



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

24

**PLANNING & PROGRAMMING COMMITTEE
SEPTEMBER 17, 2014**

SUBJECT: PROGRAMMING FOR FEDERALLY MANDATED SERVICES

**ACTION: APPROVE PROGRAMMING AND RELATED ACTIONS FOR
RIDESHARE/VANPOOL SERVICES (CLEAN AIR ACT) AND
PARALLEL PARATRANSIT SERVICES (AMERICANS WITH
DISABILITIES ACT)**

RECOMMENDATIONS

- A. Approve the programming of \$51.5 million in Proposition C 25% funds for the Countywide Rideshare/Vanpool program and \$255.9 million in Regional Surface Transportation Program (RSTP) funds for Access Services as shown in Attachment A for Fiscal Years (FY) 2016 through FY 2019; and
- B. Authorize the Chief Executive Officer to negotiate and execute funding agreements as needed to provide funds programmed as authorized.

ISSUE

The Draft 2014 Short Range Transportation Plan (Plan) lays out an action plan for funding and implementing Los Angeles County transportation programs and projects from FY 2014 through FY 2024, advancing the long-term goals outlined in the Long Range Transportation Plan (LRTP). Included in that Plan are recommendations for funding of countywide rideshare/vanpool and paratransit services.

Attachment A identifies the amount of Proposition C 25% funds that are to be programmed for the Rideshare/Vanpool program, also indicated by program years. Attachment A also identifies the amount of Regional Surface Transportation Program (RSTP) funds to be programmed for Access Services for each year over the next four years from FY2016-2019, and the program years. The recommended actions help implement LACMTA's statutory transportation programming responsibilities for Los Angeles County and will allow for continued operations of these countywide programs.

DISCUSSION

Countywide Rideshare/Vanpool Program

Programs include ride-matching services and support to SCAQMD regulated employers and commuters to assist commuters in finding alternatives to driving alone, and Metro Vanpool, a vehicle lease subsidy program supporting the ongoing operation of public commuter vanpools. These services are part of a comprehensive plan to meet the requirements for reducing mobile source emissions originating in the federal Clean Air Act. Although LACMTA provides Proposition C 25% funds for the vanpools, the program in turn generates federal Section 5339 Bus and Bus Facilities and Section 5307 Urbanized Area Formula funds for LACMTA and local transit operators. LACMTA uses these flexible formula funds for bus and rail preventative maintenance purposes.

Access Services

Access Services is designated by LACMTA to provide the countywide paratransit service for persons with disabilities that is required to complement the countywide fixed route transit services under the Americans with Disabilities Act (ADA). Federal funds for Access Services are not included in the LACMTA Budget, as Access Services receives its funds directly from the federal government. However, the Board must first approve the programming of the funds so that Access Services will be eligible to apply for them. Metro supplements the federal funds with local funds that are in the budget.

DETERMINATION OF SAFETY IMPACT

The actions requested will have no impact on LACMTA's established safety standards.

FINANCIAL IMPACT

The recommended actions make it possible for LACMTA to draw down federal grants, budget in future years and fund the operation of the programs. Approving these recommendations will allow us to keep the funding commitments considered in the Long Range Transportation Plan for Los Angeles County, as further defined in the Draft 2014 Short Range Transportation Plan.

BUDGET IMPACT

Impact to Budget

The recommended multi-year programming covers FY 2016 through FY 2019 for these federally mandated services. The funding for the Countywide Rideshare Vanpool program represents the entire anticipated commitment to these services in the Short Range Transportation Plan (SRTP) for this four year period. The recommended funding source, Proposition C 25% funds, cannot be used for bus or rail operating

purposes, but could be used for improvement to rail rights-of-way. The SRTP is used to guide the balance of the funds programmed, and ultimately the Metro budget for these services.

Federal RSTP funding for Access Services Incorporated (ASI) is programmed by the Metro Board. Once programmed, these funds flow through Caltrans and the Federal Transit Administration directly to ASI without needing further budget action by Metro over the next four years. It is important to note that the ADA makes Metro responsible for budgeting any required ADA needs not met by the RSTP funds from other funds, primarily Proposition C 40%. Since Proposition C 40% funds are the last dollar into the ASI budget, the amount of RSTP funding initially programmed to ASI actually has a significant impact on the Metro budget.

The SRTP is used to guide the balance of RSTP uses for ASI versus other SRTP needs for this very flexible fund source that can be used for virtually any other transportation capital purpose including transit preventive maintenance. Annual Metro budget needs and RSTP availability may need to change over time as Metro deals with the local aspects of the national ADA service expansion challenge. The cost center manager is responsible for budgeting non-RSTP funds and the Deputy Executive Officer for Countywide Planning and Development is responsible for adjusting the RSTP programming for ASI in future years.

ALTERNATIVES CONSIDERED

The Board may elect to defer all or a part of the recommended programming of funding to the countywide operations program. Programming of local funds for the countywide Rideshare/Vanpool program also could be deferred. We do not recommend this, as the program serves important air quality and mobility goals for Los Angeles County. In addition, the Vanpool program generates funds through the federal Section 5339 and Section 5307 allocation formula which offsets the Proposition C 25% local subsidy. If not programmed and funded as proposed, the Vanpool program could be alternatively funded with the federal funds it generates. Approaching the program in this manner would reduce the funds available to transit and increase the funds available for Proposition C 25% Transit Related Highway Uses. The recommended funding plan is consistent with the SRTP strategy for implementing the LRTP and the alternative is not consistent.

We do not recommend deferral of the federal funding for Access Services, as this service is required by the ADA in conjunction Los Angeles County fixed route services. If not programmed, we would have to identify other eligible funding to ensure continued provision of this service.

NEXT STEPS

Upon Board approval, staff will submit program information to the Southern California Council of Governments (SCAG) to be included in a federally approved Transportation Improvement Program (TIP); to work with Access Services to obligate the federal funds for FY 2016 through FY 2019; program the Proposition C 25% funds for the Vanpool/Rideshare program and continue to report to the National Transit Database the Vanpool performance statistics required to generate funding through the Section 5307 program.

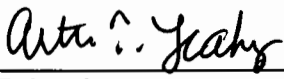
ATTACHMENT

- A. Parallel American's with Disabilities Act and Rideshare/Vanpool Services, FY 2016-2019

Prepared by: Kathleen Sanchez, Transportation Planning Manager
(213) 922-2421
Wil Ridder, Deputy Executive Officer, Countywide Planning & Development
(213) 922-2887
David Yale, Managing Executive Officer, Countywide Planning & Development
(213) 922-2469



Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

Programming for Federally Mandated Services

FY 2016 thru FY 2019

(\$ in millions)

Project Description	Fund Type	Total	FY 16	FY 17	FY 18	FY 19
Countywide Rideshare/Vanpool Program	Prop C 25%	\$ 51.5	\$ 12.0	\$ 12.6	\$ 13.2	\$ 13.7
Countywide Access Services *	RSTP	255.9	62.0	63.3	64.6	66.0
Grand Total		\$ 307.4	\$ 74.0	\$ 75.9	\$ 77.8	\$ 79.7

* Includes a small amount of Section 5310 for Capital Expenses

NOTE: Programmed amounts for programs are estimated and may be revised depending upon individual program needs and funding availability, without changing total programmed amounts for programs.