



Memorandum

DATE: December 5, 2011
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Jacki Taylor, Program Analyst
SUBJECT: Review Lifeline Cycle 3 Information and Proposed Schedule

Recommendation

ACTAC is requested to review information regarding the upcoming Lifeline Cycle 3 Program.

Summary

MTC is scheduled to release the Lifeline Cycle 3 Guidelines on December 21st. As with Cycle 2, county Congestion Management Agencies (CMAs) will be administering the call for projects. A proposed schedule for Cycle 3 programming is attached (Attachment A). Adopted county programs are tentatively due to MTC in May 2012. MTC has proposed some revisions to the Lifeline program for Cycle 3, including the changes summarized below.

Information

Background

MTC established the Lifeline Transportation Program in 2006 to address the mobility needs of low-income residents of the San Francisco Bay Area. The Lifeline Program is intended to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or are otherwise based on a documented assessment of needs within the designated communities of concern.
- Expand the range of transportation choices by adding a variety of new or expanded services.

Two funding cycles have been completed, providing \$74 million for 125 projects. Projects are selected at the county level and are tailored to meet a broad range of locally identified needs, including fixed-route transit, transit stop improvements, pedestrian and bicycle access improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities.

Third Cycle Program

Cycle 3 proposes \$87 million in funding for the region from a mix of state and federal funds (Proposition 1B Transit, STA, JARC, and STP) which can be used for both capital and operating projects. Of this amount, \$9.5 million is estimated for Alameda County from STA, JARC, and STP sources with additional Proposition 1B funds going to transit operators in the county. Attachment A,

prepared by MTC, provides an overview of the upcoming Third Cycle. MTC's proposed changes from the Cycle 2 Lifeline program include the following:

- Proposition 1B Transit funds to be distributed directly to transit operators and counties from MTC (approximately \$46 million) with county-level concurrence required. This proposal streamlines program administration by recognizing Proposition 1B funding eligibility limitations.
- Low-income population factors to be updated with 2010 Census Data which will likely result in some shifts between counties.
- Addition of STP funds for a more flexible funding mix for the program that will allow for Community-Based Transportation Plan (CBTP) updates and bike/ped projects identified in CBTPs.
- Three year funding cycle (with some uncertainty in the amount of STA funds for 3rd year).
- Expands the list of acceptable plans from which Lifeline projects must be derived. CBTPs or "other substantive local planning efforts" are accepted.
- Includes a mobility management solicitation. MTC to solicit 1 or 2 mobility management projects toward development of Consolidated Transportation Agencies (CTSAs) using approximately \$0.7 million in available JARC funds.
- Applicants with multi-county projects will apply to all affected counties. Lifeline Program Administrators will work together to score and if selected, determine appropriate funding.
- \$1 million of program to be set aside for the development /implementation of a regional means-based fare discount program.
- For MTC grant administration, transit operators will be required to apply for and maintain their own FTA grants. MTC will apply for and maintain FTA grants for non-transit operators.
- Added project delivery requirements. MTC may reprogram funds if project sponsors fail to obligate funds with 12 months of program approval. Sponsors have three years to complete their projects.

Next Steps

Attachment B is the Alameda CTC's proposed programming schedule for the Lifeline Cycle 3 program. The proposed Cycle 3 guidelines are scheduled to be released by MTC on December 21, 2011. The Alameda CTC plans to bring scoring criteria and weighting information to its Committees and Board for review in January, release its call for projects by the end of January and have applications due at the end of February. In light of the complex mix of funding sources and eligibility requirements, the Alameda CTC plans to hold an application workshop in February 2012 following the call for projects release.


Attachments

Attachment A: MTC Draft Lifeline Cycle 3 Overview

Attachment B: Alameda CTC Proposed Programming Schedule for Lifeline Cycle 3 Program

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Lifeline Cycle 3 Proposed Program Guidelines DRAFT



Partnership Technical Advisory Committee
December 12, 2011

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Lifeline Background and Cycle 3 Overview

- Two Lifeline funding cycles completed, providing \$74 million for 125 projects
- Cycle 3 guidelines incorporate findings from the recently completed Lifeline program evaluation
- Cycle 3 proposes \$87 million in funding, continued mix of state and federal funds, operating and capital
- Call for projects to be mostly conducted by County Congestion Management Agencies, with some exceptions

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Proposed Changes From Cycle 2

- **Proposition 1B Transit funds to be distributed directly to large transit operators and counties using updated formula (approx \$46 million)**
 - Concurrence from CMA required
 - Transit operators encouraged to consider needs throughout their service area
 - Prop 1B would be on an expedited programming timeline, allowing additional time for STA, JARC, STP programming
- **Low-income population factors updated with 2010 Census data**
- **Federal STP funds added, in accordance with draft OneBayArea grant proposal and “Resolution 3814 payback” (approx \$9 million)**

