

STAFF REPORT

SUBJECT: Transit Project Selection Procedures

MEETING DATE: August 17, 2006

AGENDA ITEM: 6D

STAFF CONTACT: Steve VanDenburgh, Brittany Odermann

RECOMMENDATION:

Approve project selection procedures for FTA Section 5307 urbanized area formula funds and authorize call for projects.

SUMMARY

FTA 5307 funding is used to operate transit services and construct capital projects in the county's three urbanized areas of Lompoc, Santa Maria and Santa Barbara. The agency is required by federal regulation to adopt procedures explaining how projects are selected for 5307 funding. These procedures were developed and adopted by SBCAG at the close of last fiscal year. SBCAG staff developed procedures in consultation with MTD, COLT and SMAT, the designated grantees of 5307 funds in their respective urbanized areas that would require each of the transit operators to screen, score and recommend to SBCAG which projects in their urbanized area should be funded. The SBCAG Board then has to approve the projects selected. As part of the project selection procedure the designated grantees and SBCAG are required to collaborate on the development of a project scoring system that must also be adopted by the SBCAG Board. The scoring system shall prioritize projects for funding in each urbanized area on the basis of mobility needs and not use formulas or predetermined percentages to fund modes or jurisdictions.

DISCUSSION

Each year the Federal Transit Administration (FTA) distributes FTA 5307 transit operating and capital assistance funds to urbanized areas. The funds are apportioned on the basis of population and population density. Projects that are funded with 5307 funds are, by federal regulation, selected by the Metropolitan Planning Organization (SBCAG) in consultation with the State and transit operators. SBCAG, the designated FTA 5307 funding recipient in the County, has traditionally allocated 100% of the 5307 funds apportioned to each of its three urbanized areas to the transit district or transit operator serving those areas. The three urbanized areas in the SBCAG region are: Santa Barbara, Lompoc, and Santa Maria.

Under the adopted procedures, the designated grantee for FTA 5307 funds within each urbanized area will screen the projects and score project applications according to the scoring system developed at the start of each programming cycle. The attached scoring system was developed and accepted by MTD, COLT and SMAT. Also attached is a generic application incorporating the scoring criteria and a draft project selection schedule. This is an estimated schedule; staff will proceed as quickly as possible to program 5307 funding.

The following table provides the estimated apportionments for each of the three urbanized areas over the federal fiscal years 2007-2009.

Section 5307 Estimated Urbanized Apportionment

Urbanized Area	FFY 2007	FFY 2008	FFY 2009
Lompoc	\$926,547	\$1,004,813	\$1,068,824
Santa Barbara	\$3,875,238	\$4,202,588	\$4,470,374
Santa Maria	\$1,875,779	\$2,034,225	\$2,163,800

Taken from FTA website, links to fiscal years 2007-2009 estimated allocations:

http://www.fta.dot.gov/17003_ENG_HTML.htm

COMMITTEE REVIEW: At its August 3rd meeting the Transportation Technical Advisory Committee unanimously recommended approval of the scoring criteria and initiation of a call for projects.

RECOMMENDATION

SBCAG staff recommends that the FTA 5307 scoring system, as developed by the grantees, be approved by the SBCAG Board and a call for projects be initiated for the 3-year programming cycle. The scoring system would be effective for the Federal Fiscal Years 2007-2009 project programming cycle upon approval.

ATTACHMENTS

Scoring Criteria for 5307 Project Selection

5307 Application Form

Draft 5307 Project Selection Schedule

Scoring Criteria for FTA Section 5307 Project Selection

Project Category**	Point Value
1. Operating or capital subsidy for existing local transit service	45
A) Serves continuing local transit needs of urbanized area residents.	15
B) Effective and cost efficient use of public funds.	15
C) Consistent with required Federal and state planning documents.	15
2. Operating or capital subsidy for expanded local transit service	30
A) Expands local transit options for urbanized area residents.	10
B) Effective and cost-efficient use of public funds.	10
C) Consistent with required Federal and state planning documents.	10
3. Operating or capital subsidy for existing regional transit service	15
A) Serves continuing regional transit needs of urbanized area.	5
B) Alleviates peak-period congestion.	5
C) Effective and cost-efficient use of public funds.	2.5
D) Integrated with existing local transit service.	2.5
4. Operating or capital subsidy for expanded regional transit service	10
A) Expands regional transit options for urbanized area.	3
B) Reduces peak-period congestion.	3
C) Effective and cost-efficient use of public funds.	2
D) Integrated with existing local and regional transit service.	2
Total (Maximum allowable points Sections 1 – 4)	100

