



# **Filling the Gaps: Ensuring Lifeline Service in all of the Bay Area's Low-Income Communities**

**An Independent Evaluation of MTC's Lifeline Transportation  
Program**

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# **An Independent Evaluation of the Lifeline Transportation Program**

## **I. Introduction**

The Metropolitan Transportation Commission (MTC) is currently conducting an evaluation of the Interim Lifeline Transportation Program - a program intended to serve the transportation needs of low-income people in the Bay Area. The scope of MTC's evaluation is limited solely to the administration of the program's recent three-year funding cycle thereby omitting a broader discussion of the historical context of Lifeline and MTC's past commitments to addressing the transit needs of low-income communities. This report is intended to supplement MTC's evaluation by providing a historic overview of the program and focusing the discussion on Lifeline's funding levels and outcomes. It also provides recommendations aimed at maximizing the Lifeline Transportation Program's effectiveness in improving the mobility of the Bay Area's low-income communities.

## **II. Summary of Findings**

Urban Habitat's evaluation of the Lifeline Transportation Program reveals that the program has largely deviated from its original purpose of closing gaps in the Lifeline Transportation Network (LTN), and has devolved into a program that funds beneficial but fragmented transportation projects with minimal measurable impacts on transit service for the Bay Area's lowest-income neighborhoods. Contrary to the initial promises made by MTC in 2001, the Lifeline Transportation Network has not been supported equally in relation to the multi-billion dollar Regional Transit Expansion Program (also known as Resolution 3434). MTC's long-term funding commitments for Lifeline in the last two Regional Transportation Plans (RTPs) have fallen far short of meeting identified Lifeline needs, while costly expansion projects have been well funded.

We recommend the Commission implement the following steps to fulfill its commitment to the Lifeline Transportation Program:

1. Administer the Lifeline Transportation Program at the regional level, with guidance from the Community Based Transportation Plans (CBTPs) and other local planning processes.
2. Update the Lifeline Transportation Network (LTN) for the 2009 RTP to both evaluate progress made since 2001 and to establish a measurable baseline of regional Lifeline transit service.
3. Provide full funding in Transportation 2035 to close the gaps in the LTN.
4. Identify separate funding for other critical non-transit related projects identified by the CBTPs (e.g. affordability and bike/pedestrian capital projects).<sup>1</sup>
5. Honor the 2001 RTP promise to treat the LTN and the Regional Transit Expansion Plan (RTEP), also known as Resolution 3434, on "equal footing."

## **III. History of the Lifeline Transportation Program:**

### **Welfare-to-Work**

The Lifeline Transportation Program originated out of local planning processes initiated during federal and state welfare reform in the late 1990s. In response to state guidelines, MTC facilitated Welfare-to-Work Transportation Plans in all nine Bay Area counties that detailed the transportation needs of their CalWORKS participants. A Regional Welfare-to-Work plan followed in 2001 that compiled the results of the county plans, identified common barriers, and recommended future strategies for improving transportation for low-income communities. Combined, these planning efforts constituted MTC's first

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<sup>1</sup> *Non-transit related projects* are projects that do not fill *spatial or temporal* gaps in the Lifeline Transportation network.

comprehensive attempt at addressing transportation barriers facing transit dependent populations at a regional level.

The section in the Regional Welfare-to-Work Transportation Plan entitled, “The Need for Regional Action” laid out the case for this regional approach. In summary, the section states that: 1) While the transportation needs of low-income communities have already been clearly identified, these needs must be addressed through projects that are incorporated into both local and regional transportation plans to ensure they are funded; 2) More funding is needed across the region; 3) Local bodies often don’t have the time or resources to develop effective projects, nor are they always aware of the successes or failures of other areas; 4) Inter-county issues are difficult to address at a local level; 5) Some issues such as affordability surface in every county and community.<sup>i</sup> Most of the issues identified out of the Welfare-to-Work plans have surfaced again and again in subsequent planning efforts (including in the CBTPs), such as the need for expanded bus service, affordable fares, and home to school transportation.<sup>ii</sup>

Lifeline’s predecessor, the Low-Income Flexible Transportation program (LIFT), was created in 2000 to fund some of the projects that emerged from the Welfare-to-Work Transportation Plans. The LIFT program was administered by MTC and funded three cycles of projects between 2001 and 2005, programming a total of \$14 million. An additional \$2 million was rolled into Interim Lifeline Program funding.

