RESOLUTION APPROVING SAN FRANCISCO'S STATE TRANSIT ASSISTANCE COUNTY

BLOCK GRANT FRAMEWORK FOR FISCAL YEARS 2018/19 AND 2019/20

WHEREAS, In February 2018, the Metropolitan Transportation Commission (MTC) established the State Transit Assistance (STA) County Block Grant Program to be administered by Congestion Management Agencies (CMAs); and

WHEREAS, MTC previously distributed these funds through a regional paratransit program, a regional Lifeline Transportation Program (LTP), and a northern counties/small transit operators program and the new STA County Block Grant program funds are distributed based on the amount counties would have received under the three former regional programs; and

WHEREAS, The new STA County Block Grant program allows counties to determine how to invest in paratransit, transit operating and capital needs, including, but not limited to providing a countywide LTP; and

WHEREAS, MTC now requires that CMAs submit a governing board-approved resolution listing the distribution policy for STA County Block Grant Program funds; and

WHEREAS, For Fiscal Years (FYs) 2018/19 and 2019/20, San Francisco's share of the STA Block Grant is estimated to be $7.66 million and staff recommends distributing 40% to the San Francisco Municipal Transportation Agency's (SFMTA's) paratransit program and 60% to a new San Francisco Lifeline Transportation Program (SF LTP) Cycle 1, to be administered by the Transportation Authority; and

WHEREAS, Because the STA annual funding amounts are projections, the distribution between SFMTA's paratransit program and the SF LTP Cycle 1 are recommended as percentages as opposed to a specific dollar amount; and

WHEREAS, The SF LTP is modeled after the prior regional LTP and is intended to support

projects that improve mobility for low income populations by addressing transportation gaps or barriers identified through equity assessments and collaborative and inclusive community-based planned processes; and

WHEREAS, The proposed prioritization criteria for project selection, detailed in Attachment 1, are largely based on the prioritization criteria used for the last cycle of the regional LTP; and

WHEREAS, Contingent upon approval of the funding framework, Transportation Authority staff would issue a call for projects for the SF LTP Cycle 1 in early 2019 and bring recommended projects back to the Board for approval in spring 2019; and

WHEREAS, At its November 28, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves the attached STA County Block Grant Framework for FYs 2018/19 and 2019/20; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to all relevant agencies and interested parties, including MTC.

Attachment 1 - STA County Block Grant Program Framework and Communities of Concern Map

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 11th day of December, 2018 by the following votes:

Ayes: Commissioners Brown, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioner Cohen (1)

_____   12-14-18

Aaron Peskin   Date
Chair

ATTEST: _____ 12/18/18

Tilly Chang   Date
Executive Director

Attachment 1.
Fiscal Year 2018/19 and 2019/20 State Transit Assistance
County Block Grant Program Framework

Each year, Congestion Management Agencies must notify the Metropolitan Transportation Commission how we intend to use State Transit Assistance (STA) County Block Grant funds. STA is a flexible transit funding program that can be used for a wide range of capital and operating purposes.

RECOMMENDED SPLIT BETWEEN PARATRANSIT AND OTHER STA ELIGIBLE USES

For the first two years of the STA County Block Grant, Fiscal Years (FYs) 2018/19 and 2019/20, we recommend distributing San Francisco's share of funds as follows:

- 40% to the SFMTA's paratransit program, and
- 60% to the San Francisco Lifeline Transportation Program (SF LTP) Cycle 1, to be administered by the Transportation Authority.

Because the STA annual funding amounts are projections, annual amounts may be higher or lower when confirmed at the end of each fiscal year following the state's reconciliation of revenues generated. Thus, our framework is based on a percentage of the revenue distribution between SFMTA's paratransit program and the SF LTP Cycle 1 as opposed to a specific dollar amount.

SF LTP CYCLE 1

The SF LTP Cycle 1 will support projects that improve mobility for low-income residents by addressing transportation gaps or barriers identified through equity assessments and collaborative and inclusive community-based planning processes.
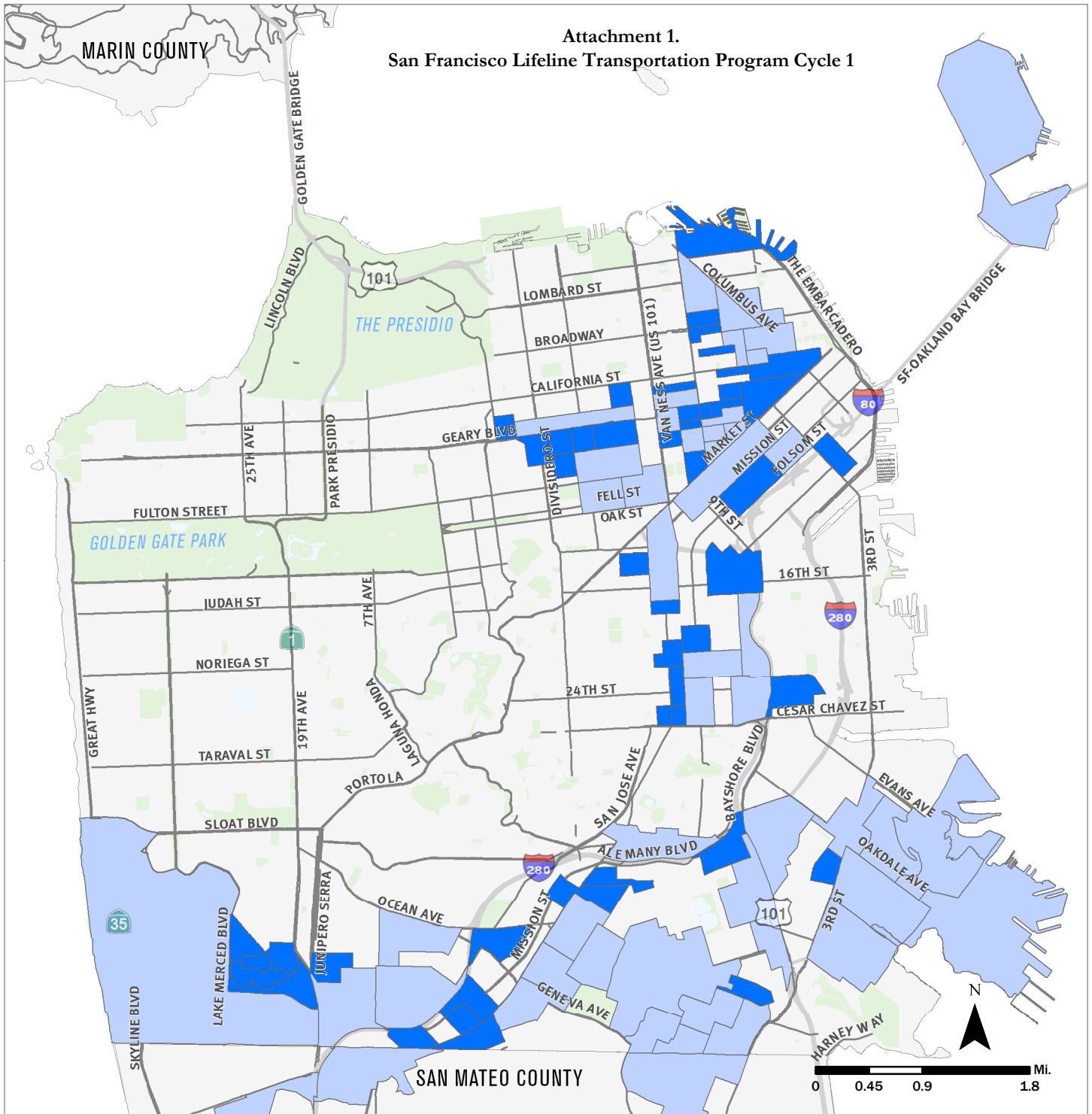
Eligibility.

- Projects must be eligible per STA guidelines as established by the State. Examples of eligible projects include:
  - new, enhanced, or restored transit service, including late-night and weekend services;
  - transit stop or station area enhancements including pedestrian-scale lighting;
  - transit-related aspects of bicycling (e.g. adding bicycle racks to vehicles; providing secure bicycle parking at transit stations);
  - shuttle service;
  - purchase of vehicles or technologies; and
  - various elements of mobility management.
- Only transit operators are eligible recipients of STA funds.
- The SF LTP requires a local match of 10% of the total project cost.

Project Prioritization.

After projects are screened for eligibility, we will prioritize eligible projects based on the following criteria:

- **Transit Services Directly Benefitting Communities of Concern:** Highest priority will be given to Communities of Concern supportive transit services that directly increase mobility for low income persons (see attached map) since STA is one of the few sources that the Transportation Authority can use to fund transit service. In addition, transit service projects provide an opportunity for a broad geographic distribution of benefits to Communities of Concern.

- **Community-Identified Priority:** Priority will be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan, Muni Service Equity Strategy, or other substantive local planning effort involving focused, inclusive engagement with low-income populations.

- **Project Need:** Projects will be evaluated based on the significance of the unmet transportation need or gap that the proposed project seeks to address and on how well the project will address that need or gap.

- **Implementation Plan and Project Management Capacity:** Priority will be given to projects that are ready to be implemented in the timeframe that the funding is available and have no foreseeable implementation issues that may affect project delivery.

- **Project Budget and Sustainability:** Projects that have secured funding sources for long-term operations and/or maintenance beyond the grant period will be prioritized.

- **Cost-Effectiveness:** Priority will be given to projects where the applicant demonstrates that the project is the most appropriate and cost-effective way in which to address the identified transportation need.

- **Project Sponsor's Priority of Application**: For project sponsors that submit multiple applications, the project sponsor's relative priority for its applications will be taken into consideration.

- **Higher Local Match:** Priority will be given to projects that have identified matching funds that exceed the 10% requirement.

- **Geographic Diversity:** After projects are evaluated based on all of the above criteria, a geographic diversity consideration will be applied to the entire draft recommended list.

MARIN COUNTY

GOLDEN GATE BRIDGE

LINCOLN BLVD

101

THE PRESIDIO

LOMBARD ST

BROADWAY

CALIFORNIA ST

COLUMBUS AVE

THE EMBARCADERO

SF-OAKLAND BAY BRIDGE

80

VAN NESS AVE (US 101)

MARKET ST

MISSION ST

FOLSOM ST

25TH AVE

PARK PRESIDIO

GEARY BLVD

DIVISADERO ST

FELL ST

OAK ST

9TH ST

FULTON STREET

GOLDEN GATE PARK

16TH ST

3RD ST

280

JUDAH ST

7TH AVE

1

NORIEGA ST

24TH ST

19TH AVE

GREAT HWY

TARAVAL ST

LAGUNA HONDA

PORTOLA

CESAR CHAVEZ ST

EVANS AVE

OAKDALE AVE

SLOAT BLVD

35

SAN JOSE AVE

BAYSHORE BLVD

280

ALEMANY BLVD

101

3RD ST

SKYLINE BLVD

LAKE MERCED BLVD

JUNIPERO SERRA

OCEAN AVE

MISSION ST

GENEVA AVE

HARNEY WAY

N

SAN MATEO COUNTY

Mi.
0   0.45   0.9   1.8

San Francisco Communities of Concern 2017

SFCTA 2017 supplemental Communities of Concern Boundaries

MTC 2017 Communities of Concern (Modified)

Parks and Open Space