

# Metropolitan Transportation Commission Programming and Allocations Committee

December 13, 2006

Item Number 3b

## Resolution No. 3788

**Subject:** Lifeline Transportation Program: Recommended Program of Projects

**Background:** In December 2005, MTC adopted Resolution 3726, which establishes guiding principles for the Lifeline Transportation Program (LTP) for a three-year period from FY 2005-06 thru FY 2007-08. The LTP is intended to result in improved mobility for low-income residents of the Bay Area, and is being administered at the local (countywide) level. Funding for the program totals \$18.2 million, using federal Congestion Mitigation Air Quality (CMAQ) and Job Access and Reverse Commute (JARC) funds, and State Transit Assistance (STA) funds. Eligible projects must be consistent with low-income transportation needs planning, such as the MTC-sponsored community-based transportation plan, a countywide regional welfare-to-work plan or another documented assessment of transportation needs in a low-income community.

MTC received a list of 36 recommended Lifeline projects totaling nearly \$16 million that were selected by the counties based on evaluation criteria outlined in Resolution 3726. MTC staff is recommending the funding of 33 of the projects listed on Attachment A.

Beginning in FY 2006-07, projects funded through the JARC program are required by SAFETEA to be derived from a locally developed, coordinated public transit-human services transportation plan. Projects included in the LTP Program of Projects were derived from the region's low-income component of the plan adopted by the Commission in November.

After MTC approval of the LTP Program of Projects, staff will follow up with programming actions through the TIP Amendment #07-04 in December and allocations in January.

**Issues:**

1) Unprogrammed Balances

Solano, Santa Clara, Napa, and Marin counties have significant unprogrammed LTP balances. MTC staff will work with the counties to ensure that they submit eligible projects up to their fund bid targets. These counties will need to consider the composition and eligibility rules of fund sources available to them during their project selection processes. MTC staff will report back to the Commission to propose programming for these projects.

2) Pending Federal Rulemaking

FTA has issued proposed rulemaking on the JARC program and the Coordinated Plan requirements, in response to the SAFETEA legislation.

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Once FTA has issued final regulations MTC staff will review the final requirements and amend the LTP accordingly if necessary.

**Recommendation:** Refer Resolution 3788 to the Commission for approval.

**Attachments:** Memorandum from the Executive Director  
MTC Resolution 3788  
Attachment A: Recommended Lifeline Transportation Program of Projects



**METROPOLITAN  
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COMMISSION**

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## ***Memorandum***

TO: Programming and Allocations Committee

DATE: December 13, 2006

FR: Deputy Executive Director

W.I.: 1311

RE: Lifeline Transportation Program – Program of Projects; Resolution No. 3788

### **Background**

In December 2005, MTC adopted Resolution 3726, which establishes guiding principles for the Lifeline Transportation Program (LTP) for a three-year period (FY 2005-06 thru FY 2007-08). The LTP is intended to improve mobility options for low-income residents in the Bay Area by funding transportation projects designed to address their transportation needs, and is being administered at the local (county) level. The program is funded by federal Congestion Mitigation Air Quality (CMAQ) and Job Access and Reverse Commute (JARC) funds, and State Transit Assistance (STA) funds, totaling roughly \$18 million. Estimated funding targets were assigned to each county based on each county's percentage of poverty population relative to the regional total.

In Spring 2006, seven Bay Area counties issued a call for projects for the Lifeline Program funding. The two remaining counties, Marin and Sonoma, will issue Lifeline calls for projects within the next several months following completion of additional community-based planning efforts. Projects eligible for funding included those that are consistent with the findings of an MTC-sponsored community-based transportation plan, a countywide regional welfare-to-work plan or another documented assessment of transportation need in a low-income community. In addition, a local match of at least 20% of the total program cost was required. Auto-related projects required a 50% match due to funding eligibility constraints. Projects were evaluated by a standard set of evaluation criteria as outlined in Resolution 3726, although each county had the option of adding additional criteria. Counties were encouraged to appoint a local evaluation committee representing a range of stakeholders to score and select projects. Recommended Lifeline projects from each county were due to MTC on July 31, 2006.

### **Proposed Lifeline Program of Projects**

MTC received thirty-six recommended Lifeline projects totaling nearly \$16 million. The projects are a mix of transit and shuttle services, transportation services for children, capital projects, subsidized transit projects and projects that improve access to autos for low-income families. Thirty-three projects are recommended for funding as listed on Attachment A of Resolution 3726.

