

STAFF REPORT

SUBJECT: 2007 Federal Transportation Improvement Program Amendment No. 1

MEETING DATE: October 19, 2006

AGENDA ITEM: 6 A

STAFF CONTACT: Brittany Odermann

RECOMMENDATION:

Adopt a resolution amending the 2007 Federal Transportation Improvement Program (FTIP) to program FTA Section 5307 and Transportation Development Act (TDA) as local matching funds to projects in the Lompoc, Santa Maria and Santa Barbara urbanized areas for FYs 06/07, 07/08 and 08/09.

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. 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. Beginning with FY 06/07, SBCAG was required to conduct a countywide call for projects to distribute funds on a competitive basis. Funds from FY 06/07 – 08/09 were included in the call for projects. One project was received from the transit operator in each urbanized area utilizing 100% of the amount apportioned to SBCAG for that urbanized area. TTAC recommended at its October meeting that the projects be amended into the 2007 FTIP at the October 19 SBCAG Board meeting.

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 the local transit operators. The three urbanized areas in the SBCAG region are: Santa Barbara, Lompoc, and Santa Maria.

The following table provides the estimated FTA 5307 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

Procedures were developed and adopted by SBCAG at the close of last fiscal year in consultation with MTD, COLT and SMAT, the designated grantees of 5307 funds in their respective urbanized areas, that would require each to screen, score and recommend to SBCAG which projects in their urbanized area should be funded for fiscal years 06/07 – 08/09. After an initial screening and scoring by each designated grantee, the projects must be submitted to the SBCAG Board for approval. The grantees initiated a call for projects August 18. Each grantee performed the initial screening and scoring of submitted project applications according to the scoring system approved by the Board on August 17. On October 4 each grantee submitted their final, approved funding recommendations to SBCAG. The attached funding recommendations were approved by each policy body for the designated grantee.

PROJECT SUMMARY

One project was received for each urbanized area. The completed applications are attached for review: MTD Public Transit Operating and Capital Assistance; SMAT Public Transit Operating and Capital Assistance; and COLT Operating and Capital Assistance.

The MTD application seeks to subsidize existing public transit service provided by the agency as well as fund the expansion of various local and regional routes that currently experience overloads. MTD's service area is classified by the FTA as a transit-intensive city indicating efficient and effective transit delivery. The application received an average score of 93.5 out of a total of 100 possible points. It requests 100% of the 5307 estimate for the Santa Barbara urbanized area over the three year period.

SMAT's application requests operating assistance for existing fixed route and ADA services in the Santa Maria urbanized area; and regional service provided by the San Luis Obispo Regional Transit Agency (SLORTA). The application also includes capital projects such as bus replacement and rehabilitation, bus stop improvements and planning. The application received a score of 98 out of a total 100 possible points. It requests 100% of the 5307 estimate for the Santa Maria urbanized area over the three year period.

The City of Lompoc application requested funds to support the operation and/or capital acquisitions of City of Lompoc Transit (COLT). It requests 100% of the 5307 estimate for the Lompoc urbanized area over the three year period.

COMMITTEE REVIEW

At the October 5th TTAC meeting the committee voted unanimously to approve the FTA 5307 funding recommendations and amend the 2007 FTIP to include these projects.

RECOMMENDATION

That the 2007 Federal Transportation Improvement Program be amended to program FTA Section 5307 and TDA as local matching funds to projects in the Lompoc, Santa Maria and Santa Barbara urbanized areas for FYs 06/07, 07/08 and 08/09 as shown on the estimated urbanized apportionment table above.

