

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 8, 2010

Item Number 2c

Resolution No. 3965, Revised

Subject: Revised Lifeline Transportation Program FY 2011 STA Funds.

Background: The Lifeline Transportation Program is intended to result in improved mobility of low-income residents of the Bay Area, and is administered at the county level by congestion management agencies (CMAs). MTC's current financial contribution to the Lifeline program includes State Transit Assistance (STA), Proposition 1B Transit funds, and Federal Job Access and Reverse Commute funds.

In March 2010, the Governor signed the AB6 and AB9 budget package which included a one-time allocation of \$400 million in STA funding to provide public transit funding for both FY 2009-10 and 2010-11. Per the STA Consolidated Policy (MTC Resolution 3837), \$11.2 million was made available to the Lifeline Program from this one-time allocation during FY 2010-11. These funds were programmed and are being distributed to the nine counties according to each county's share of the regional poverty population.

MTC staff has identified an additional \$45,565 in FY 2010-11 Interim Cycle STA funds that are available to the Lifeline Program. The additional funds are available due to differences between earlier estimates and the actual funding provided by the state. The revised amounts are detailed below.

County	Previous Estimate	New Estimate	Difference
Alameda	\$ 3,069,147	\$ 3,081,632	\$ 12,485
Contra Costa	\$ 1,400,158	\$ 1,405,854	\$ 5,696
Marin	\$ 302,434	\$ 303,664	\$ 1,230
Napa	\$ 190,422	\$ 191,196	\$ 774
San Francisco	\$ 1,691,391	\$ 1,698,272	\$ 6,881
San Mateo	\$ 795,290	\$ 798,525	\$ 3,235
Santa Clara	\$ 2,430,675	\$ 2,440,562	\$ 9,887
Solano	\$ 616,070	\$ 618,576	\$ 2,506
Sonoma	\$ 705,680	\$ 708,550	\$ 2,870
Total	\$ 11,201,267	\$11,246,832	\$ 45,565

Consistent with the guidelines adopted in MTC Resolution 3965, MTC staff is recommending that this nominal increase in funds be directed to support existing Lifeline transit operation projects, specifically projects already claiming FY 2010-11 Interim STA funds.

The proposed revision also establishes a new deadline of January 31, 2011 for submittal of all FY 2010-11 Lifeline claims. Staff will work with the project sponsors and the CMAs to program and allocate the funds to eligible projects/agencies.

Issues: None

Recommendation: Refer MTC Resolution No. 3965, Revised to Commission for approval.

Attachments: MTC Resolution No. 3965, Revised

Date: June 23, 2010
W.I.: 1311
Referred by: PAC
Revised: 12/15/10-C

ABSTRACT

Resolution No. 3965, Revised

This Resolution adopts the Program Guidelines for Lifeline FY 2010 and FY 2011 STA Funds.

The following attachment is provided with this Resolution:

Attachment A— FY 2011 Interim Lifeline Transportation Program
Guidelines and Funding

This Resolution was revised on December 15, 2010 to update the FY 2011 Interim Cycle STA funding amounts and to revise the deadline for all FY 2011 Lifeline STA claims to be submitted to MTC.

Further discussion of the Program Guidelines for Lifeline FY 2011 STA Funds is provided in the Programming and Allocations Committee summary sheets dated June 9, 2010, and December 8, 2010.

Date: June 23, 2010
W.I.: 1311
Referred by: PAC
Revised: 12/15/10-C

Attachment A
MTC Resolution No. 3965
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FY 2011 Interim Lifeline Transportation Program Guidelines and Funding

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP). While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program is administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Congestion Management Agency
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Funding: Funding for this interim programming cycle comprises FY 2010 and FY 2011 State Transit Assistance (STA) funds, as shown in Table A. Funding amounts will be assigned to each county based on the county’s share of poverty population consistent with the estimated distribution outlined in Table A. Lifeline Program Administrators will assign funds to eligible STA claimants. Funded projects must meet the eligibility requirements of the funding source.

Only public transit operators that are eligible STA claimants are eligible to receive funds. MTC will allocate funds directly through the annual STA claims process.

One-Year Programming: These guidelines will cover a one-year funding cycle for FY 2010–11.

Eligible Projects: In an effort to address the sustainability of fixed-route transit operations, funds shall be allocated directly to transit operators for Lifeline transit needs within the county. Rationale for the use of the funds for Lifeline purposes must be provided before transit operators can claim funds. Projects will be subject to Lifeline Program reporting requirements.

Program Match: No match is required.

Project Identification: In counties with multiple transit agencies, Lifeline Program Administrators will work with public transit operators to develop a distribution mechanism for the county’s available funding among eligible STA claimants. MTC will not approve allocation requests from operators in these counties until actions confirming the distribution amounts are received from the respective policy board(s) of the Lifeline Program Administrators.

For transit operators that serve multiple counties, Lifeline Program Administrators are encouraged to coordinate their discussions of distributions to address these agencies’ Lifeline needs.

Projects identified in Community Based Transportation Plans (CBTPs), countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern are eligible. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies (including transit-dependent riders), as applicable.

Eligible operating projects, consistent with STA requirements, may include (but are not limited to) new or enhanced fixed route transit services, restoration or continuation of Lifeline-related transit services eliminated due to budget shortfalls, or shuttles.

Eligible capital projects, consistent with STA requirements, may include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Attachment 1 for additional details about eligibility.

Project Delivery: All projects funded will be subject to a “use it or lose it” policy based on MTC obligation deadlines and project delivery requirements. All projects will be subject to a “use it or lose it” policy.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. The appropriate governing board shall resolve that approved projects not only meet Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery and eligibility requirements. An exception to this requirement will apply in counties where there is a single transit operator eligible to claim Lifeline STA funds.

Project Oversight: Lifeline Program Administrators will be responsible for oversight of projects funded under the county programs and ensuring projects meet project delivery requirements. In addition, Lifeline Program Administrators will ensure, at a minimum, that projects substantially carry out the activities approved by their respective boards. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals.

Lifeline Program Administrators are responsible for programmatic and fiscal oversight of Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, etc.), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsors are responsible to establish milestones and report on the status of project delivery. All reports containing performance measures will be forwarded to MTC for review and overall monitoring of the Lifeline Transportation Program.

Timeline Summary

Action	Due Date
Lifeline Program Administrators submit policy board-approved distribution of available funds for eligible claimants to MTC	July 30, 2010
Eligible claimants submit claims to MTC for approved amounts	Pending Lifeline Program Administrator submittal of board-approved distributions to MTC
All FY 2011 Lifeline STA claims submitted to MTC	January 31, 2011

**Table A - Estimated Lifeline STA Funding by County
FY 2011**

County	Regional Poverty Population Share	Amount
Alameda	27.40%	\$3,081,632
Contra Costa	12.50%	\$1,405,854
Marin	2.70%	\$303,664
Napa	1.70%	\$191,196
San Francisco	15.10%	\$1,698,272
San Mateo	7.10%	\$798,525
Santa Clara	21.70%	\$2,440,562
Solano	5.50%	\$618,576
Sonoma	6.30%	\$708,550
Total	100.00%	\$11,246,831

These amounts were updated in December 2010 based on actual STA funding for FY 2011 as indicated by the State Controller and reflected in MTC's Fund Estimate (MTC Resolution No. 3939).