### **The Lifeline Transportation Network**

A key recommendation of the 2001 Regional Welfare-to-Work Transportation Plan was for MTC to identify a Lifeline Transit Network (LTN) as part of the 2001 Regional Transportation Plan. The LTN provided a “regional snapshot”<sup>iii</sup> of the key bus and rail routes that served low-income communities and connected them to essential destinations like hospitals, jobs, schools, and grocery stores. The LTN analysis identified “spatial” or “temporal” gaps in Lifeline bus or rail service, essentially answering the question: where do low-income residents need new or more frequent transit service?<sup>iv</sup> Altogether, the analysis found that 252 routes, or 43% of the region’s transit routes, served as Lifeline routes.<sup>v</sup> Community groups as well as members of MTC’s Environmental Justice Advisory Group and the Minority Citizens Advisory Committee strongly supported the identification of an LTN in the 2001 RTP.

The LTN analysis conducted by MTC revealed significant spatial and temporal gaps in the availability of Lifeline transit service throughout the region. Filling these gaps would require an estimated 1.55 million additional hours of fixed-route service each year– the equivalent to a 13% increase in total fixed-route (e.g. bus and rail) service operating in the Bay Area in 2001.<sup>vi</sup> The Lifeline Transportation Network Report concluded “that in order to achieve the proposed service objectives, more frequent and more extensive service above and beyond what exists today would be required. This, in turn will require new and additional sources of funding, especially for service operations.”<sup>vii</sup> The report recommended that the “Lifeline analysis should be updated in subsequent RTPs”<sup>viii</sup> to “reflect changes resulting from the community planning, as improved data become available and as transit services change.”<sup>ix</sup> The report also recommended that MTC forward the results of the LTN analysis to local transit operators to both confirm the Lifeline route designations and determine which gaps could be closed by fixed-route service or alternatives to fixed-route service (e.g. shuttles, taxi vouchers, etc.). Finally, the report recommended that priority gaps in 44 of the region’s most impoverished areas be identified through community based transportation plans (CBTPs).<sup>x</sup>

To ensure adequate and equitable long-term funding for the LTN, community groups urged the Commission to incorporate the LTN into MTC’s Resolution 3434, the Regional Transit Expansion Program (RTEP). Resolution 3434 is a multibillion dollar program comprised primarily of rail extension projects such as BART to Warm Springs and San Jose and the Caltrain electrification to the Transbay Terminal. MTC ultimately refused to incorporate the LTN into Resolution 3434, but assured community

stakeholders in the 2001 RTP that the LTN would be “on an equal footing with the Regional Transit Expansion Program” and that the two initiatives would be “complementary regional priorities within the RTP.”<sup>xi</sup> Despite these public promises, the two programs received starkly different attention and funding commitments in both the 2001 and 2005 RTPs (See section IV. LTN Program Analysis and Appendix II).

### **The Interim Lifeline Transportation Program**

Because the \$216 million committed to Lifeline in the 2005 RTP was not available until 2008, the Commission identified \$18 million to fund the program in the interim. The administration of the interim program was delegated by MTC to the nine county Congestion Management Agencies (CMAs) in 2005 under jointly-developed guidelines. Under this arrangement, project development has been left to transit operators, local government, and non-profit organizations. To date, approximately \$16 million, of the original \$18 million, has been programmed to fund 39 projects under the interim Lifeline program.

## **IV. LTN Program Analysis**

### **Funding**

MTC has not lived up to its promise of treating the Lifeline Transportation Network “on equal footing” to Resolution 3434. One only need compare the funding levels identified for each of these two initiatives in the last two RTPs to understand which has taken priority.

MTC staff estimates have suggested that filling the 1.55 million hours of service gaps in the LTN would cost between \$1.5 and 2.1 billion over 25 years.<sup>xii</sup> However, the 2005 RTP only committed \$216 million to the Lifeline Transportation Program, covering 10% to 14.4% of the staff-identified need.<sup>xiii</sup> In contrast, the 2005 RTP allocated \$10.8 billion for 3434 projects, covering 91.5% of its identified need.<sup>xiv</sup> Since then, an additional \$143 million in Proposition 1B and State Transit Assistance (STA) funds were committed to Lifeline in 2006 by the Commission.<sup>xv</sup> Nevertheless, current funding levels for Lifeline still fall \$1.1 to \$1.7 billion short of the identified need. (See Table 1 below and Appendix I.)