ATTACHMENTS

MTD 5307 application
SMAT 5307 application
COLT 5307 application

2007 FTIP Amendment # 1 - Attachment A

(\$1,000s)

Changes in ~~strickthrough~~ and bold type

FTA § 5307 Urbanized Area Formula Program

1. MPO ID # LOMPOC9

Project Description - Operating Assistance for COLT (federal operating assistance for the Lompoc Urbanized Area)

Agency	Project	Fund Source	Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost		
Lompoc	Operating Assistance	FTA § 5307	PE							
			RW							
			CON	1,250	926	1,000	1,069	1,250	4,245	
			Total	1,250	926	1,000	1,069	1,250	4,245	
		TDA	PE							
			RW							
			CON	1,475	1,019	1,105	1,175	1,475	4,774	
			Total	1,475	926	1,000	1,069	1,475	4,470	
Project Total				2,725	1,852	2,000	2,138	2,725	8,715	

2. MPO ID # MTD1

Project Description - Santa Barbara Metropolitan Transit District operating assistance (federal operating assistance for the Santa Barbara Urbanized Area)

Agency	Project	Fund Source	Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost		
MTD	Operating Assistance	FTA § 5307	PE							
			RW							
			CON	12,881	3,875	4,202	4,470	12,881	25,428	
			Total	12,881	3,875	4,202	4,470	12,881	25,428	
		TDA	PE							
			RW							
			CON	23,129	5,848	6,023	6,204	23,129	41,205	
			Total	23,129	5,848	6,023	6,204	23,129	41,205	
Project Total				36,010	9,723	10,225	10,674	36,010	66,633	

3. MPO ID # SM010

Project Description - Operating assistance for SMAT (federal operating assistance for the Santa Maria Urbanized Area)

Agency	Project	Fund Source	Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost		
Santa Maria	Operating Assistance	FTA § 5307	PE							
			RW							
			CON	5,125	1,458	1,590	1,640	5,125	9,813	
			Total	5,125	1,458	1,590	1,640	5,125	9,813	
		TDA	PE							
			RW							
			CON	5,125	1,458	1,590	1,640	5,125	9,813	
			Total	5,125	1,458	1,590	1,640	5,125	9,813	
Project Total				10,250	2,916	3,180	3,280	10,250	19,626	

4. MPO ID # SM025

Project Description -
Bus replacement and expansion

Agency	Project	Fund Source	Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost		
Santa Maria	Bus Replacement and Expansion	FTA § 5307	PE							
			RW							
			CON		228	780			1,008	
			Total		228	780			1,008	
		TDA	PE							
			RW							
			CON		862	195			1,057	
			Total		862	195			1,057	
Project Total					1,090	975			2,065	

FTA § 5307 Urbanized Area Formula Program

5. MPO ID # SM026

Project Description -
Transit fleet retrofits to comply with CARB mandates

Agency		Project		Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost	
Santa Maria	Transit fleet retrofits	FTA § 5307	PE							
			RW							
			CON		48	48			96	
			Total		48	48			96	
		TDA	PE							
			RW							
			CON		12	12			24	
			Total		12	12			24	
Project Total					60	60		120		

6. MPO ID # SM027

Project Description -
Bus Rehabilitation

Agency		Project		Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost	
Santa Maria	Bus Rehabilitation	FTA § 5307	PE							
			RW							
			CON				288		288	
			Total				288		288	
		TDA	PE							
			RW							
			CON					72	72	
			Total					72	72	
Project Total							360	360		

7. MPO ID # SM028

Project Description -
Bus Stop Improvements

Agency		Project		Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost	
Santa Maria	Bus Stop Improvements	FTA § 5307	PE							
			RW							
			CON		40		40		80	
			Total		40		40		80	
		TDA	PE							
			RW							
			CON		10		10		20	
			Total		10		10		20	
Project Total					50		50	100		

8. MPO ID # SM029

Project Description -
Planning Projects

Agency		Project		Phase	Prior	2006-07	2007-08	2008-09	Total Project Cost	
Santa Maria	Planning Projects	FTA § 5307	PE							
			RW							
			CON		20		20		40	
			Total		20		20		40	
		TDA	PE							
			RW							
			CON		5		5		10	
			Total		5		5		10	
Project Total					25		25	50		



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

Project Submittal Sheet

PROJECT TITLE: Public Transit Operating & Capital Assistance

PROJECT APPLICANT: Santa Barbara Metropolitan Transit District
(Agency name & address) 550 Olive Street
Santa Barbara, CA 93101

CONTACT PERSON: David Damiano
(Name, address, phone, e-mail) Santa Barbara Metropolitan Transit District
550 Olive Street
Santa Barbara, CA 93101
805-963-3364
ddamiano@sbmtd.gov

