



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Policy Advisory Council Equity & Access Subcommittee

DATE: September 4, 2014

FR: Kristen Mazur

RE: Lifeline Transportation Program Cycle 4 Draft Guidelines

MTC's Lifeline Transportation Program funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County.

The Lifeline Transportation Program Cycle 4 draft guidelines are attached. This memo provides an overview of the upcoming grant cycle.

### Fund sources

The target programming amount for Cycle 4 is \$69 million, which includes three years of funding (FY2014-FY2016). As in previous cycles, the funding sources include a mix of state and federal funds, to support both operating and capital activities: approximately \$32 million in State Transit Assistance (STA) funds, \$28 million in Proposition 1B – Transit funds, and \$9 million in Section 5307 Job Access and Reverse Commute (JARC) funds. See Table A for a summary of the funding available in Cycle 4, Table B for the STA and JARC amounts by county, and Table C for the Proposition 1B – Transit amounts by transit operator.

### Issues and changes

Generally, the Cycle 4 guidelines are similar to the Cycle 3 guidelines, However, key issues in this cycle and proposed changes from the previous cycle include the following:

- **Non-transit sponsors.** Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators. This is a challenge because many of the Lifeline projects identified in Community Based Transportation Plans (CBTPs) are not traditional transit projects. In previous Lifeline cycles, the JARC funds in particular could more easily be directed to non-profits and local government agencies for non-traditional transit projects. However, in MAP-21, the FTA JARC program was rolled into the FTA Section 5307 Urbanized Area program, resulting in additional federal requirements that make it more difficult for non-FTA grantees to receive the funds (e.g., National Transit Database reporting, drug and alcohol testing, fare discount requirements). Non-profits and local government agencies are still eligible subrecipients of STA and Section 5307 (JARC) funds in Cycle 4, but they must partner with an entity that is an eligible direct recipient that is willing to pass-through the funds.
- **Means-Based Fare Project recommendation.** MTC staff is proposing to set aside up to \$700,000 in STA funds toward the potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000

for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.

- **Recognition of Mobility Managers/CTSAs.** Mobility management was a key coordination strategy recommended in the 2013 Coordinated Plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the county or subregional level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with county or subregional Mobility Managers or CTSAs.
- **Formula updates.** Low-income population factors and transit ridership factors have been updated with 2012 data.
- **Communities of concern.** A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at: [http://gis.mtc.ca.gov/samples/Interactive\\_Maps/cocs.html](http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html). There is a user’s guide available to aid in the use of this tool. For more information about the mapping tool or any of the underlying data, contact Doug Johnson at [djohnson@mtc.ca.gov](mailto:djohnson@mtc.ca.gov).

**Timeline**

The anticipated timeline for Cycle 4 is as follows:

<b>Action</b>	<b>Anticipated Date</b>
Commission approves Cycle 4 Program Guidelines	October 22, 2014
Transit operators submit draft Prop 1B project lists to County Lifeline Program Administrators	January 15, 2015
Prop 1B allocation requests due to MTC from transit operators	March 13, 2015
Board-approved Section 5307 (JARC) and STA programs due to MTC from Lifeline Program Administrators	March 13, 2015
Commission approval of Program of Projects	April 22, 2015

For more information, please contact Kristen Mazur at 510-817-5789 or [kmazur@mtc.ca.gov](mailto:kmazur@mtc.ca.gov) .

**Table A – Lifeline Transportation Program  
 Cycle 4 Funding  
 FY2013-14 through FY2015-16**

<b>Fund Source</b>	<b>FY2014</b>	<b>FY2015</b>	<b>FY2016</b>	<b>Total</b>
STA <sup>1</sup>	\$ 10,446,392	\$ 10,541,289	\$ 10,541,289	\$ 31,528,970
Prop 1B <sup>2</sup>	-	\$ 28,460,813	-	\$ 28,460,813
5307 Lifeline Set-Aside (JARC) <sup>3</sup>	\$ 2,681,772	\$ 2,889,856	\$ 2,936,094	\$ 8,507,722
5307 Lifeline Set-Aside (JARC) Small UA Carryover <sup>4</sup>	\$ 469,974	\$ -	\$ -	\$ 469,974
<b>Total</b>	<b>\$ 13,598,138</b>	<b>\$ 41,891,958</b>	<b>\$ 13,477,383</b>	<b>\$ 68,967,479</b>

Notes:

(1) FY14 & FY15 total STA revenue generation amounts are consistent with those in the most recent MTC Fund Estimate (MTC Resolution No. 4133). As such, the FY14 STA revenue generation is based on the \$392 million in the enacted FY2013-14 State Budget and the FY15 STA revenue generation is based on the \$373 million estimated in the proposed FY2014-15 State Budget. The FY14 STA amount does not include the \$1.05 million that was used for the Cycle 3 JARC funding restoration. The FY16 STA estimate assumes no growth. These amounts will be updated as the MTC Fund Estimate (Res. 4133) is updated.

(2) FY15 Prop 1B appropriations will be the only appropriations for Cycle 4 and the final Prop 1B appropriations for the Lifeline Transportation Program.

(3) FY14 5307 amounts are based on actual apportionments. FY14 amount does not include the \$208K that was used for the Cycle 3 JARC funding restoration. FY15 assumes a 0% growth rate over FY14 (including \$208K that was used for the Cycle 3 JARC funding restoration) and FY16 assumes a 1.6% growth rate over FY15. These growth rates are consistent with projected growth rates for the FY15 & FY16 Transit Capital Priorities program. Preliminary projections subject to revision.