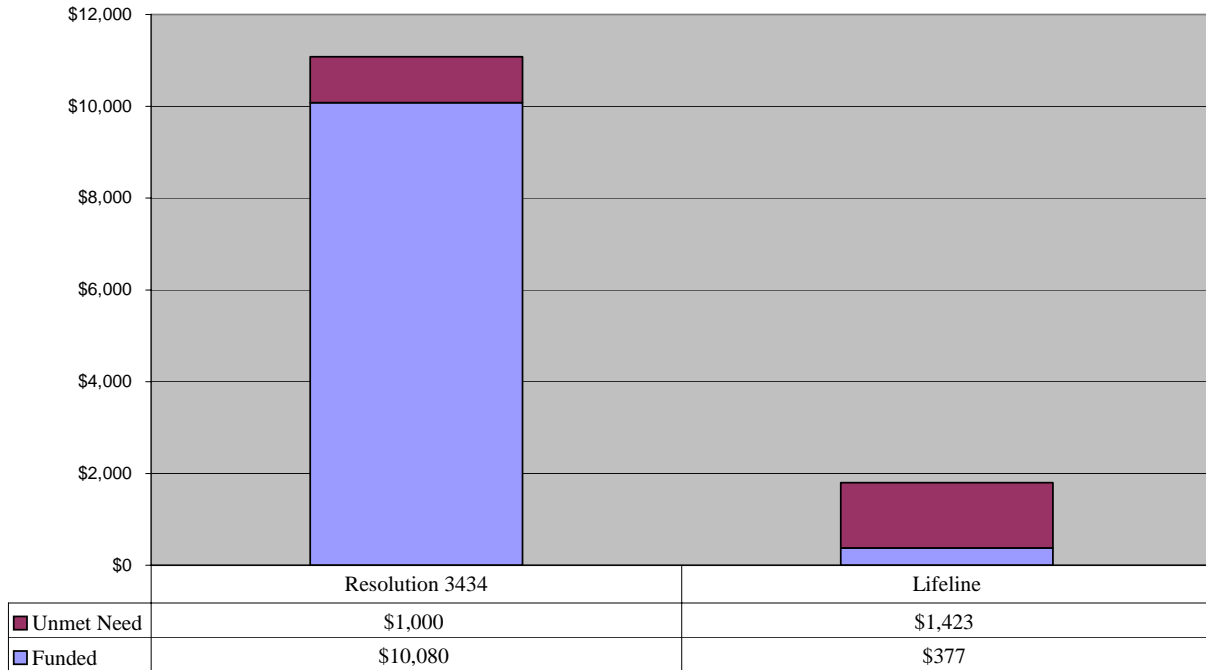
Actual funding outcomes for Lifeline projects have fared even worse. Since MTC initiated welfare-to-work planning in the late 1990s, it has prepared at least 26 different local and regional plans focused on studying the transportation barriers faced by low-income people.<sup>xvi</sup> Another 25 local plans will also likely be completed within the next five years. Yet in these last ten years, MTC has only programmed (or spent) \$30 million dollars for LIFT and Lifeline projects, combined. In addition, of the \$16 million programmed for the Interim Lifeline Program so far only \$2.5 million has been spent to close gaps in the LTN with fixed-route service.<sup>xvii</sup>

As acknowledged in MTC’s Interim Program Evaluation, the ability of the Lifeline Program to fund transit projects, “especially those services on which many people depend for their basic mobility” has been circumscribed by a short, three-year funding cycle.<sup>xviii</sup> Transit operators were wary to initiate projects that could not be supported beyond this cycle. In cases where operators did pursue these projects (such as the Monument Community Shuttle) funding sunsets will likely prevent their continued operation despite strong community support.

MTC has severely under-funded the Lifeline Program overall and has failed to ensure funds are available to permanently fill critical LTN gaps.

