



# Memorandum

**Date:** November 19, 2018  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 12/04/18 Board Meeting: Approve San Francisco’s State Transit Assistance County Block Grant Framework for Fiscal Years 2018/19 and 2019/20

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>Approve San Francisco’s State Transit Assistance (STA) County Block Grant Framework for Fiscal Years (FYs) 2018/19 and 2019/20</li> </ul> <p><b>SUMMARY</b>                  In February 2018, the Metropolitan Transportation Commission (MTC) established the STA County Block Grant program to be administered by Congestion Management Agencies (CMAs). MTC used to distributed these funds via a regional paratransit program, a regional Lifeline Transportation Program (LTP), and a northern counties/small transit operators program. For the first two years of the new block grant program, San Francisco is expected to receive \$7,666,015. Our recommendation is to distribute 40% (\$3.1 million) to the SFMTA’s paratransit program consistent with what SFMTA would have received under the prior regional paratransit program. We propose to use the remaining 60% (\$4.6 million) for a new San Francisco LTP program (SF LTP) modelled of the former regional LTP. As such, the SF LTP would 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. We propose giving the highest priority to projects that fund transit service that directly increases mobility for low income persons since this is the only discretionary funding source we can use to fund transit service. Attachment 1 describes the prioritization criteria that we propose for SF LTP Cycle 1, which are largely based on the criteria we used in 2017 for the regional LTP. Only transit agencies are eligible to receive STA funds. We anticipate releasing the call for projects in early 2019.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other:</li> </ul>
--	---

**DISCUSSION**

**Background.**

STA funds are generated by the sales tax on diesel fuel. It is a flexible transit funding program that can be used for a wide range of transit-related capital and operating purposes. Starting in FY 2018/19,

MTC is distributing a majority of the region’s STA population-based funds to CMAs through a transit-focused STA County Block Grant program. This new program allows each county to determine how best to invest in paratransit, transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the amount that each county would have received in FY 2018/19 under the former regional programs. MTC requires that by May 1 of each year, CMAs submit a governing board-approved resolution listing the distribution policy for STA population-based funds.

**Estimated Available Funds and Proposed Split of Funds**

San Francisco’s share of the STA County Block Grant program is anticipated to be approximately \$7.6 million over FY 2018/19 and FY 2019/20 as shown below.

<b>Table 1. Estimated STA Funds for San Francisco FY 2018/19 and 2019/20</b>	
STA Revenues (FY 2018/19)	\$3,813,938
STA Revenues (FY 2019/20)*	\$3,852,077
<b>Total Funds</b>	<b>\$7,666,015</b>
40% - SFMTA Paratransit Program	\$3,066,406
60% - SF LTP Cycle 1	\$4,599,609

\* Projected 1% growth rate for FY 2019/20 is based on annual trends from FY 2008/09 to FY 2017/18 in diesel fuel prices and diesel consumption in California, an average of 2.2% and -1.3% respectively.

For the first two years of the STA County Block Grant, we recommend distributing San Francisco’s share of funds as shown in Table 1 above with 40% going to the SFMTA’s paratransit program and 60% to the 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 recommended action is to approve a percentage of the revenue distribution between SFMTA’s paratransit program and the San Francisco SF LTP Cycle 1 program as opposed to a specific dollar amount.

SFMTA is supportive of the proposed split as this keeps the paratransit program funded at the same level as it would have under the prior regional paratransit program.

**SF LTP Cycle 1.**

The SF LTP is intended to fund projects that address transportation needs of low-income populations, many of whom are transit-dependent. Attachment 1 describes key elements of the new SF LTP, including eligibility and the proposed prioritization criteria for project selection. The latter are largely based on the prioritization criteria that we used for the last cycle of the regional LTP. See Attachment 2 for a list of San Francisco projects funded through the former regional LTP.

We are proposing to give the highest priority to Community of Concern supportive transit services that directly increase mobility for low income persons since STA is one of the few sources that the Transportation Authority can direct to transit operating projects. In addition, transit service projects provide an opportunity for a broad geographic distribution of benefits to Communities of Concern.