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

The Santa Barbara Metropolitan Transit District (MTD) is a special district authorized by the California Public Utilities Code (Section 95000 et seq.) to provide public transit service in the South Coast of Santa Barbara County. In FY 2006, MTD transported 7.3 million passengers while operating 181,150 revenue hours of service, for a systemwide average of 40.3 passengers per revenue hour. MTD provides 23,000 passenger trips each weekday resulting in the elimination of 16,540 vehicles from the roadway network. For this project, MTD will utilize the Section 5307 funds to subsidize the public transit service provided by the agency within the Santa Barbara Urbanized Area. In FY 2006, MTD recovered approximately 41 percent of its operating cost through farebox revenue. Thus, approximately 59 percent of the operating cost of the service must be provided through other sources. Section 5307 funds are one crucial source of the needed funds. MTD's Adopted Budget for FY 2007 is attached to demonstrate that MTD complies with the financial requirements outlined in the screening criteria of this application.

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.
 - i. MTD will utilize the Section 5307 funds, along with state and local funds, to fund existing local intracity transit service. Many of the MTD routes experience overloads during peak hours. The existing service is heavily utilized by persons who depend on public transit for their mobility needs, as well as by persons who have mobility options. The project will allow MTD to continue to provide mobility to the residents of the Santa Barbara Urbanized Area.

- B) Demonstrate how this project is an effective and cost-efficient use of public funds.
 - i. The Federal Transit Administration (FTA) identified MTD's service area (the Santa Barbara Urbanized Area) as a Small Transit-Intensive City, defined as smaller urbanized areas (i.e., between 50,000 and 200,000 in population) that have a "transit service intensity" that exceeds the average for larger urbanized areas (i.e., over 200,000 in population). The FTA measured transit service intensity by vehicle utilization, service provision, and service consumption. MTD's service area was found to be among the top 10 small transit-intensive cities in the country by each of these measures, suggesting that MTD is one of the most efficient and effective small-city transit operators in the nation.

- C) Describe how this project is consistent with required federal and state planning documents.
 - i. MTD's Short Range Transit Plan (SRTP), SBCAG's Regional Transportation Plan (RTP), and SBCAG's Federal Transportation Improvement Program (FTIP) include projects to fund existing MTD local intracity transit service.

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

A) Describe how the project expands local transit options for urbanized area residents.

- i. The project will allow MTD to expand local intracity transit service on several lines. Many MTD routes experience overloads and service expansion is necessary to accommodate demand. Planned expansion includes a new service, the Mesa Loop, and increased frequency of service on existing Line 1, Line 2, and Line 3. The expanded Line 1, Line 2, and Line 3 service will provide 515 daily local intracity passenger trips during peak hours. The expanded service will further assist in daily local traffic mitigation through the elimination of 365 peak hour vehicle trips from the roadway network. The Mesa Loop is a new service and will operate in both peak and non-peak hours. The Mesa Loop will provide an additional 204 daily passenger trips and will eliminate 145 daily vehicle trips. The expanded service will increase mobility for persons who depend on public transit for their mobility needs, and will increase the attractiveness of public transit service to persons with mobility options.

B) Demonstrate how this project is an effective and cost-efficient use of public funds.

- i. The Federal Transit Administration (FTA) identified MTD's service area (the Santa Barbara Urbanized Area) as a Small Transit-Intensive City, defined as smaller urbanized areas (i.e., between 50,000 and 200,000 in population) that have a "transit service intensity" that exceeds the average for larger urbanized areas (i.e., over 200,000 in population). The FTA measured transit service intensity by vehicle utilization, service provision, and service consumption. MTD's service area was found to be among the top 10 small transit-intensive cities in the country by each of these measures, suggesting that MTD is one of the most efficient and effective small-city transit operators in the nation.

C) Describe how this project is consistent with required federal and state planning documents.

- i. MTD's Short Range Transit Plan (SRTP), SBCAG's Regional Transportation Plan (RTP), and SBCAG's Federal Transportation Improvement Program (FTIP) include projects to fund these expansions of MTD local intracity transit service.

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

- A) Describe how the project services continuing regional transit needs of urbanized area.
 - i. MTD will utilize the Section 5307 funds, along with state and local funds, to fund existing regional intercity transit service. The existing service is heavily utilized by persons who depend on public transit for their mobility needs, as well as by persons who have mobility options. The project will allow MTD to continue to provide mobility to the residents of the Santa Barbara Urbanized Area.

- B) Explain how the project will alleviate peak-period congestion.
 - i. MTD's existing regional intercity transit services connect the communities of Santa Barbara, Goleta, Carpinteria, Summerland, Montecito, Isla Vista, and the University of California at Santa Barbara (UCSB). Many MTD routes experience overloads and service expansion is necessary to accommodate demand. These services provide an alternative mode of transportation for commuters, shoppers, and others persons. MTD provides 14,285 daily weekday regional intercity passenger trips. MTD assists in daily regional traffic mitigation through the elimination of 10,131 regional vehicle trips from the roadway network.

- C) Demonstrate how this project is an effective and cost-efficient use of public funds.
 - i. The Federal Transit Administration (FTA) identified MTD's service area (the Santa Barbara Urbanized Area) as a Small Transit-Intensive City, defined as smaller urbanized areas (i.e., between 50,000 and 200,000 in population) that have a "transit service intensity" that exceeds the average for larger urbanized areas (i.e., over 200,000 in population). The FTA measured transit service intensity by vehicle utilization, service provision, and service consumption. MTD's service area was found to be among the top 10 small transit-intensive cities in the country by each of these measures, suggesting that MTD is one of the most efficient and effective small-city transit operators in the nation.

- D) Describe how this project integrates with existing local transit service.
 - i. MTD's existing local intracity transit service, regional intercity, and Valley Express commuter transit services are seamlessly integrated. Major MTD transfer points include the downtown Santa Barbara Transit Center, UCSB, La Cumbre, and Old Town Goleta. When transfers are required to complete travel between South Coast communities, riders can easily do so at these and other locations.

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

- A) Describe how the project expands regional transit options for urbanized area.
- i. The project will allow MTD to expand regional intercity transit service. Many MTD routes experience overloads and service expansion is necessary to accommodate demand. Planned expansion includes increased frequency during peak hours of service on existing Line 6 and Line 11. Additionally, the Line 15x has planned late night service between Santa Barbara City College (SBCC) and the community of Isla Vista. The expanded service will increase mobility for persons who depend on public transit for their mobility needs, and will increase the attractiveness of public transit service to persons with mobility options.
- B) Explain how the project will reduce peak-period congestion.
- i. The planned expansion of MTD's regional intercity transit services will improve connections between Santa Barbara, Goleta, Isla Vista, SBCC, and UCSB. The expanded Line 6 and Line 11 service will provide 416 daily regional intercity passenger trips during peak hours. The expanded service will further assist in daily regional traffic mitigation through the elimination of 295 peak hour vehicle trips from the roadway network. The increased frequencies will make this service an attractive alternative mode of transportation for commuters, shoppers, and others persons.
- C) Demonstrate how this project is an effective and cost-efficient use of public funds.
- i. The Federal Transit Administration (FTA) identified MTD's service area (the Santa Barbara Urbanized Area) as a Small Transit-Intensive City, defined as smaller urbanized areas (i.e., between 50,000 and 200,000 in population) that have a "transit service intensity" that exceeds the average for larger urbanized areas (i.e., over 200,000 in population). The FTA measured transit service intensity by vehicle utilization, service provision, and service consumption. MTD's service area was found to be among the top 10 small transit-intensive cities in the country by each of these measures, suggesting that MTD is one of the most efficient and effective small-city transit operators in the nation.
- D) Describe how this project integrates with existing local and regional transit services.
- i. MTD's existing local intracity transit service, regional intercity, and Valley Express commuter transit services are seamlessly integrated. Major MTD transfer points include the downtown Santa Barbara Transit Center, UCSB, La Cumbre, and Old Town Goleta. When transfers are required to complete travel between South Coast communities, riders can easily do so at these and other locations.

