

**Metro**

Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952213.922.2061
metro.net**PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2012****SUBJECT: FUNDING AWARD RECOMMENDATIONS FOR FEDERAL 2012 JOB
ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROGRAMS****ACTION: APPROVE FUNDING AWARD RECOMMENDATIONS AND RELATED
ACTIONS****RECOMMENDATION**

- A. Approve the award recommendations totaling \$19,246,743 in federal Job Access and Reverse Commute (JARC) and \$4,127,185 in federal New Freedom (NF) funds, as shown in Attachments A and B, respectively;
- B. Amend the fiscal year (FY) 2013 Budget to add the necessary revenues and expenses for the projects recommended for funding awards per Action A, once the Federal Transit Administration (FTA) awards JARC and NF grant funds;
- C. Authorize the Chief Executive Officer or his designee to negotiate and execute pass-through agreements with agencies approved for funding award recommendations per Action A once the FTA awards JARC and NF grant funds; and
- D. Certify that there has been a fair and equitable distribution of federal JARC and NF funds resulting from a competitive selection process and that projects recommended for funding awards per Action A were derived from our region's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) that the Board of Directors approved in January 2008.

ISSUE

Following Board direction, we must present JARC and NF funding recommendations, along with the scores and rankings of proposals received and evaluated in response to Solicitations for Proposals for review and approval.

DISCUSSION

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation that was enacted in August 2005 established the NF formula Program and changed the JARC Program from a discretionary/earmark program to a formula program. SAFETEA-LU authorized funding for these two formula programs for the period from FY 2006 to FY 2009 and required that these funds be apportioned among designated recipients for large urbanized areas. Funding for these two programs continued to be provided through ten extensions of SAFETEA-LU.

The JARC Program looks to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals. It also aims to transport residents of urbanized and non-urbanized areas to suburban employment opportunities regardless of their income. The NF Program looks to provide additional tools to overcome existing barriers facing persons with disabilities seeking integration into the workforce and full participation in society. This program also seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act of 1990 (ADA).

By resolution dated May 25, 2006, the Board of Directors authorized the Los Angeles County Metropolitan Transportation Authority (LACMTA) to be the Designated Recipient of federal JARC and NF formula funds and to fulfill all responsibilities as the Designated Recipient. As such, LACMTA is responsible for the planning, programming, distribution, and management of these funds.

Funding Availability

To fulfill our obligation as the Designated Recipient, in January 2012, the Board approved the Application Package and Evaluation Criteria for the FY 2012 Solicitation for Proposals, as well as the funding marks estimated to be made available: about \$21.6 million in federal JARC funds and \$9.3 million in federal NF funds. Of these totals, about \$0.6 million in JARC funds and \$0.2 million in NF funds must be awarded for projects that serve the Urbanized Area of Lancaster-Palmdale (UZA 123). All other funding must be awarded for projects within the Los Angeles-Long Beach-Santa Ana Urbanized Area (UZA 2). The Board-approved estimated funding marks include monies expected to be allocated to our region from federal FY 2012 apportionments. However, FTA recently published a partial apportionment notice that only makes available about seventy-five percent of the estimated full year of funds. Also, the U.S. Congress is still debating SAFETEA-LU reauthorization proposals, including funding levels. So, with the new partial apportionment, the funding that is now available for award consists of about \$19.9 million in federal JARC funds and \$8.7 million in federal NF funds.

Application Process

On January 27, 2012, we sent the Notice of Funding Availability (NOFA) by regular mail and electronic mail to an extensive list of potential applicants. We also posted all relevant documents on the LACMTA website. The notice discussed the goals of the JARC and NF programs, funding amounts made available by program and urbanized area, applicant eligibility, local match requirements, and schedule. The NOFA also provided access to the Application Package and Evaluation Criteria for the Solicitation for Proposals, including maximum possible scores for each question. It also provided access to the Los Angeles County's Coordinated Plan and to the boilerplates of the funding agreements that successful applicants approved for funding by the Board would have to execute with LACMTA after FTA's grant award.

In support of our outreach efforts, the NOFA also required potential applicants to register to attend one of two workshops to assist them with understanding the requirements of the programs and Application Package, as well as the project evaluation and selection process. As a result, we conducted the workshops on February 8 and February 9, with presentations made both days by FTA and LACMTA staff. The workshops were well attended by over 50 participants representing several agencies from Los Angeles County. Although the NOFA also indicated the possibility for conducting additional workshops, as needed and upon request (including workshops at locations facilitated by potential applicants), we did not receive any such requests. However, we received and answered several questions that were addressed to us by email or phone. We also made presentations to the Local Transit Systems Subcommittee (LTSS), Bus Operations Subcommittee (BOS), and the Technical Advisory Committee (TAC) and encouraged the member agencies to share the information and submit funding applications.