** Projects may score in more than one category.



**APPLICATION FORM
FTA Section 5307
Small Urbanized Area Transit Funding**

Project Submittal Sheet

PROJECT TITLE:

PROJECT APPLICANT:
(Agency name & address)

CONTACT PERSON:
(Name, address, phone, e-mail)

BRIEF DESCRIPTION OF PROJECT: Describe the scope of work that would be funded under the proposed project include project limits and project concept.

Submitted By:

Please Print Full Name

Signature

Date

SECTION 1: SCREENING CRITERIA

To be eligible for funding consideration, all projects requesting FTA 5307 funds must submit information to the designated grantee in the urbanized area(s) demonstrating they meet the following criteria:

1. Consistency Requirements

- a. The project must be consistent with the RTP and other adopted local or regional plans (Congestion Management Programs, Short Range Transit Plans, State Implementation Plan, etc.)
- b. The project must be consistent with federal eligibility requirements for FTA 5307 projects.

2. Financial Requirements

The project must be supported by:

- a. A reasonable cost estimate based on the best available data.
- b. Adequate financial planning with all sources of funding identified.
- c. Logical cash flow and sensible phasing.

3. Project Specific Requirements

Projects must:

- a. Be well defined with clear project limits, intended scope of work, and project concept.
- b. Be well justified; there must be a clear need directly addressed by the project.
- c. Be supported by an implementation plan and schedule which adequately provides for any necessary clearances and approvals and demonstrates that the project can be advanced to a state of readiness for implementation in the year indicated.
- d. Maintain or improve existing service levels.
- e. Be cost effective.

SECTION 2: SELECTION CRITERIA

Responses to the following questions and other information provided in this application will be used to evaluate, prioritize and select projects.

Please indicate which category (ies) the project will address and respond to questions accordingly. Attach additional narrative or documentation if necessary.

Note: Projects may score in more than one category.

Project Category

1. Operating or capital subsidy for existing local transit service.

- A) Describe how the project serves continuing local transit needs of urbanized area residents.
- B) Demonstrate how this project is an effective and cost-efficient use of public funds.
- C) Describe how this project is consistent with required federal and state planning documents.

2. Operating or capital subsidy for expanded local transit service.

- A) Describe how the project expands local transit options for urbanized area residents.
- B) Demonstrate how this project is an effective and cost-efficient use of public funds.
- C) Describe how this project is consistent with required federal and state planning documents.

3. Operating or capital subsidy for existing regional transit service.

- A) Describe how the project services continuing regional transit needs of urbanized area.
- B) Explain how the project will alleviate peak-period congestion.
- C) Demonstrate how this project is an effective and cost-efficient use of public funds.
- D) Describe how this project integrates with existing local transit service.

4. Operating or capital subsidy for expanded regional transit service.

- A) Describe how the project expands regional transit options for urbanized area.
- B) Explain how the project will reduce peak-period congestion.
- C) Demonstrate how this project is an effective and cost-efficient use of public funds.
- D) Describe how this project integrates with existing local and regional transit services.

DRAFT

FTA 5307 PROJECT SELECTION SCHEDULE FFY 2007 – FFY 2009

**Note: This schedule may be modified depending on the availability of funding.

SBCAG and transit operators will collaborate on the development of a project scoring system which is adopted by the SBCAG Board of Directors	August 17, 2006
SBCAG and designated FTA 5307 grantees issue a call for projects	August 18, 2006
Designated grantees submit to SBCAG a funding recommendation for their urbanized area and copies of applications received	September 22, 2006
SBCAG staff reviews the applications and recommendations for each urbanized area; issues recommendations to concur/reject funding recommendations for urbanized areas; prepares FTIP amendment for concurrences	September 25 – 29, 2006
SBCAG's transportation Technical Advisory Committee (TTAC) approves funding recommendations\FTIP amendment	October 5, 2006
FTIP adopted by SBCAG Board and sent to Caltrans\Feds for concurrence	October 19, 2006