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Proposed Changes From Cycle 2

- **Three year funding cycle FY11-FY13; final year has some uncertainty**
- **Planning basis expanded – could be CBTPs or other substantive local planning efforts involving focused outreach to low-income populations**
- **MTC to solicit 1 or 2 mobility management projects toward development of CTSA’s using approximately \$0.7 million in available JARC funds**
- **Various administrative updates**

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Proposed Changes From Cycle 2

- **New multi-county approach:** Applicants with multi-county projects will submit copies of their application to all of the relevant county CMAs. If the counties have different application forms, the applicant may choose one form to submit to all counties. The applicant will notify the relevant LPAs and MTC. The LPAs will work together to score and rank the project, and, if selected, to determine appropriate funding.

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Proposed Changes From Cycle 2

- **New proposal:** MTC to set aside up to \$1 million in STA funds to continue regional means-based discount development/implementation initially proposed in Cycle 2
 - Next few slides detail background and rationale

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Means-Based Fare Discount Background

- **\$1.5 million was proposed in Lifeline Cycle 2 (2008) for a pilot project**
- **Intent was to test and evaluate proposals from transit operators to provide means-based fare discount to low-income riders**
- **Pilot project idea was abandoned when STA funds were eliminated at start of Cycle 2**
 - When STA funds were restored, focus was on recession and maintaining or restoring transit services rather than starting new projects

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Means-Based Fare Discount Current Situation

- **Various stakeholders calling for means-based discounts**
 - 66% (19 of 29) of completed CBTP's proposed a means-based fare project
 - Focus on youth in some areas
 - Questions emerging during Clipper roll-out
- **Several operators have their own programs, not funded through Lifeline (VTA, SFMTA, SamTrans)**

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Means-Based Fare Discount Recommendation

- Be proactive – develop regional framework
- Set aside up to \$1 million in Lifeline Cycle 3
- Develop regional concept (Phase 1)
 - Identify who is eligible, costs, funding, relationship to other discounts
 - Convene regional TAC for scope development and oversight
- Depending on Phase 1 results, begin implementation activities

Proposed Third Cycle Funding

**Table A – Lifeline Transportation Program
Third Cycle Funding
FY2010-11 through FY2012-13**

Fund Source	FY2011 Actual	FY2012 Estimate	FY2013 Estimate	Total
STA ¹	(Programmed in Cycle 2)	\$ 11,673,561	\$ 11,907,032	\$ 23,580,593
Prop 1B ²	\$ 46,519,967	-	-	\$ 46,519,967
JARC ³	\$ 2,562,648	\$ 2,562,648	\$ 2,562,648	\$ 7,687,944
STP ⁴	\$ -	\$ -	\$ 8,971,587	\$ 8,971,587
Total	\$ 49,082,615	\$ 14,236,209	\$ 23,441,267	\$ 86,760,091

Notes:

(1) FY2011 STA Funds were programmed in Cycle 2. The FY2011-12 STA Estimates reflect the \$413.2 million in the FY2011-12 State Budget. The FY2012-13 STA estimates assume 2% growth.

(2) FY2011 Prop 1B appropriations represent three years of funding.

(3) Consistent with federal JARC guidance, MTC may set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance.

(4) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

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Proposed Third Cycle Funding

Table B – Estimated Funding Target by Fund Source per County

County & Share of Regional Low Income Population	FY2011		FY2012		FY2013			Total
	STA ¹	JARC ²	STA	JARC ²	STA	JARC ²	STP ³	
Alameda 23.7%		685,806	2,653,456	685,806	2,708,899	685,806	2,130,539	9,550,312
Contra Costa 13.4%		387,331	1,498,625	387,331	1,529,939	387,331	1,203,291	5,393,849
Marin 2.6%		75,235	291,094	75,235	297,176	75,235	233,728	1,047,704
Napa 2.2%		-	245,095	-	250,216	-	198,794	692,105
San Francisco 13.1%		378,258	1,463,520	378,258	1,494,100	378,258	1,175,104	5,267,499
San Mateo 7.6%		218,838	846,709	218,838	864,401	218,838	679,848	3,047,472
Santa Clara 23.7%		561,175	2,650,265	561,175	2,705,643	561,175	2,127,977	9,167,409
Solano 5.8%		-	649,332	-	662,900	-	521,368	1,833,601
Sonoma 7.9%		127,873	875,465	127,873	893,757	127,873	702,937	2,855,777
MTC - Means-Based Discount Project		-	500,000	-	500,000	-	-	1,000,000
MTC - Admin. Planning, Technical Assistance ²		128,132	-	128,132	-	128,132	-	384,397
Total 100.0%		2,562,648	11,673,561	2,562,648	11,907,032	2,562,648	8,971,587	40,240,123