Three projects are not recommended for funding. The lowest-ranked Lifeline project that was submitted by San Mateo County was recommended for partial funding with the remaining \$67,000 of their Lifeline target allocation. This project – the purchase of a mobile dental van containing dental equipment and supplies – was originally submitted to San Mateo County for \$360,000. San Mateo County included the project on its recommended Lifeline project list with

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a condition that the project sponsor secures the balance of funding from other sources prior to receiving Lifeline funding. To date, that funding has not been secured. Furthermore, the project as submitted is ineligible for any of the Lifeline funding sources. In Santa Clara County, two projects were withdrawn for funding based on the programming constraints identified below.

Contra Costa County submitted a project list that exceeded their county Lifeline target allocation by \$119,000, but indicated that should MTC be unable to fund this additional amount, the amount should be deducted from their lowest-ranked project.

### **Programming Constraints**

In reviewing the projects recommended for funding by the counties, MTC staff assigned CMAQ, JARC or STA funds to each project, depending on project eligibility. Most of the projects are eligible for at least one of the available funding sources. However, subsidized or free transit pass programs are not eligible for any of the LTP funding sources. It was initially envisioned that transit pass projects could be eligible to receive either JARC or STA funds. However, after counties had selected their recommended projects, the Federal Transit Administration issued additional guidance on the eligibility of JARC funds for transit pass projects, indicating that the direct funding of subsidized transit bus passes would not be an eligible JARC expense. Similarly, upon further review by MTC general counsel, subsidized transit pass projects are also not eligible to receive STA funding. In response to this problem, MTC has been working with the local project sponsors for the five affected projects to exchange LTP funds for more flexible local transportation dollars to fund these transit pass programs for this interim pilot program. In three of the five cases, project budgets will either be revised so that Lifeline funding is allocated to eligible activities or Lifeline funding will be exchanged for local sources that do not have these funding restrictions. Santa Clara County subsequently withdrew their bus pass subsidy projects from Santa Clara County's recommended project list due to future sustainability and viability given eligibility constraints.

### **Meeting SAFETEA Requirements**

Starting in FY 2007, projects funded with JARC (as well as the New Freedom and Elderly Individuals and Individuals with Disabilities programs) are subject to a new Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) planning requirement. JARC funded projects are to be derived from a locally developed, coordinated public transit-human services transportation plan. MTC completed the low-income component of the plan based on a synthesis of the extensive MTC-sponsored transportation planning efforts focused on low-income populations throughout the region. Projects included in the Lifeline Transportation Program of Projects were derived from these planning efforts and are proposed strategies to address the transportation needs of low-income populations throughout the region. The Commission adopted the low-income component of the Coordinated Plan in November, which allows the Commission to program FY2006-07 JARC funding to LTP Projects. The elderly and disabled component of the coordinated plan, as well as an element focusing on coordination of potential strategies to address the overlapping needs of all three populations, will be finalized in Spring 2007. MTC will wait to formally program the FY 2007-08 JARC funding until FTA issues a

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final ruling on the JARC program, as well as the coordinated public transit-human services transportation planning requirements.

Pending Federal Rulemaking: FTA has issued proposed rulemaking on the JARC program and the Coordinated Plan requirements, in response to the SAFETEA legislation. Once FTA has issued final regulations MTC staff will review the final requirements and amend the region's plan and the LTP if needed.

Pending State Decision on Small Urbanized Area JARC Funds: MTC is the designated recipient for large-urbanized area JARC funds, while Caltrans is the designated recipient for small urbanized-area (UA) funds. Based on Caltrans' current process, MTC is to submit priorities for the program to amend into a statewide grant. In the future Caltrans is contemplating granting delegated authority to MTC for the small UAs. MTC will work with affected counties/sponsors on JARC funding as this process is finalized.

**Next Steps**

MTC has worked with each county to develop funding strategies for each project to ensure the most efficient way for project sponsors to access funding. The action requested for this agenda item is the adoption of the Lifeline Transportation Program of Projects as noted in Attachment A. As the funding details are finalized, staff will recommend that the Commission take programming actions. This will entail the Transportation Improvement Program amendment to program federal funding (CMAQ and JARC) as included in agenda item #3c and STA allocations to project sponsors in January 2007 and beyond.

A funding summary is provided below outlining the status of LTP funding:

	<b>Available Funds</b>	<b>Recommended Programming</b>	<b>Unprogrammed Balance</b>
CMAQ	4,045,000	3,928,021	116,979
STA	7,569,862	5,381,113	2,188,749
JARC	6,618,094	5,315,438	1,302,656
Total	18,232,956	14,624,572	3,608,384

Unprogrammed balances will be held in reserve for affected counties' development of the LTP or be carried over to the next LTP round of programming. Note that JARC is apportioned to specific urbanized areas. Consequently, a given county's JARC balance needs to be used for JARC eligible projects, which will need to be considered in the project selection process.

**Recommendation**

MTC staff requests the Committee refer Resolution 3788 to the Commission for approval of the Lifeline Transportation Program of Projects.

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Therese McMillan

Date: December 20, 2006  
W.I.: 1311  
Referred by: PAC

ABSTRACT

Resolution No. 3788

This resolution adopts the FY 2005-06 through FY 2007-08 Program of Projects for MTC's Lifeline Transportation Program, funded with Congestion Mitigation and Air Quality (CMAQ), Job Access Reverse Commute (JARC) and State Transit Assistance (STA) funds.

Based on MTC Resolution 3726, MTC may fund Lifeline Transportation projects using \$4.0 million in Congestion Mitigation and Air Quality (CMAQ) funds, \$6.6 million in Job Access Reverse Commute (JARC) funds, and \$7.6 million in State Transit Assistance (STA) funds. The evaluation criteria established in Resolution 3726 were used by the county entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A— FY 2005-06 through FY 2007-08 Lifeline Transportation Program of Projects

Further discussion of this action is contained in MTC Executive Director's Memorandum to the Programming and Allocations Committee dated December 13, 2006.

Date: December 20, 2006  
W.I.: 1311  
Referred by: PAC

RE: Lifeline Transportation FY 2005-06 through FY 2007-08 Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3788

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC adopted Resolution 3726, which establishes program guidelines to be used for the funding and oversight of the Lifeline Transportation Program for projects to be funded for a three year period beginning in Fiscal Year 2005-06; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 3726 to fund a program of projects for the Lifeline Transportation Program with Congestion Mitigation and Air Quality (CMAQ), Job Access Reverse Commute (JARC) and State Transit Assistance (STA) funds;

WHEREAS, the Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Lifeline Transportation Program of Projects, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

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METROPOLITAN TRANSPORTATION COMMISSION

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Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 20, 2006.

## Lifeline Program of Projects (FY 2005-06 thru FY 2007-08)

#	Project	Project Sponsor	Project Description	Lifeline Funding Sources (a)			TOTAL Lifeline Funding
				CMAQ	STA	JARC	
<b>Alameda County</b>							
1	AC Transit Hayward Service	AC Transit	Provide day and evening service on Lines 83, 86 and 386 seven days a week in Hayward and South Hayward	-		941,289	941,289
2	Ashby BART Station/Ed Roberts Campus	City of Berkeley	Install a new ramp, staircase, pedestrian pathway, crosswalk, universally designed bus shelter and transit information kiosk and signage	1,385,760	-	-	1,385,760
3	E. Lewelling Blvd Streetscape	Alameda County Public Works	Install pedestrian improvements in Ashland and Cherryland to improve walking access to buses, schools and businesses	2,000,000	-	-	2,000,000
4	Quicker, Safer Trip to Library	Oakland Public Library	Provide transportation to kindergarten students, teachers and parents from elementary and preschools by bus to the West Oakland Library	-	150,000	-	150,000
5	Wheels Route 14 Service Provision	LAVTA	Provide transit from low-income central residential district of Livermore to downtown Livermore employment center and transit center	-	132,142	311,282	443,424

<b>County Bid Target</b>				<b>4,995,831</b>
<b>Proposed Programming</b>	<b>3,385,760</b>	<b>282,142</b>	<b>1,252,571</b>	<b>4,920,473</b>
<b>Unprogrammed Balance</b>				<b>75,358 (c)</b>

#	Project	Project Sponsor	Project Description	Lifeline Funding Sources (a)			TOTAL Lifeline Funding
				CMAQ	STA	JARC	
<b>Contra Costa County</b>							
6	Low Income Access to Health Care	Tri Delta Transit	Provide transit service to East Contra Costa County residents to access County health care and social service facilities	-	-	276,000	276,000
7	Monument Community Shuttle	CCCTA	Provide new shuttle service within the Monument Corridor, with access to a local health care clinic, shopping and transit connections at a discounted fare.	-	466,428	58,084	524,512
8	CCCTA Route 111 weekend service	CCCTA	Reinstate weekend bus service between the Concord and Pleasant Hill BART stations, providing access to employment, shopping and church	-	264,425	50,287	314,712
9	Low-Income Middle School Student Bus Pass (West CC)	WCCTAC	Provide free monthly bus passes to 660 low-income middle school households in the West Contra Costa County Unified School District	-	183,750	-	183,750 (b)
10	Continued Service on Line #376/Richmond	AC Transit	Maintain transit service on Route 376, which provides late night service in Richmond and North Richmond with access to employment, BART and transit connections.	-	596,722	383,424	980,146

<b>County Bid Target</b>			<b>2,279,120</b>
<b>Proposed Programming</b>		<b>1,511,325</b>	<b>767,796</b>
<b>Unprogrammed Balance</b>	<b>-</b>		<b>-</b>

<b>Marin County</b>			
Projects to be determined.			

<b>County Bid Target</b>			<b>492,290</b>
<b>Proposed Programming</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Unprogrammed Balance</b>			<b>492,290 (c)</b>

#	Project	Project Sponsor	Project Description	Lifeline Funding Sources (a)			TOTAL Lifeline Funding
				CMAQ	STA	JARC	
<b>Napa County</b>							
11	Installation of Bus Shelters and Seating	NCTPA	Purchase and install bus shelters and seating at various VINE bus stops throughout Napa County		309,961	-	309,961
<b>County Bid Target</b>							<b>309,961</b>
<b>Proposed Programming</b>				-	<b>309,961</b>	-	<b>309,961</b>
<b>Unprogrammed Balance</b>							-
<b>San Francisco County</b>							
12	Outreach Initiative for Lifeline Transit Access	Tenderloin Housing Clinic	Effort to conduct outreach to low-income households to facilitate increased access to MUNI transit by increasing awareness of the Lifeline Fast Pass, a discounted monthly pass for low-income persons.	-	137,741		137,741 (d)
13	Muni Route 109/Treasure Island	MTA	Maintain late night and more frequent service during peak periods and on weekends between San Francisco and Treasure Island	-	346,875	178,125	525,000
14	Muni Route 29 Service	MTA	Add additional buses Monday through Friday to improve reliability and relieve over-crowding.		418,970	527,252	946,222
15	Bayview Hunters Point Community Transport	Bayview Hunters Point Foundation for Community Improvement	Offer subsidized transportation (taxi scrip, guaranteed ride home and community shuttles) to health-related services and jobs for BVHP residents. Includes significant outreach about new transportation programs and community involvement during project evaluation.	-	346,830	578,049	924,879 (d)
16	Lifeline Fast Pass Distribution Expansion	MTA	Expand distribution of MUNI's Lifeline Fast Pass to better accommodate recipients during distribution times. The project includes both capital improvements and operating support.	219,324	-	-	219,324
<b>County Bid Target</b>							<b>2,753,176</b>
<b>Proposed Programming</b>				<b>219,324</b>	<b>1,250,416</b>	<b>1,283,426</b>	<b>2,753,166</b>
<b>Unprogrammed Balance</b>							<b>10</b>

#	Project	Project Sponsor	Project Description	Lifeline Funding Sources (a)			TOTAL Lifeline Funding
				CMAQ	STA	JARC	
<b>San Mateo County</b>							
17	Ways to Work Loan Program	San Mateo County	Provide low-interest loans to help families with: the purchase of a reliable, safe automobile to get to work on time; repairs for their automobile; or car insurance.	-	-	250,000	250,000
18	Public Transportation Workshops	City of South San Francisco	Develop a curriculum and present workshops to train low-income Spanish and English speaking individuals to effectively use public transportation.	-	20,270	33,783	54,052
19	Transportation Reimbursement Independence Program.	Family Service Agency	transporting low-income seniors who have difficulty accessing public transit and/or Redi-Wheels, a no-cost service to low-income riders in order to address financial	-	250,000	-	250,000
20	Transportation Assistance Program	San Mateo County	Purchase monthly bus passes and provide emergency taxi vouchers to low-income families and individuals (including youth and seniors).	-	220,000	30,000	250,000 (b)
21	San Mateo Medical Center Bus	San Mateo Medical Center	Purchase of a small bus, for both transporting older adults from their homes to the San Mateo Medical Center for medical and dental appointments.	-	111,000	-	111,000
22	Transportation Mobility Solutions	Coastside Opportunity Center	Provide enhanced and viable transportation mobility solutions for the low-income, elderly, and disabled population of the San Mateo County Coastside area.	-	250,000	-	250,000
23	Fair Oaks Community Shuttle	City of Redwood City	Implement a pilot shuttle service to connect residents with necessary services.	-	-	61,800	61,800
<b>County Bid Target</b>							<b>1,294,540</b>
<b>Proposed Programming</b>				-	<b>851,270</b>	<b>375,583</b>	<b>1,226,852</b>
<b>Unprogrammed Balance</b>							<b>67,688 (c)</b>

#	Project	Project Sponsor	Project Description	Lifeline Funding Sources (a)			TOTAL Lifeline Funding
				CMAQ	STA	JARC	
<b>Santa Clara County</b>							
24	Family Transportation Program	Outreach	Offers individualized transportation plans with flexibility to offer rides for entire family, as well as repair of personal vehicles	-	225,000	975,000	1,200,000
25	Senior Transportation Program	Outreach	Provides older, minority seniors with a menu of transportation options.	-	750,000	-	750,000
26	Ways to Work Family Loan Program	Family and Childrens Services	Provides unique car loan services with comprehensive case management	-	-	503,063	503,063
27	Pedestrian Enhancement Project	City of Gilroy	Capital funding project to build sidewalks and a pedestrian bridge in Gilroy	322,937	-	-	322,937
<b>County Bid Target</b>							<b>3,956,550</b>
<b>Proposed Programming</b>				<b>322,937</b>	<b>975,000</b>	<b>1,478,063</b>	<b>2,776,000</b>
<b>Unprogrammed Balance</b>							<b>1,180,550</b>

#	Project	Project Sponsor	Project Description	Lifeline Funding Sources (a)			TOTAL Lifeline Funding
				CMAQ	STA	JARC	
<b>Solano County</b>							
28	Benicia Vehicle Loan	Benicia Community Action Council	Provides down payments for low-cost vehicles for specified low-income individuals. Funds will also provide required repairs for donated vehicles.	-	-	30,000	30,000
29	Fairfield Transportation Assistance for Central Solano	Fairfield Community Action Council	Funds emergency taxi vouchers, as well as program management for the distribution of bus and limited gasoline vouchers.	-	-	38,000	38,000
30	Industrial Park Shuttle	City of Benicia	Provides early morning and late night shuttle service connecting Benicia Breeze Rt. 75 with the Benicia Industrial Park and Fairfield/Suisun Transit System Rt.	-	26,000	-	26,000
31	Saturday Local Service	City of Dixon	Funds Saturday service within and beyond Dixon.	-	150,000	-	150,000
32	Peak Service Route 50	City of Rio Vista	Initiates commuter service using small buses between Rio Vista and Fairfield.	-	25,000	-	25,000
33	Kids Shuttle	Kids Xpress	Provides expanded dedicated children's shuttle service between home, childcare, and school.	-	-	90,000	90,000

<b>County Bid Target</b>				<b>1,002,812</b>
<b>Proposed Programming</b>		<b>201,000</b>	<b>158,000</b>	<b>359,000</b>
<b>Unprogrammed Balance</b>				<b>643,812 (c)</b>

<b>Sonoma County</b>			
Projects to be determined.			1,148,676

<b>County Bid Target</b>				<b>1,148,676</b>
<b>Proposed Programming</b>				<b>-</b>
<b>Unprogrammed Balance</b>				<b>1,148,676 (c)</b>

<b>Regional Grand Totals</b>				
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<b>Lifeline Program Revenue Sources</b>	<b>4,045,000</b>	<b>7,569,862</b>	<b>6,618,094</b>	<b>18,232,956</b>
<b>Total Proposed Programming</b>	<b>3,928,021</b>	<b>5,381,113</b>	<b>5,315,438</b>	<b>14,624,572</b>
<b>Unprogrammed Balance</b>	<b>116,979</b>	<b>2,188,749</b>	<b>1,302,656</b>	<b>3,608,384 (c)</b>

(a) Fund Sources subject to change based on final determination of project eligibility.  
(b) Project type is not eligible for available fund sources. Therefore a fund swap with another agency will be necessary in order for project to receive funding.  
(c) Proposed projects need to consider funding sources available and their eligibility requirements  
(d) Fund source exchange will allow San Francisco Transportation Authority oversight