Estimated funding requirement of 5307 funds for FY 06/07 is between \$3,700,000 and \$4,000,000

Santa Barbara Metropolitan Transit District
Scoring Criteria for FTA Section 5307 Funds Apportioned to the Santa Barbara Urbanized Area

SCORING CRITERIA	Score			Comments
	SM	JE	Avg	
1. Operating or capital subsidy for existing local transit service (45 pts. Total) A) Serves continuing local transit needs of urbanized area residents (15.0 pts.) B) Effective and cost-efficient use of public funds (15.0 pts.) C) Consistent with required Federal and state planning documents (15.0 pts.) Sub Total:	15	15	15	MTD is a major mode of transportation and is a critical component of the region's transportation network. On an average weekday, MTD provides approximately 8,700 local intracity passenger trips.
	15	15	15	
	15	15	15	
	45	45	45	
2. Operating or capital subsidy for expanded local transit service (30 pts. Total) A) Expands local transit options for urbanized area residents (10.0 pts.) B) Effective and cost-efficient use of public funds (10.0 pts.) C) Consistent with required Federal and state planning documents (10.0 pts.) Sub Total:	8	8	8	This expansion of service will be a significant benefit to the mobility options available to the urbanized area residents. However, this expansion primarily benefits one jurisdiction, which is providing a portion of the required operating assistance. Expanded service typically requires two to three years to attract ridership at the same level as established service.
	7	8	7.5	
	10	10	10	
	25	26	25.5	
	5	5	5	
	5	5	5	
3. Operating or capital subsidy for existing regional transit service (15 pts. Total) A) Serves continuing regional transit needs of urbanized area (5.0 pts.) B) Alleviates peak-period congestion (5.0 pts.) C) Effective and cost-efficient use of public funds (2.5 pts.) D) Integrated with existing local transit service (2.5 pts.) Sub Total:	5	5	5	MTD is a major mode of transportation and is a critical component of the region's transportation network. On an average weekday MTD provides approximately 14,300 passenger trips. This eliminating approximately 10,100 regional intercity vehicle trips daily from the roadway network.
	5	5	5	
	2.5	2.5	2.5	
	2.5	2.5	2.5	
	15	15	15	
4. Operating or capital subsidy for expanded regional transit service (10 pts. Total) A) Expands regional transit options for urbanized area (3.0 pts.) B) Reduces peak-period congestion (3.0 pts.) C) Effective and cost-efficient use of public funds (2.0 pts.) D) Integrated with existing local and regional transit service (2.0 pts.) Sub Total:	2	2	2	The planned regional expansion projects will enhance mobility options on the State/Hollister corridor, which is the primary parallel route to the Highway 101 freeway, and will add late night service between Santa Barbara City College and Isla Vista. It is estimated that these projects will eliminate approximately 300 peak hour regional intercity vehicle trips from the roadway network on a typical weekday.
	2	2.5	2.25	
	2	1.5	1.75	
	2	2	2	
	8	8	8	
Total:	93	94	93.5	

APPLICATION FORM

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

**Project Submittal
by City of Santa Maria**

September 18, 2006

PROJECT TITLE:

Operating and Capital Subsidy for Fiscal Years 2006/07 to 2008/09

PROJECT APPLICANT:

Santa Maria Area Transit – City of Santa Maria
For the Santa Maria Urbanized Area

CONTACT PERSON:

Michael Seden-Hansen
Transit Coordinator
(805) 925-0951 x459

BRIEF DESCRIPTION OF PROJECTS:

The City of Santa Maria is applying for Operating and Capital Subsidy for Existing and Expanded Local Transit Service and Operating Subsidy for Existing and Expanded Regional Transit Service.

Operating Project:

This project will provide operating assistance for existing fixed route and ADA services in the Santa Maria Urbanized Area; and regional service provided by SLORTA from the Urbanized area to various locations in San Luis Obispo County. The SMAT service includes the Santa Barbara County unincorporated area of Orcutt. Under agreements, the City of Santa Maria administers the transit services within the Orcutt area. The operations contract is currently held by MV Transportation, Inc., and bus maintenance is contracted to Santa Maria Diesel, Inc. The City of Santa Maria is responsible for other minor contracts and costs.