**Table 1** <sup>xix</sup>

**Resolution 3434 vs. Lifeline: Committed Funding Since 2005  
(In Millions)**



Note: Funded refers to committed funding. Lifeline unmet need is based on an average of the \$1.5-\$2.1 billion estimated by MTC staff in 2003. Metropolitan Transportation Commission. *Resolution 3906, Attachment B: Regional Priorities Investment Recommendation*. 2003. Metropolitan Transportation Commission. *Commission Memorandum to Planning and Operations Committee Re: 3434 Update*. 2004.

**The Lifeline Transportation Network**

MTC has abandoned the effort to designate a Regional Lifeline Transportation Network and to strategically close its gaps. Despite the recommendations of the 2001 Lifeline Transportation Network Report, and requests from community stakeholders including the MCAC, MTC has not conducted a comprehensive update of the LTN. And MTC appears to have never followed through with the report’s recommendation—that it forward the results of the 2001 LTN analysis to the transit operators to both validate the Lifeline routes and determine which of the gaps could be best filled by fixed-route service or other alternatives.

While the CBTPs have conducted some of this work, the thoroughness in validating Lifeline routes and examining alternative solutions has varied from plan to plan. Some CBTPs found it difficult to “directly compare the current level of Lifeline service with previous time periods because routes have been consolidated or modified due to budget cuts and new routes have been added,” since the LTN was surveyed in 2001.<sup>xx</sup> These changes in service have impacted the ability of the CBTP process to effectively validate Lifeline routes, or to make informed decisions as to the most effective ways to fill gaps. Moreover, the CBTPs have only captured a portion of the total routes that comprise the regional LTN. As a result, the 2001 LTN data is often not relevant to today’s transportation system, and no new data exists at a regional scale. Without a comprehensive regional plan to guide Lifeline investments and to measure

progress, it is no surprise to see that over half of the interim Lifeline funding has gone to projects that do not fill gaps in bus service.<sup>xxi</sup>

### **CMA Administration of the Program**

MTC's decision to delegate the administration of the Lifeline Transportation Program to the CMAs appears to have only exacerbated the problem. Under CMA administration, Lifeline has devolved into a program that funds beneficial but largely piecemeal transportation projects that do not comprehensively address the most pressing regional needs of low-income communities. For instance, nearly every local or regional plan (welfare-to-work, LTN, or CBTP) conducted to date has placed a high priority on expanding fixed-route transit service, addressing transit affordability issues, and improving school transportation for children – yet only 50% of the Interim Lifeline Transportation Program funding appears to have been directed at overcoming these barriers.<sup>xxii</sup>

The project selection guidelines provided to the CMAs stipulate only that projects address “transportation gaps and/or barriers”<sup>xxiii</sup> faced by low-income people. Gaps and barriers are defined so broadly as to include nearly any project that can conceivably serve a low-income neighborhood. The CMAs select from projects that are submitted by transit operators, local agencies, and non-profits, with little guarantee that the submitted projects are the highest priority projects identified by low-income residents and locally-derived plans.

According to MTC's Interim Lifeline Evaluation, of the 39 projects funded, only 9 fund fixed route service. Of those, four projects (costing \$2.65 million) are a continuation of existing service and do not provide any new service to close gaps in service.<sup>xxiv</sup>

## **V. Recommendations:**

### **1. Administer the Lifeline Transportation Program at the Regional Level**

To effectively meet the needs of low-income communities and the transit dependent in the Bay Area the LTN must function as a regional network. Since allocated funding can fill a small portion of Lifeline gaps, these gaps must be evaluated and prioritized at the regional level. MTC should set clear priorities to “address the most immediate, critical transportation gaps for low-income individuals through the development of a focused, regional set of pilot projects and programs.”<sup>xxv</sup> Additionally, MTC has demonstrated broad experience with coordinating federal and state funding and matching projects to meet complex funding requirements. Furthermore regional administration will eliminate duplicative expenses involved with local administration.

Action items:

- Administer the Lifeline Transportation Program at the regional level, with guidance from the Community Based Transportation Plans and other local planning.
- Set a clear timetable for filling all gaps in an updated LTN.