## Agenda Item 15

We have included a map of San Francisco Communities of Concern which was most recently updated in 2017 to support the One Bay Area Call for projects.

The proposed prioritization criteria also give priority 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 to low-income populations. We will also give strong consideration to project readiness, cost-effectiveness, and geographic diversity. The SF LTP will require that projects secure a local match of 10% of the total project cost.

### **Next Steps.**

Following Board approval of the STA County Block Grant Program Framework, we will provide the Board resolution designating the split of funds between SFMTA's paratransit program and the SF LTP to MTC. We anticipate releasing the SF LTP Cycle 1 call for projects in early 2019 and presenting project funding recommendations to the Board for approval in May 2019. Attachment 3 details the draft schedule.

### **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's budget associated with the recommended action.

### **CAC POSITION**

The CAC will consider this item at its November 28, 2018 meeting.

### **SUPPLEMENTAL MATERIALS**

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

Attachment 2 - San Francisco Projects Funded Through the Regional LTP

Attachment 3 - San Francisco LTP Cycle 1 Draft Schedule



## 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.

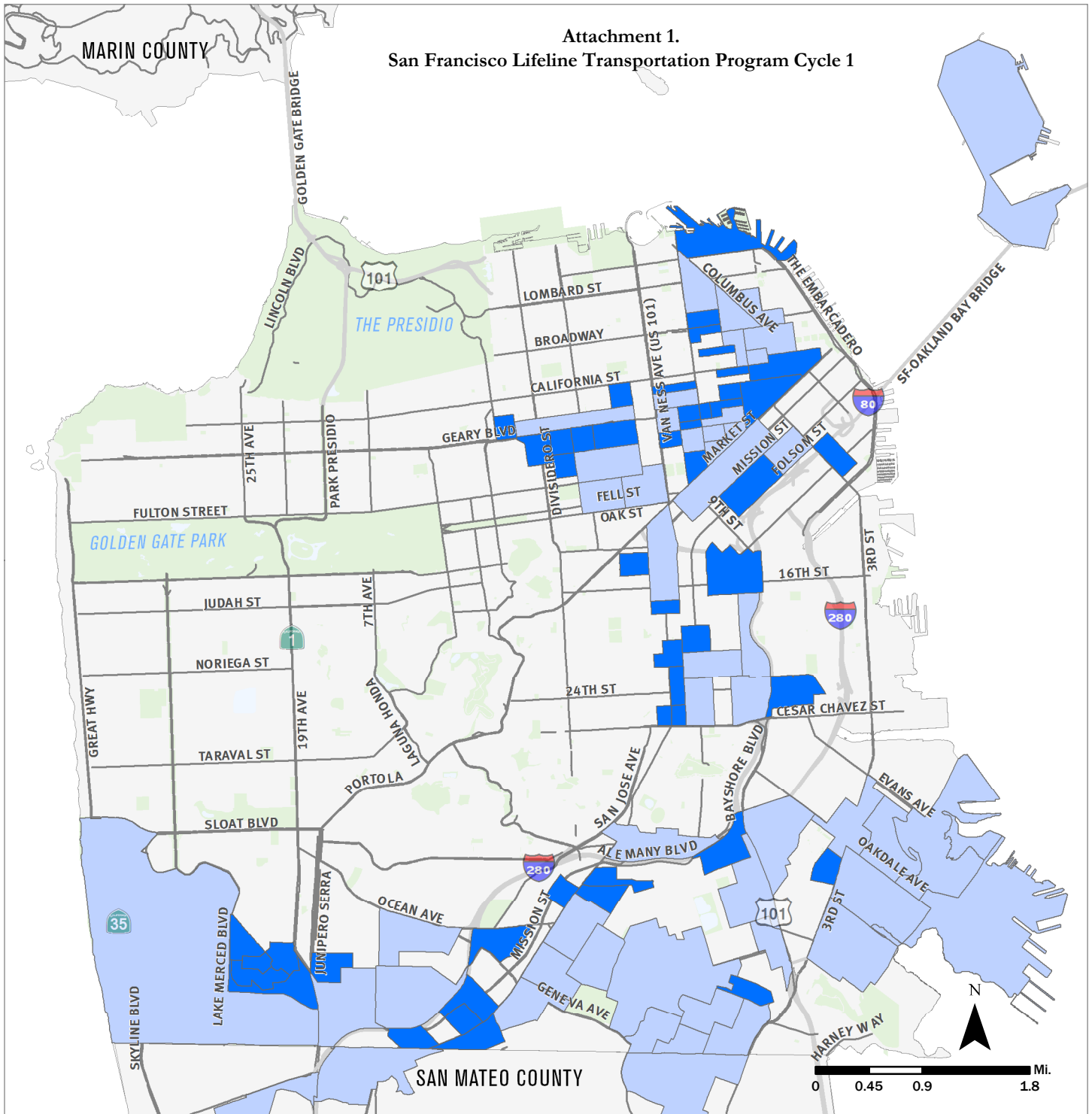
- Projects must be eligible per STA guidelines as established by the State. Examples of eligible projects include:
  - new, enhanced, or restored transit service, including late-night and weekend services;
  - transit stop or station area enhancements including pedestrian-scale lighting;
  - transit-related 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.