The City of Santa Maria and County of Santa Barbara contribute to the County of San Luis Obispo their share of operating costs for Route 10. This contribution consists of 50% FTA 5307 and 50% Transportation Development Act funds.

Estimated Operating Assistance Costs for Fixed Route, ADA services, and SLORTA's Route 10:

<u>FY 2006/07</u>	<u>FY 2007/08</u>	<u>FY 2008/09</u>	<u>5307 Funds</u>	<u>Matching Funds</u>
\$2,916,600	\$3,180,000	\$3,280,000	\$4,688,300	\$4,688,300

Capital Projects:

1. Transit Buses

a. Bus Replacement and Expansion

This project will provide capital assistance for transit bus procurement in the fixed route and ADA services. The retired buses will meet the FTA replacement criteria in age and/or mileage.

Costs for transit buses:

<u>FY 2006/07</u>	<u>FY 2007/08</u>	<u>5307 Funds</u>	<u>Matching Funds</u>
\$1,090,000	\$975,000	\$1,108,000	\$1,057,000

b. CARB (California Air Resources Board) Mandates

This project will provide funds for the State's CARB mandated PM and NOX "After Treatments" to the older vehicles in the SMAT transit fleet.

Costs for this capital project:

<u>FY 2006/07</u>	<u>FY 2007/08</u>	<u>5307 Funds</u>	<u>Matching Funds</u>
\$60,000	\$60,000	\$96,000	\$24,000

c. Bus Rehabilitation

There are currently six Gillig Buses that will require rehabilitation in Fiscal Year 2008, in accordance with FTA guidelines.

Costs for this capital project:

<u>FY 2008/09</u>	<u>5307 Funds</u>	<u>Matching Funds</u>
\$360,000	\$288,000	\$72,000

2. Bus Stops

This project will provide capital assistance for bus stop improvements. Improvements include, but not limited to, new bus shelters, bus turnouts, new signage and posts, and installation costs.

Costs for Bus Stop Improvements:

<u>FY 2006/07</u>	<u>FY 2008/09</u>	<u>5307 Funds</u>	<u>Matching Funds</u>
\$50,000	\$50,000	\$80,000	\$20,000

3. Planning Projects

This project will provide assistance for updates to the Short Range Transit Plan and other service improvement planning projects. All projects will use contractors under the FTA approved procurement process.

Costs for planning projects:

<u>FY 2006/07</u>	<u>FY 2008/09</u>	<u>5307 Funds</u>	<u>Matching Funds</u>
\$25,000	\$25,000	\$40,000	\$10,000

Submitted by:

MICHAEL SEDEN-HANSEN, Transit Coordinator

Date

SECTION 1: SCREENING CRITERIA

1. Consistency Requirements

- a. Projects are consistent with the SRTP and SMAT's Short Range Transit Plan.
- b. All projects meet the federal eligibility requirements for FTA Section 5307 Projects. The City of Santa Maria is currently in compliance with all federal eligibility requirements. This includes, but is not limited to, NTD Annual Reports, ADA compliance, Title VI reporting, Section 5307 grant reports, and Triennial Reviews.

2. Financial Requirements

- a. Operating cost estimates are based on existing and projected contract costs, current administrative costs, and all expenditures related to administering and maintaining the transit services. Capital projects are estimated using current costs and inflated for subsequent fiscal years.
- b. Transit services are currently funded with 5307 Funds and TDA and STA funding. The City of Santa Maria currently meets the State eligibility requirements to receive TDA funds.
- c. Operating assistance is requested for each fiscal year for the fixed-route and ADA services and capital projects are listed for their specific fiscal years. Operating assistance is requested for each fiscal year for Route 10 of the SLORTA system.

3. Project Specific Requirements

Operating Project

The operating assistance project will continue to provide the much needed transit services within the urbanized area. The passenger count on the fixed route service has experience steady overall throughout its service history. It is estimated that the passenger counts will continue to increase, fueled by the population growth being experienced in Santa Maria and Orcutt areas.