### **2. Update the Lifeline Transportation Network (LTN)**

An updated LTN will provide a regional “baseline” upon which to measure progress in closing Lifeline gaps, as well as help evaluate impact made since 2001. Without such a baseline, it will be difficult to guide future investments and measure the progress achieved by individual transportation projects.

Action items:

- Update the Lifeline Transportation Network (LTN) for the 2009 RTP.
- Set regional priorities based on the results of an updated LTN, local planning, and transit operator input.

- Ensure that the CBTP process “validate [Lifeline] routes designated for their respective communities”<sup>xxvi</sup> to achieve a more accurate picture of the LTN in communities of concern.

### 3. Provide full funding in Transportation 2035 to close the gaps in the LTN

#### Action Items:

- Provide full funding in Transportation 2035 to close the gaps in the LTN (\$1.1 to \$1.7 billion of additional operational funding). Potential funding sources include:
  - Pricing programs now under consideration, or in the planning process, such as HOT/HOV tolls, cordon pricing and gas fees; and/or
  - Shifting discretionary dollars from costly capital expansion projects.
- Commit to a specific timetable for permanently closing all *spatial* and *temporal* gaps in the LTN.

### 4. Identify separate funding for other critical non-transit related projects identified by the CBTPs.

Communities have responded to the CBTP process by articulating a wide variety of transportation needs. Many of these do not fill spatial or temporal gaps in the transit system, but deal with other very real transportation insufficiencies. For example, affordability of transit is an issue that has emerged repeatedly in the CBTPs, as well as the Welfare-to-Work Plans. Across the Bay, low-income communities continually cite the cost of BART and buses as a major barrier to transportation. Other examples of important non-transit related projects include capital projects such as sidewalk improvements and bus shelters and operational needs such as safety, informational workshops and taxi vouchers.

#### Action Items:

- Create a regional affordability program, separate from Lifeline, to address the prohibitive cost of transit for low-income people.
- Identify separate funding for non-transit related projects identified by the CBTPs such as bike/pedestrian capital projects.
- Ensure that these projects are placed in plans where they will be considered for non-Lifeline funds that they are eligible for.

### 5. Honor the 2001 RTP promise on Lifeline

Since 2001, MTC has committed over \$10 billion in Resolution 3434 projects (covering 91% of the total need) while funding Lifeline at \$377 million (covering only 18-25% of the total need). Also, Resolution 3434 projects are prioritized as part of a comprehensive regional plan and that plan is regularly updated. In contrast, the Lifeline Transportation Network has not been incorporated into any regional plan and has not been updated since 2001.

#### Action Items:

- Honor the 2001 RTP promise to treat the LTN and the Regional Transit Expansion Plan (RTEP), also known as Resolution 3434, on “equal footing.” Establish equity in funding between the two programs.

## VI. Conclusions:

As MTC prepares its 2009 Regional Transportation Plan, setting transportation priorities for the next 25 years, it is an opportune moment to finally begin to fulfill the region’s promise to the thousands of low-income families that depend on lifeline transportation everyday.

MTC's own evaluation of the interim Lifeline transportation program has suggested key ways in which the program must change to ensure its cost-efficient and effective administration. Most notably it calls for tracking progress regionally and seeking new, more flexible funding sources. Urban Habitat's independent evaluation supports these two MTC recommendations and suggests further administrative changes, highlighting the need for coordinated regional action as prescribed in previous MTC plans.

Urban Habitat's evaluation also reveals deep inequities in regional funding priorities which have limited the Lifeline Program's ability to fill gaps in the transportation network upon which low-income people rely. With new, flexible funds available in the future from pricing strategies, in addition to MTC's discretionary RTP allocation, there is now sufficient funding to fill all the gaps in the LTN as well as address some of the key, non-transit related, transportation barriers that have surfaced from the Community Based Transportation Plans such as fare affordability. Now is the time to ensure that the Lifeline Transportation Program meets the mobility needs of the region's low-income communities.

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<sup>i</sup> Metropolitan Transportation Commission. *Regional Welfare-to-Work Transportation Plan*. 2001 p. 2.

<sup>ii</sup> Metropolitan Transportation Commission. *Regional Welfare-to-Work Transportation Plan*. 2001. p. 2.

<sup>iii</sup> Metropolitan Transportation Commission. *Lifeline Transportation Network Report: 2001 Regional Transportation Plan for the San Francisco Bay Area*. p. 1.

<sup>iv</sup> Ibid. p. 2. Gaps were defined "as *spatial*, where public transit service is needed but none currently exists, or *temporal*, times of the day or when service is not frequent enough, or is needed but not currently available."

<sup>v</sup> Metropolitan Transportation Commission. *Lifeline Transportation Network Report: 2001 Regional Transportation Plan for the San Francisco Bay Area*. p. 5.

<sup>vi</sup> Ibid. p. 26.

<sup>vii</sup> Ibid. p. 26.

<sup>viii</sup> Ibid. p. 26.

<sup>ix</sup> Metropolitan Transportation Commission. *Lifeline Transportation Network Report: 2001 Regional Transportation Plan for the San Francisco Bay Area*. p. 26.

<sup>x</sup> To date 15 of these CBTPs have been completed, 5 are in progress (Marin City, Cordelia, Vallejo, Daly City and Martinez) and another 5 will begin soon. These plans were intended to "validate [Lifeline] routes designated for their respective communities," as well as to suggest the most appropriate strategies to address transportation gaps. Metropolitan Transportation Commission. *Resolution 3440, Attachment A: FY 2002 Community-based Transportation Planning Program Guidelines*. 2002. p. 1.

<sup>xi</sup> Metropolitan Transportation Commission. *Regional Transportation Plan for the San Francisco Bay Area*. Amended November 2001. p. 35.

<sup>xii</sup> Metropolitan Transportation Commission. *Resolution 3906, Attachment B: Regional Priorities Investment Recommendation*. 2003. Since the LTN was surveyed in 2001, multiple estimates have been put forward as to the total cost of filling its gaps. Estimates are given in 25 year cycles. In 2001, community groups created a \$2.7 billion fixed-route estimate based on an average operating expense of \$70/hour. In 2003, MTC staff estimated need at \$1.5 to \$2.1 billion. In 2008, Urban Habitat surveyed projects emerging from 14 completed CBTP and estimated that \$2.33 to \$2.56 billion would be necessary to fund these plans. Of this, \$228 to \$332 million would be needed to fund capital projects on top of the LTN funding estimates. (See Appendix III) Also in 2008, MTC staff proposals for the RTP 2035 include \$1.9 billion over 10 years to cover the costs of CBTP projects, and \$1.2 billion over 25 years to cover affordability programming. While LTN estimates since 2001 have varied in both amount and scope, they all support the conclusion that Lifeline is dramatically under-funded.

Urban Habitat. Prepared By Melissa Higbee. *Capital and Operating Cost Estimates from 14 Completed Community-Based Transportation Plans*. June 2007.

Metropolitan Transportation Commission. Planning Committee Meeting. *Regional Project/Program Submittals*. Attachment A. 2008. p. 2, 8.

<sup>xiii</sup> Metropolitan Transportation Commission. *Resolution 3906, Attachment B: Regional Priorities Investment Recommendation*. 2003.

<sup>xiv</sup> Metropolitan Transportation Commission. *Commission Memorandum to Planning and Operations Committee Re: 3434 Update*. 2004.

<sup>xv</sup> Metropolitan Transportation Commission. *Resolution 3814, Attachment A: Proposition 1B Regional Transit Funding Program for the San Francisco Bay Area*. 2007. p. 1,2.

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- <sup>xvi</sup> These include: 9 County Welfare-to-Work Transportation Plans, the Regional Welfare-to-Work Transportation Plan, the Lifeline Transportation Network Report for the 2001 RTP, and 15 CBTPs.
- <sup>xvii</sup> Metropolitan Transportation Commission. *Lifeline Transportation Program: Draft Interim Program Evaluation*. 2007. p. 19. Of the \$16 million programmed, another \$3 million has gone to non-fixed route operating service. It is not clear from information available how much of non-fixed route operating service closes gaps in the LTN.
- <sup>xviii</sup> Metropolitan Transportation Commission. *Lifeline Transportation Program: Draft Interim Program Evaluation*. 2007. p. 17.
- <sup>xix</sup> Funded refers to committed funding. Lifeline unmet need is based on an average of the \$1.5-\$2.1 billion estimated by MTC staff in 2003. Metropolitan Transportation Commission. Resolution 3906, Attachment B: Regional Priorities Investment Recommendation. 2003. Metropolitan Transportation Commission. Commission Memorandum to Planning and Operations Committee Re: 3434 Update. 2004.
- <sup>xx</sup> Alameda County Congestion Management Agency. Prepared by MIG. *West Oakland Community Based Transportation Plan*. p. 12.
- <sup>xxi</sup> Metropolitan Transportation Commission. *Report on Transportation 2030 Goals: Key Measures of Progress*. 2007. p. 21.
- <sup>xxii</sup> Metropolitan Transportation Commission. *Lifeline Transportation Program: Draft Interim Program Evaluation*. 2007. ES-3.
- <sup>xxiii</sup> Metropolitan Transportation Commission. *Resolution 3726, Attachment A: Guiding Principals for County Lifeline Programs. FY 2005-06 through FY 2007-08*. 2005. p 1.
- <sup>xxiv</sup> Metropolitan Transportation Commission. *Lifeline Transportation Program: Draft Interim Program Evaluation*. 2007. p 9.
- <sup>xxv</sup> Metropolitan Transportation Commission. *Regional Welfare-to-Work Transportation Plan*. 2001. p. 17.
- <sup>xxvi</sup> Metropolitan Transportation Commission. *Resolution 3440, Attachment A: FY 2002 Community-based Transportation Planning Program Guidelines*. 2002. p 1.

## Lifeline Transportation Program Independent Evaluation Appendices

### I. Lifeline Transportation Network Funding since 2005

Year	Funding Source	Committed	Programmed	Un-Programmed Balance
2005 (Available 2008)	2005 RTP (Lifeline)	\$216,000,000	\$0	
2005	MTC Resolution 3726 (Interim Lifeline Program)	\$18,232,956 <sup>1</sup>	\$16,156,249 <sup>2</sup>	\$2,076,707
2006 (Available 2008)	Proposition 1B/STA Base, Proposition 42 (Lifeline)	\$143,000,000 <sup>3</sup>	\$0	
<b>Total</b>		\$377,232,956	\$16,156,249	\$2,076,707

<sup>1</sup>\$2 million of this was reallocated from LIFT's (STA Regional Discretionary Funding) un-programmed balance. Metropolitan Transportation Commission. *Resolution 3726, Attachment A: Guiding Principals for County Lifeline Programs. FY 2005-06 through FY 2007-08.* 2005.

<sup>2</sup> Metropolitan Transportation Commission. *Lifeline Transportation Program: Draft Interim Program Evaluation.* 2007. p. 10

<sup>3</sup> Metropolitan Transportation Commission. *Resolution 3814, Attachment A: Proposition 1B Regional Transit Funding Program for the San Francisco Bay Area.* 2007.

## **II. Statements Made by MTC in 2001 Regarding the Relationship between the LTN and Resolution 3434**

“The Lifeline Transportation Network is considered on an equal footing with the Regional Transit Expansion Program serving peak-period commute travel. Both are viewed as complementary regional priorities within the RTP, and both serve to advocate the need for additional transportation revenues.”

*2001 Regional Transportation Plan for the San Francisco Bay Area Amended November 2002, p. 35*

"A parallel, equally important MTC planning exercise is defining a safety net or "lifeline" network of service for transit-dependent riders. These two elements embody the core regional emphasis areas for transit expansion identified by the Commission, which would augment the large baseline of existing transit services in the goal to achieve a comprehensive system that addresses the diverse travel needs of the Bay Area."

*Resolution No. 3357, Attachment A. Adopted by Commission on April, 2001*

“The Commission has been consistent in its commitment to developing two major transit improvement initiatives in tandem: an expansion of rail and bus networks oriented to increased mobility in congested corridors; and increased services for transit dependent persons. We expect improvements in the expansion program to benefit the lifeline services we identify, as they will provide mobility options for both transit dependent persons and commuters with automobile choices. The two proposals are equally important, and both will be included in the RTP.”

*Letter from MTC Chair Sharon Brown to BART Director Roy Nakadegawa. November 9, 2001. (Underscore added)*

"The Lifeline Transit System is intended to work in tandem with another major initiative in the RTP, development of a new Regional Transit Expansion Program, to ensure that all population groups benefit from an improved and expanded transit system for their work and non work trip needs."

*Environmental Justice Report for the 2001 RTP, p. 6-1*

### III. Community Based Transportation Plan Cost Estimates

Community	Min. Capital Cost	Max. Capital Cost	Min. Operating Cost	Max. Operating Cost	Totals (Minimums)	# Poverty Households <sup>4</sup>
Central Alameda	\$553,783.00	\$553,783.00	\$12,288,379.00	\$12,288,379.00	\$12,842,162.00	5,352
West Oakland	\$29,195,150.00	\$29,195,150.00	\$1,241,500.00	\$1,241,500.00	\$30,436,650.00	19,631
Napa	\$26,250.00	\$26,250.00	\$237,900.00	\$237,900.00	\$264,150.00	5,181
Canal Neighborhood	\$7,502,000.00	\$38,187,000.00	\$2,000.00	\$1,546,333.00	\$7,504,000.00	1,245
Tenderloin-Little Saigon	\$3,419,000.00	\$3,419,000.00			\$3,419,000.00	14,490
Mission-Geneva	\$11,000,000.00	\$18,600,000.00	\$1,000,000.00	\$1,000,000.00	\$12,000,000.00	6,728
Bay Point	\$16,865,500.00	\$16,865,500.00	\$775,000.00	\$775,000.00	\$17,640,500.00	9,520
Richmond	\$562,000.00	\$562,000.00	\$992,400.00	\$992,400.00	\$1,554,400.00	6,274
Dixon			\$296,100.00	\$296,100.00	\$296,100.00	876
East Palo Alto	\$840,000.00	\$840,000.00	\$597,600.00	\$597,600.00	\$1,437,600.00	6,197
Monument Corridor	\$3,716,100.00	\$3,716,100.00	\$1,289,239.00	\$1,289,239.00	\$5,005,339.00	3,943
Gilroy	\$3,710,000.00	\$3,710,000.00	\$4,975,000.00	\$4,975,000.00	\$8,685,000.00	1,537
Roseland	\$5,103,907.00	\$5,103,907.00	\$1,728,082.00	\$1,728,082.00	\$6,831,989.00	7,379
South and West Berkeley	\$1,946,000.00	\$1,946,000.00	\$5,055,200.00	\$5,055,200.00	\$7,001,200.00	14,172
<b>Totals</b>	<b>\$84,439,690.00</b>	<b>\$122,724,690.00</b>	<b>\$30,478,400.00</b>	<b>\$32,022,733.00</b>	<b>\$114,918,090.00</b>	<b>102,525</b>

Note: The 14 Community Based Transportation Plans shown above were those completed as of June 2007. The East Oakland Plan has since been completed, 5 are currently underway and another 24 communities have been identified to conduct them. Assuming that the CBTPs that have yet to be completed are similar in scope to those above, we can expect total capital costs of \$226 to \$328 for the for all 44 CBTPs.<sup>5</sup>

<sup>4</sup> Metropolitan Transportation Commission. *Equity Analysis Report: Mobility for the Next Generation*. 2004. Appendix B.

These figures are not exact, since the study areas of the CBTPs do not always match the 44 communities of concern defined in the Equity Analysis.

<sup>5</sup> The 102,525 low-income households already served by the CBTP program represent 37.4% of the 274,082 low income households within the 44 communities of concern. Taking a minimum capital cost of \$84 million and dividing by 37% yields an expected total minimum capital cost of \$226 million. This same method yields a maximum capital cost of \$328 million.

## IV. References

1. Alameda County Congestion Management Agency. *West Oakland Community-Based Transportation Plan*. 2006.
2. Alameda County Congestion Management Agency. *Short Range Transit Plan: 2001-2010*. 2001.
3. Alameda County Congestion Management Agency. *South and West Berkeley Community-Based Transportation Plan*. 2007.
4. Alameda County Congestion Management Agency. *Central and East Oakland Community-Based Transportation Plan*. 2007.
5. Alameda County Congestion Management Agency. *Central Alameda County Community-Based Transportation Plan*. 2004.
6. Alameda County Transit Staff. Interviewed by Will Dominie. Oakland Ca. February, 2008.
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