We received 28 final applications that were submitted by the April 27, 2012 deadline. The 28 applications that were submitted by 23 agencies requested a total of about \$50.2 million. Of this total, 12 applications were submitted for the JARC Program requesting about \$38.4 million and 16 applications were submitted for the NF Program requesting about \$11.8 million. One proposal was determined to be ineligible.

Evaluation and Ranking

An Evaluation Panel composed of three representatives from the Southern California Association of Governments, the Orange County Transportation Authority, and City of Covina (a member of the LTSS) was assembled to review, score, and rank the applications. The scores and corresponding rankings for projects shown in Attachments A and B include average scores of the three-member Evaluation Panel. All applications were scored and ranked for the program from which funds were requested. The panel considered the requirements that would impact the scoring of each project, as detailed in the Application Package and Evaluation Criteria for the 2012 Solicitation for Proposals that the Board approved in January 2012. The following summarizes those requirements and their corresponding maximum scores possible:

1. Scope of Work, Needs, Objectives, Coordination and Outreach: a maximum of 40 points based on the level of effort, defined need, clarity of goals and objectives, with 5 points of the total for applications addressing the "Building Capacity Category" of the Coordinated Plan, and based on the resources, completeness, and relevance of coordination and outreach activities to the JARC and/or NF programs.
2. Operating, Implementation, and Management Plans: a maximum of 20 points based on the level of effort, experience, prior performance with JARC and/or NF grants awarded by LACMTA, milestones, resources, and completeness of the proposal.
3. Performance Indicators and Project Effectiveness: a maximum of 20 points based on the expected output, benefit, and the feasibility of the proposed approach for measuring and tracking the performance indicators and the project's effectiveness in delivering proposed services.
4. Budget Justification: a maximum of 20 points based on completeness, rationale, and eligibility, including assumptions used to prepare the budget (such as quantity and level of services, basis for costs, inflation rate, and prior experience), as well as total funds requested and eligible uses.

The proposals were ranked based on the scores received, and funds were distributed up to the maximum JARC and NF funding amounts made available under the FY 2012 Solicitation for Proposals. In making its funding recommendations for proposals that met the minimum score funding threshold, the Evaluation Panel considered the funding availability for each program. The panel also considered the two options it had available, as detailed in the Evaluation Criteria: i) lower the funding below 70 points to recommend awarding funds to proposals that received a score below this threshold; and ii) reserve any funds for future solicitations. The panel decided to exercise both options. The panel noticed a marked difference in proposal quality between those proposals that scored in the low 60s and those that scored in the mid-to-high 50s. As a result, the panel agreed to lower the funding recommendation threshold to a minimum score of 60 points and to reserve any remaining funds.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have no impact on safety.

FINANCIAL IMPACT

All of the recommended actions will be funded entirely from the JARC and NF federal funds that LACMTA manages and administers. No other funds will be required from LACMTA to manage and administer the programs. No expenses for any of the projects recommended for funding awards are included in the FY 2013 Budget. However, these are multi-year projects and the project manager(s) will be responsible for budgeting project expenses in future years.

Impact to Bus and Rail Operating and Capital Budget

Per federal guidelines, JARC and NF funds may be used only for operating or capital projects that were selected competitively and meet the specific requirements, goals and objectives of the JARC and NF programs. Therefore, approving the recommended funding awards will not impact our bus and rail operating and capital budgets.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to approve all or some of the recommended actions. We do not recommend this option because without Board approval we cannot fulfill our responsibilities as the Designated Recipient of JARC and NF funds, and the projects recommended for funding awards in Attachments A and B would not be implemented. Also, without the Board's approval at this time, we could risk losing funds that will lapse if not obligated by September 30, 2012. Approving our recommendation will allow the award of all the JARC and NF funds that were made available for the Solicitation for Proposals.

The Board of Directors also may choose to fund proposals that received a score lower than the minimum funding threshold of 60 points as follows: i) partially fund one JARC proposal that received a score of 59 with \$734,528; and ii) fully fund three NF proposals that received a score of 55 with a combined total of \$3,123,330 and partially fund one NF proposal that received a score of 54 with \$1,482,327. Consistent with the recommendation of the Evaluation Panel, we do not recommend this alternative and suggest reserving the funds for another solicitation for proposals planned for next year. The Evaluation Panel already lowered the funding threshold from 70 points. Funding proposals that received a score lower than 60 points would require major revisions to their proposed scopes of work, implementation approaches, and budgets. From our experience, such "revised" proposals can result in projects that are not implemented successfully or at all.

NEXT STEPS

With Board approval of our recommendation, we will immediately prepare and submit grant applications to FTA on behalf of those agencies that the Board approved to receive JARC and NF funding awards. We also will develop and execute grant pass-through agreements with the agencies and amend the FY 2013 Budget as required, once the FTA awards JARC and NF grant funds.

ATTACHMENTS

- A. Funding Recommendations for the 2012 Solicitation for Proposals JARC Program
- B. Funding Recommendations for the 2012 Solicitation for Proposals NF Program

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Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

**FUNDING RECOMMENDATIONS
FOR THE FY 2012 SOLICITATION FOR PROPOSALS
JARC PROGRAM**

AGENCY	PROJECT ¹	TOTAL COST (\$)	FUNDING AWARD (\$)	SCORE/RANK
1. City of Pasadena	Increased Local Transit Capacity for Improved Jobs Access in Northwest Pasadena	1,987,285	1,987,285	91
2. Long Beach Transit	Route 176 Service Project	4,169,296	4,169,296	90
3. City of West Hollywood	West Hollywood FLASH	647,760	647,760	89
4. Antelope Valley Transit Authority	AVTA Commuter Expansion	1,845,000	1,845,000	81
5. City of El Monte	Expansion of Fixed Route Transit Program	825,100	825,100	75
6. Antelope Valley Transit Authority	AVTA Dial-A-Ride Voucher Program	542,659	542,659	65
7. Access Services Inc.	Access to Work Program Expansion	12,416,820	7,450,092	64
8. City of South Gate	GATE Fixed Route Extension Project	1,779,551	1,779,551	62
9. FAME Assistance Corporation	Unite Here Transportation Program	811,126	0	59
10. Los Angeles County Department of Public Social Services	Enhanced Employment Transportation	12,175,000	0	46
11. City of Commerce	Metrolink Shuttle	503,709	0	43
12. Center for Asset Building Opportunities/ Community Partners ²	Save to Work Car Purchase Savings Program	652,222	0	0
TOTAL		\$38,355,528	19,246,743	na

1. Final scope of work and use of funds as approved in FTA's grant and detailed in the MOU with LACMTA and award letter.

2. Per FTA guidance, the proposed scope of work is not eligible for funding.

**FUNDING RECOMMENDATIONS
FOR THE FY 2012 SOLICITATION FOR PROPOSALS
NEW FREEDOM PROGRAM**

ATTACHMENT B

AGENCY	PROJECT ¹	TOTAL COST (\$)	FUNDING AWARD (\$)	SCORE/RANK
1. Pomona Valley Community Services/ Community Senior Services	Community Connections	737,058	737,058	96
2. City of Santa Monica	Door-Through-Door Program	469,971	469,971	85
3. Valley Village	Accessible Vans for Community Access	726,000	726,000	84
4. Therapeutic Living Centers for the Blind	Accessible Vans for Multiply Disabled and Visually Impaired Individuals	264,000	264,000	83
5. White Memorial Medical Center	Complimentary Community Shuttle Service	411,172	411,172	83
6. City of West Hollywood	West Hollywood Dial-A-Ride TLC Service	310,695	310,695	78
7. Arts & Services for Disabled	Arts & Services for Disabled Wheelchair and Disabled Expansion Transportation Program	158,102	158,102	77
8. City of Montebello	Montebello Bus Lines Dial-A-Ride Fare Media Enhancement Project	70,000	70,000	77
9. Los Angeles County Community and Senior Services	Adult Protective Services Transportation Door Assistance Services Program	733,200	733,200	72
10. Los Amigos Research & Education Institute Inc.	Wellness Center Transportation	246,987	246,987	66
11. Porters Place Inc.	Procurement of Expansion Paratransit Vehicles	502,040	0	55
12. Los Angeles County Community and Senior Services	Area Agency on Aging Door Assistance Transportation Program	2,540,000	0	55
13. City of El Monte	Expansion of Dial-A-Ride Program	81,290	0	55
14. New Horizons	New Horizons Green Light to Mobility	2,158,860	0	54
15. Disabled Resources Center Inc.	Mobility Training Program	345,841	0	53
16. Access Services Inc.	Assistance to Regional Volunteer Driver Programs	2,077,000	0	48
TOTAL		\$11,832,216	\$4,127,185	na

1. Final scope of work and use of funds as approved in FTA's grant and detailed in the MOU with LACMTA and award letter.