



**Metro**

Metropolitan Transportation Authority

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REVISED

**PLANNING AND PROGRAMMING COMMITTEE**

**October 19, 2005**

**SUBJECT: FUNDING FOR SPECIALIZED TRANSPORTATION PROGRAMS**

**ACTION: AUTHORIZE CEO TO EXECUTE FUNDING AGREEMENTS WITH SERVICE PROVIDERS ADMINISTERING THREE REGIONAL PROGRAMS**

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) or his designee to execute Memoranda of Understanding (MOUs) with service providers administering the Immediate Needs Transportation Program (INTP), the General Relief Token Program (GRTP) and the Support for Homeless Re-Entry Program (SHORE) for up to five (5) years. Such authorization is subject to the following:

- A. Future year funding of these programs will be subject to the availability of funds and approval from the Board of the Directors through the Metro budget process.
- B. Metro staff will implement the recommendations of an INTP evaluation that will be presented to the Board once completed.
- C. Funding will be provided as follows and as approved by the Board of Directors in the FY 05 and FY 06 Metro Budgets:
  1. Immediate Needs Transportation Program  
Provider: First African Methodist Episcopal Church  
FY 06 Budget amount: \$2,500,000
  2. Immediate Needs Transportation Program  
Provider: International Institute of Los Angeles  
FY 06 Budget amount: \$2,500,000
  3. General Relief Token Program  
Provider: Los Angeles County Department of Public Works  
FY 05 and FY 06 Budget Amount: \$700,000 annually

4. Support for Homeless Re-Entry  
Grantee: Shelter Partnership, Incorporated  
FY 05 and FY 06 Budget Amount: \$350,000 annually

### ISSUE

The CEO needs authorization from the Board of Directors to execute MOUs with service providers administering the INTP, the GRTP and SHORE, which Metro has funded since the early 1990s. The Board approved funding for these programs most recently through its adoption of the FY 05 Budget on June 7, 2004 and the FY 06 Budget on May 26, 2005. However, it has been determined that the Board has not formally granted the MOU authorization needed for the GRTP and SHORE under the FY 05 Budget and for all three of the specialized transportation programs under the FY 06 Budget. **The FY 2005 and 2006 MOUs' will be single year contracts. Future year MOUs with First African Methodist Episcopal Church and International Institute of Los Angeles could extend up to 4 years pending Board review of the INTP evaluation. Future MOUs' for GRTP and SHORE will be for 4 years.**

### POLICY IMPLICATIONS

The INTP, the GRTP and SHORE are specialized transportation programs that serve people with disabilities, frail elderly, welfare participants, indigents, and other people with immediate transportation needs. These populations continue to rely on these specialized transportation programs. Without these programs, these populations may be significantly impacted. With Board authorization, the CEO will be able to execute MOUs with service providers administering the programs and the providers will be able to receive funds.

### OPTIONS

The Board may choose not to authorize the CEO to execute MOUs as recommended. However, without such Board authorization, we will not be able to provide the funding that the Board has approved for the programs in the FY 05 and FY 06 Metro Budgets. We also will not be able to provide funding for the programs in future years, if the Board approves funding in future Metro budgets. Without the authorization as recommended, Board-approved funding cannot be provided and the programs may be disrupted or discontinued. Disruption or cancellation of program services may significantly impact those who have limited transportation options.

### FINANCIAL IMPACT

Funding for the INTP, the GRTP and SHORE are included in the FY 05 and FY 06 Metro Budgets, and future year funding would be subject to availability and Board approval through the Metro budget process. All of these programs will be funded from Proposition C 40% Discretionary revenues.

## BACKGROUND

In the early 1990s, Metro established the INTP, the GRTP and SHORE with funding through the Call for Projects. The following reviews each of the programs.

### Immediate Needs Transportation Program

This program was established in May 1992 following urban unrest. The Board selected the First African Methodist Episcopal Church (FAME) to administer and broker the INTP. The Board expanded the program in 1993 to provide service countywide. At that time, the International Institute of Los Angeles (IILA) was selected to broker the program in the northern and eastern half of the county, while FAME continued to broker the southern and western half. Since 1993, Metro has budgeted \$5 million annually to the INTP and allocated \$2.5 million to FAME and IILA each. In total, the two brokers work with approximately 600 agencies to distribute taxi vouchers and bus tokens to persons with immediate transportation needs and limited other transportation resources. Taxi vouchers and bus tokens are used for trips to medical, shelter, case management, job search/job interview, food and other essential destinations.

### Board Motion of June 7, 2004 Concerning INTP

In response to the Board motion, we have taken the following actions:

- Reduced administration cost from 20% to 10%;
- Sought federal funding from the Department of Homeland Security to help address Metro security needs; and
- Budgeted funding for the INTP using Proposition C 40% Discretionary revenues.