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 (2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance
 (3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

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Proposed Third Cycle Funding

Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population) ²		Prop 1B ¹			Total
		FY2011	FY2012	FY2013	
AC Transit 18.1%		8,403,487	-	-	8,403,487
BART 17.6%		8,173,010	-	-	8,173,010
County Connection (CCCTA) 1.0%		484,534	-	-	484,534
Golden Gate Transit/Marin Transit 3.2%		1,477,729	-	-	1,477,729
Wheels (LAVTA) 0.5%		240,910	-	-	240,910
Muni (SFMTA) 25.2%		11,723,430	-	-	11,723,430
SamTrans 4.9%		2,272,697	-	-	2,272,697
Tri Delta Transit (ECCTA) 0.7%		327,019	-	-	327,019
VINE (NCTPA) 1.3%		597,647	-	-	597,647
VTA 19.7%		9,186,049	-	-	9,186,049
WestCat (WCCTA) 0.3%		147,335	-	-	147,335
Solano County Operators 3.3%		1,547,328	-	-	1,547,328
Sonoma County Operators 4.2%		1,938,791	-	-	1,938,791
Total 100.0%		46,519,967	-	-	46,519,967

(1) FY2011 Prop 1B appropriations represent three years of funding.
 (2) Only transit operators who have previously received Proposition 1B funds are included in the formula distribution

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Funding Issues/Notes

- STA FY12 Q1 showing significant decline – MTC confirming numbers with State Department of Finance
- Prop 1B Bond – cash timing remains uncertain
- Reauthorization proposals continue to include JARC

Proposed Schedule

Program	Action	Date
JARC/STA/STP	MTC issues guidelines to counties	December 21, 2011
Prop 1B	Transit operators submit draft project lists to CMAs	February 15, 2012
Prop 1B	Allocation requests due to MTC	April 11, 2012
Prop 1B	Commission approval of Prop 1B projects	May 23, 2012
Prop 1B	MTC submits FY11 request to Caltrans	June 1, 2012
Prop 1B	MTC & transit operators submit TIP amendments	End of April – Deadline TBD
JARC/STA/STP	Board-approved programs due to MTC from CMAs	May 15, 2012
JARC/STA/STP	MTC and transit operators submit TIP Amendments	June/July 2012 – Deadline TBD
JARC/STA/STP	Commission approval of Program of Projects	June 27, 2012
STA	Operators can file claims for FY12 and FY13	After Commission Approval
JARC	MTC and transit operators submit FTA grants with FY11 and FY12 JARC projects	November/December 2012 (following TIP approval)
JARC	FY11 and FY12 JARC-funded project sponsors enter into funding agreements	January/February 2013 (following FTA grant approval)
JARC/STP	MTC confirms availability of FY13 funds; MTC and transit operators submit TIP Amendments for FY13 projects	Winter/Spring 2013 (est.)
JARC/STP	MTC and transit operators submit FTA grant with FY13 projects	Spring/Summer 2013 (following TIP approval)
JARC/STP	FY13 project sponsors enter into funding agreements	Summer/Fall 2013 (following FTA grant approval)

Next Steps

- **Program Guidelines – Approval Process**
 - 12/14: Programming & Allocations Committee
 - 12/21: Commission Approval

Alameda CTC Proposed Programming Schedule for Lifeline Cycle 3

Programming Activities	Date
Draft fund estimate and schedule to ACTAC	December 6, 2011
MTC to release guidelines	December 21, 2011
Alameda CTC review/approve process	January 2012
Alameda CTC to release Call for Projects (CFP)	January 31, 2012
Alameda CTC to hold application workshop	February 2012
Applications due to Alameda CTC for Transit Operator Prop. 1B requests	Mid-February 2012
Applications due to Alameda CTC for other (STA/JARC/STP) funding sources requests	End of February 2012
Alameda CTC to approve Transit Operator Prop. 1 B proposed projects	March/April 2011
Draft program of projects to Alameda CTC Committees and Board	April 2012
Alameda CTC approved Transit Operator Prop. 1B requests due to MTC	April 11, 2012
Final program to Alameda CTC Committees and Board	May 2012
Alameda CTC approved program due to MTC	May 15, 2012
MTC approval of program	June 27, 2012
Operators can file STA claims for FYs 11/12 and 12/13	Following MTC approval
Sponsors of FYs 10/11 and 11/12 JARC/STP funded projects enter into funding agreements with MTC	Jan/Feb 2013

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