Attachment 1.  
San Francisco Lifeline Transportation Program Cycle 1



# San Francisco Communities of Concern 2017

- SFCTA 2017 supplemental Communities of Concern Boundaries
- MTC 2017 Communities of Concern (Modified)
- Parks and Open Space



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
 1455 Market Street, 22nd Floor, San Francisco, CA 94103  
 TEL 415.522.4800 FAX 415.522.4829  
 EMAIL info@sfcta.org WEB www.sfcta.org

Credits, sources, or footnotes for the map. Credits, sources or footnotes for the map. Credits, sources, or footnotes for the map. Credits, sources, or footnotes for the map  
 © 2012, San Francisco County Transportation Authority. Unauthorized reproduction prohibited. This map is for planning purposes only.

**Attachment 2.  
San Francisco Projects Funded Through Regional Lifeline Transportation Program**

Last update: November 2018

Project Sponsor <sup>1</sup>	Project Name	LTP Funding	Total Project Cost	SFCTA Concurrence of Transit Operators' Prop 1B priorities
<b>Cycle 1</b>				
<b>Completed</b>				
SFMTA	Muni Route 29 Service	\$946,222	\$1,182,778	
BVHPF	Bayview Hunters Point Community Transport	\$924,879	\$1,156,879	
SFMTA	Muni Route 109/Treasure Island	\$525,000	\$874,094	
THC	Outreach Initiative for Lifeline Transit Access	\$137,741	\$227,870	
SFMTA	Lifeline Fast Pass Distribution Expansion	\$219,334	\$274,166	
	<i>Cycle 1 Total</i>	<i>\$2,753,176</i>	<i>\$3,715,787</i>	
<b>Cycle 2</b>				
<b>Completed</b>				
SFMTA	Bus Service Restoration Project	\$1,698,272	\$2,309,000	
SFMTA	Route 108 Treasure Island Enhanced Service	\$1,165,712	\$1,708,866	
SFMTA	Persia Triangle Transit Access Improvements Project	\$802,734	\$1,003,418	<b>X</b>
SFMTA	Route 29 Reliability Improvement Project	\$695,711	\$1,672,560	
MOH/SFMTA	Hunters View Revitalization Transit Stop Connection	\$510,160	\$708,176	<b>X</b>
SFMTA	Randolph/Farallones/ Orizaba Transit Access Project	\$480,000	\$599,600	<b>X</b>
<b>Work Progressing</b>				
BART	Balboa Park Station-Eastside Connections Project	\$1,906,050	\$2,801,050	<b>X</b>
SFMTA	Shopper Shuttle	\$1,560,000	\$1,872,000	
SFMTA	Balboa Park Station-Eastside Connections Project	\$1,083,277	\$1,354,096	<b>X</b>
	<i>Cycle 2 Total</i>	<i>\$9,901,916</i>	<i>\$14,028,766</i>	
<b>Cycle 3</b>				
<b>Completed</b>				
SFMTA	Continuation of Bus Restoration	\$2,158,562	\$6,922,000	
SFMTA	Eddy and Ellis Traffic Calming Improvement	\$1,175,104	\$1,691,823	
SFMTA	Route 108 Treasure Island Enhanced Service	\$800,000	\$1,075,677	
SFMTA	Route 29 Reliability Improvement Project	\$800,000	\$4,058,492	
SFMTA	Free Muni for Low Income Youth Pilot (funded through a fund exchange)	\$400,000	\$9,900,000	
<b>Work Progressing</b>				
BART	Station Wayfinding and Bicycle Parking Improvements	\$2,143,200	\$2,679,000	<b>X</b>
SFMTA	8X Customer First	\$5,285,000	\$11,637,000	<b>X</b>
SFMTA	14-Mission Customer First	\$5,056,891	\$10,440,000	<b>X</b>
SFMTA	Mission Bay Loop	\$1,482,049	\$6,100,000	<b>X</b>
	<i>Cycle 3 Total</i>	<i>\$19,300,806</i>	<i>\$54,503,992</i>	
<b>Cycle 4</b>				
<b>Completed</b>				
SFMTA	Expanding Late Night Transit Service to Communities in Need	\$4,767,860	\$5,947,861	
<b>Work Progressing</b>				
SFMTA	Van Ness Bus Rapid Transit	\$6,189,054	\$162,072,300	<b>X</b>
BART	Wayfinding Signage and Pit Stop Initiative	\$1,220,233	\$2,525,291	<b>X</b>
SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements	\$375,854	\$477,309	
	<i>Cycle 4 Total</i>	<i>\$12,553,001</i>	<i>\$171,022,761</i>	
<b>Cycle 5</b>				
<b>Work Progressing</b>				
SFMTA	Expanding Late Night Transit Service to Communities in Need	\$2,578,270	\$3,775,560	
	<i>Cycle 5 Total</i>	<i>\$2,578,270</i>	<i>\$3,775,560</i>	
	<b>Grand Total</b>	<b>\$47,087,169</b>	<b>\$247,046,866</b>	

<sup>1</sup>Project sponsor acronyms include the Bay Area Rapid Transit District (BART), Bayview Hunters Point Foundation for Community Improvement (BVHPF), Mayor's Office of Housing (MOH), San Francisco Municipal Transportation Agency (SFMTA), and Tenderloin Housing Clinic (THC).



### Attachment 3.

## San Francisco Lifeline Transportation Program (SF LTP) Cycle 1 Draft Schedule

The schedule for the call for projects is shown below. It is based on anticipated release of the Fiscal Year 2019/20 State Transit Assistance estimates in January 2019. Transportation Authority Board and Citizens Advisory Committee meeting dates and materials are subject to change. Please visit <http://www.sfcta.org/meetings> for the most up to date information.

November 15, 2018	Transportation Authority Technical Working Group SF LTP Cycle 1 Framework
November 28, 2018	Transportation Authority Citizens Advisory Committee – ACTION SF LTP Cycle 1 Framework
December 4, 2018	Transportation Authority Board – PRELIMINARY ACTION SF LTP Cycle 1 Framework
December 11, 2018	Transportation Authority Board – FINAL ACTION SF LTP Cycle 1 Framework
<b>By January 2019</b>	<b>Transportation Authority issues SF LTP Cycle 1 Call for Projects</b>
February 2019	Transportation Authority Technical Working Group Workshop for potential applicants
<b>March 2019</b>	<b>SF LTP Cycle 1 Applications due to the Transportation Authority</b>
April 2019	Transportation Authority Technical Working Group Review draft SF LTP Cycle 1 staff recommendations
April 2019	Transportation Authority Citizens Advisory Committee – ACTION SF LTP Cycle 1 recommendations
May 2019	Transportation Authority Board – PRELIMINARY ACTION SF LTP Cycle 1 recommendations
May 2019	<b>Transportation Authority Board – FINAL ACTION</b> <b>SF LTP Cycle 1 recommendations</b>
May/June 2018	Metropolitan Transportation Commission approval of San Francisco projects