We will continue to work with FAME and IILA to identify ways to improve the efficiency of the program. In addition, we have begun a process to address the remaining action items that the Board motion requested. **Board directed recommendations as well as a listing of the 2001 Business Plan recommendations are identified in Attachment A.** We will keep the Board apprised as to the status of this work through February 2006, when we expect the work to be completed.

### General Relief Token Program

The County of Los Angeles Department of Public Social Services (DPSS) manages this program. The program provides transportation subsidies to employable GRTP recipients. The County of Los Angeles Department of Public Works (DPW) also provides 65% of the funding for the GRTP. Metro's annual subsidy of \$700,000 to DPW is approximately 35% of the total funding for the program. DPSS distributes tokens to GRTP recipients, while the DPW administers the funding used to purchase the tokens.

### Support for Homeless Re-Entry Program

SHORE began in May 1994 and was developed to aid homeless persons in central Los

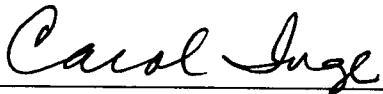
Angeles, so that they would become self-sufficient through access to such services as schooling, employment, healthcare, and social services. SHORE recipients receive Metro tokens. Shelter Partnership, Incorporated administers the \$350,000 annual token program with its own operating funds. All Metro subsidies go for purchasing tokens.

**NEXT STEPS**

The CEO or his designee will execute MOUs for up to five years with each of the service providers as described in the recommendation. Approval of the recommendation will allow us to provide funding for these specialized transportation programs as budgeted. We will return to the Board to present the results of the INTP evaluation once it is completed, or if there are any significant changes to the programs that affect funding levels or sources.

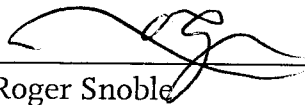
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**Attachment A: Board Directed and 2001 Business Plan Recommendations**



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Carol Inge  
Interim Chief Planning Officer



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Roger Snoble  
Chief Executive Officer

## Attachment A

### Board Directed and 2001 Business Plan Recommendations

Board Motion of June 7, 2004 Concerning INTP. The Board directed the staff to respond to the following recommendations;

- That the administrative fee for FY 2005 shall be limited to 10%
- In an effort to determine the ongoing viability of the INTP and whether or not the MTA Board should continue its historical commitment to the INTP, the MTA staff shall return to this Board in November, 2004 with an updated report on the status of employing all of the provisions listed in the 2001 Business Plan (see Attachment A cont'd) including but not limited to the following:
  - A review and possible revision of the administrative fee
  - A status report on efforts and progress to coordinate and consolidate overlapping functions with those agencies previously cited, including dial-a – ride programs throughout the county and other efforts to eliminate and reduce duplication, plus
  - Efforts to form partnerships to develop coordination with health care and human services agencies, including the County's Interagency Operations Group; and
  - Include an assessment of the impact of cancellation of the INTP from the affected agencies;
  - A review and recommendations of how to increase the usage of day passes" in lieu of taxi vouchers
  - A status report and analysis of MTA staff efforts to secure further funding from both federal and State agencies to mitigate and obviate the need to use Prop C 40% discretionary funding for Homeland Security
  - A status report on other MTA funding sources, other than Prop C 40% to fund Homeland Security
  - A status report on efforts to identify other MTA funding sources to continue the Immediate Needs Transportation program, including seeking assistance from other jurisdictions directly benefiting from the Immediate Needs Program
  - A review of the use of taxi vouchers instead of Dial-A Ride, possible unlicensed taxis, and set clear purpose and guidelines for the program.

**Attachment A  
Cont'd**

The 2001 Business Plan Recommendations are as follows:

Ref. No	Plan Recommendation
1	Change the name of the program from "Immediate Needs Transportation Program" to "Safety Net Transportation Program"
2	Provide for a more active MTA role in the program
3	Consider shifting the monitoring of taxi providers from one of the brokers to MTA
4	Shift the emphasis of the brokers from "invoice checkers" to a more proactive community role
5	Require more professional involvement of distributing agencies
6	Require more control over who receives taxi trips, and for what purpose
7	Add flexibility to the taxi program by implementing a new type of coupon for emergency travel
8	Adjust the maximum benefit that can be offered to an individual in a month to two books of \$10 in taxi script plus up to \$20 in tokens
9	Add additional fare media, including transit tickets and tokens from other operators
10	Minimize duplication with other programs
11	Consider a budget increase for the start-up of the changes recommended in the plan
12	The broker contacts to go out to bid in future years