(4) FY14 5307 Small UA Carryover amount is FY13 actual small UA apportionments that were not programmed in Lifeline Cycle 3.

**Table B – Estimated STA & JARC (5307) Funding Targets by County**

County & Share of Regional Low Income Population <sup>1</sup>	FY2014			FY2015		FY2016		Total	
	STA	FY13 Small UA Carryover JARC (5307)	FY14 JARC (5307)	STA	JARC (5307)	STA	JARC (5307)		
	<i>Estimate</i>	<i>Actual</i>	<i>Actual</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>		
Alameda	22.6%	2,365,598	31,800	615,465	2,387,087	646,829	2,228,571	657,178	8,932,528
Contra Costa	14.3%	1,495,905	-	389,194	1,509,494	409,028	1,409,256	415,572	5,628,449
Marin	2.6%	273,857	-	71,250	276,345	74,881	257,994	76,079	1,030,406
Napa	2.0%	212,406	71,632	72,621	214,336	72,621	200,103	73,783	917,502
San Francisco	12.5%	1,309,667	-	340,740	1,321,564	358,104	1,233,805	363,834	4,927,714
San Mateo	8.4%	880,699	-	229,134	888,700	240,811	829,685	244,664	3,313,693
Santa Clara	23.1%	2,415,237	61,111	642,383	2,437,177	642,383	2,275,335	652,661	9,126,287
Solano	6.4%	668,858	273,831	277,612	674,934	277,612	630,115	282,054	3,085,016
Sonoma	7.9%	824,165	31,600	43,373	831,652	167,587	776,425	170,268	2,845,070
MTC - Means-Based Fare Project		-	-	-	-	-	700,000	-	700,000
<b>Total</b>	<b>100.0%</b>	<b>10,446,392</b>	<b>469,974</b>	<b>2,681,772</b>	<b>10,541,289</b>	<b>2,889,856</b>	<b>10,541,289</b>	<b>2,936,093</b>	<b>40,506,665</b>

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County & Share of Regional Low Income Population <sup>1</sup>	Three-Year Total			95% STA Programming Targets			
	STA <sup>1</sup>	JARC (5307)		FY2014	FY2015	FY2016	Total
	<i>Estimate</i>	<i>Estimate</i>		<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>
Alameda	0.0%	6,981,256	1,951,272	2,247,318	2,267,733	2,117,143	6,632,194
Contra Costa	0.0%	4,414,655	1,213,794	1,421,110	1,434,020	1,338,793	4,193,922
Marin	0.0%	808,196	222,210	260,164	262,527	245,094	767,786
Napa	0.0%	626,845	290,657	201,786	203,619	190,098	595,503
San Francisco	0.0%	3,865,036	1,062,678	1,244,184	1,255,486	1,172,115	3,671,784
San Mateo	0.0%	2,599,084	714,609	836,664	844,265	788,201	2,469,130
Santa Clara	0.0%	7,127,749	1,998,538	2,294,475	2,315,318	2,161,568	6,771,361
Solano	0.0%	1,973,907	1,111,109	635,415	641,188	598,609	1,875,212
Sonoma	0.0%	2,432,242	412,828	782,957	790,069	737,604	2,310,630
MTC - Means-Based Fare Project		700,000	-	-	-	665,000	665,000
<b>Total</b>	<b>0.0%</b>	<b>31,528,970</b>	<b>8,977,695</b>	<b>9,924,072</b>	<b>10,014,225</b>	<b>10,014,225</b>	<b>29,952,522</b>

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(1) Note that the "Share of Regional Low Income Population" percentages reflect the most recent population data from the 2012 American Community Survey, as is proposed in the Lifeline Cycle 4 program guidelines; however, the county STA distribution percentages in the MTC Fund Estimate (Res. 4133) have not been updated to reflect the most recent population data. If updated percentages are approved as part of the Lifeline Transportation Program Cycle 4 Guidelines, the county STA distribution percentages in the MTC Fund Estimate (Res. 4133) will be revised accordingly in February 2014.

**Table C – Estimated Proposition 1B Transit Funding Targets by Transit Operator and County**

Transit Operator <sup>2</sup> & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income 2012 Population)	Prop 1B <sup>1</sup>				
	FY2014	FY2015	FY2016	Total	
AC Transit	17.3%	-	4,929,103	-	4,929,103
BART	18.5%	-	5,278,538	-	5,278,538
County Connection (CCCTA)	1.0%	-	292,541	-	292,541
Golden Gate Transit/Marin Transit	3.2%	-	902,401	-	902,401
Wheels (LAVTA)	0.5%	-	144,010	-	144,010
Muni (SFMTA)	24.9%	-	7,094,814	-	7,094,814
SamTrans	5.0%	-	1,410,620	-	1,410,620
Tri Delta Transit (ECCTA)	0.7%	-	204,914	-	204,914
VINE (NCTPA)	1.2%	-	342,839	-	342,839
VTA	19.5%	-	5,539,229	-	5,539,229
WestCat (WCCTA)	0.3%	-	92,983	-	92,983
Solano County Operators	3.6%	-	1,030,816	-	1,030,816
Sonoma County Operators	4.2%	-	1,198,004	-	1,198,004
<b>Total</b>	<b>100.0%</b>	<b>0</b>	<b>28,460,813</b>	<b>0</b>	<b>28,460,813</b>

(1) FY15 Prop 1B appropriations are the only appropriations in Cycle 4.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution.