for SRTS programs from SFMTA)

### **Karl Anderson - MTC**

Passed \$143 million in ATP grants to capital improvements, \$93 million of which went to SRTS-connected projects

Smaller pot of money is available for next round, ATP Cycle 7

Expansion of Technical Assistance program available for project sponsors ready to apply

Start conversations with partnering organizations now to be prepared to request that assistance

### **Georgia Dohrmann - MTC**

Transit has been the focal point for legislation

Transit ridership losses from pandemic have pushed many transit operators to the brink of collapse

Many ridership patterns are here to stay—operators need to adapt to new model

Asked for \$6 billion from the State, received only 20% of near-term costs (avoided shutdown spiral)

State is looking to create a rider-focused plan for transit - how we can meet climate needs and close any necessary funding gaps

Modeled after Blue Ribbon Recovery, Transportation Action Plan will help Bay Area transit riders and inform statewide plan

At the federal level, it could have been really bad for active transportation and transit given the debt ceiling cap negotiations. While funds didn't expand, it wasn't that bad for transportation. Transportation infrastructure investment during COVID was a staggeringly high amount, akin to the New Deal.

Guaranteed and formula dollars are safe, authorized dollars maybe.

### **Michelle Lieberman - Safe Routes Partnership**

Reaffirmation of federal commitment to SRTS with Bipartisan Infrastructure Law/ Infrastructure Investment and Jobs Act

Many SRTS programs survived COVID, but there are a lot of new faces involved.

Partnerships with libraries, academic institutions, and youth-led organizations are opportunities to lean into, given how strapped many schools are.

RAISE (previously TIGER) is good for funding large infrastructure projects.

Safe Streets and Roads for All is good for funding planning, demo projects, and implementation.

Promising new programs include Active Transportation Investment Program and Neighborhood Equity and Access grants.

Safe Routes Partnership offers many webinars and has a very active Google Group.

Virtual SRTS Summit 2023 is October 24-26, with early bird registration open now.

### **Judis Santos - MTC**

New \$21 million regional grant program, the Community Action Resource and Empowerment (CARE) Program, which is a redesign of Lifeline Transportation Program.

Active call currently, with information sessions on July 12th and 19th.

Three categories, projects in Community Based Transportation Plans, projects that held a Participatory Budgeting Process, and projects aligned with Community Power Building and Engagement for Community Based Organizations (CBOs).