The operating assistance project will maintain and improve existing service levels through the four-year funding period. Through the City's aggressive marketing program aimed at the school-age and senior segments of the urbanized area, expanded evening hours and Saturday and Sunday service, the service levels will improve.

Fixed route service is currently exceeding the 20% TDA required farebox ratio, and the ADA service is meeting the 10% ratio.

Under agreement with the County of San Luis Obispo, the City of Santa Maria and County of Santa Barbara contribute to Route 10 of the SLORTA system. SLORTA provides fixed-route service to communities between San Luis Obispo and Santa Maria, plus to much of the Santa Maria Urbanized Area. The schedule has nine trips per day, Monday through Friday, 6:20 a.m. – 9:15 p.m. The service has been successful in providing commuter, medical, and college

trips for residents in San Luis Obispo County and reverse trips for residents in the Santa Maria Area. SLORTA has informed the City of Santa Maria that they are looking to expand the service, possibly in FY 2007/08.

The funding agreement will provide SLORTA with Section 5307 funds along with the required 50% match of TDA funds.

Capital Projects

The bus replacement project will replace older buses in keeping with the FTA replacement guidelines. The new buses will assure continuance of fixed route services and provide safe and reliable transportation.

The CARB mandate project provides the necessary engine adjustments to meet the CARB mandated PM & NOX emission after-treatments. If CARB mandates are not met, the fleet would be in violation and may be kept out of service. This would create a shortage of vehicles and present a major barrier to providing service on the fixed routes.

The rehabilitation bus project will extend the life of the six 2001 Gilligs in the SMAT fleet under the FTA recommended life cycle. This project will insure the fixed-route fleet provides service with reliable and safe buses.

The planning assistance project will provide needed improvements to the Short Range Transit Plan. The City's transit services are constantly under review to meet the changing demands created by new housing and commercial developments in the urbanized area. Elements of the SRTP need to be updated for routes and hours, demographics, capital projects, and other relevant data. The planning project procurements will be done in compliance with FTA regulations.

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SECTION 2: SELECTION CRITERIA

Project Category

1. Operating and Capital subsidy for existing local transit service

Operating subsidy for existing local transit service

This operating assistance project will continue to provide the fixed route and ADA services for the Santa Maria Area urbanized population. The fixed route system currently has 11 routes serving the urbanized area. The service weekday hours start at 6:05 a.m. to 7:25 p.m. Three routes serve the evening weekday hours between 7:15 p.m. to 10:10 p.m. Saturday service runs between 8:00 a.m. and 6:15 p.m. Sunday service runs between 9:15 a.m. to 6:15 p.m. The ADA service operates with identical days and hours.

Capital subsidy for existing local transit services

The bus projects will continue to provide safe and reliable transit services to the fixed route and ADA routes in the Santa Maria area urbanized population. The replacement buses will replace buses which are beyond their useful service life, the rehabilitation project will improve the service of the six 2001 Gilligs, and the CARB mandate will assure compliance with State emission standards.

The bus stop project will improve passenger convenience and safety at existing and new bus stops.

The planning assistance project will continue the effort to improve services within the SMAT service area. The SMAT service area is experiencing population increases every year. These increases create new housing developments, shopping centers, and new traffic circulation patterns. Staff needs to monitor and review the existing SRTP for required updates to meet the transit needs of our citizens. The studies could also recommend expansion to existing routes or the need for new fixed routes. Appropriate action could then be taken for additional buses and bus stops.

All the projects provide very effective and cost efficient use of the public funds, as proven and demonstrated by SMAT'S 27 years of fixed-route service. The SMAT system has complied with FTA regulations and been approved by the FTA Triennial Review, last conducted in 2005. The approval by FTA assures that the City of Santa Maria can continue to apply for and receive 5307 funds.

The FTA Triennial review includes, but is not limited to, the areas of Finance, Technical, Legal, Satisfactory Continuing Control, Procurement, Disadvantaged Business Enterprise, and Buy America regulations. The Financial review assures that the City of Santa Maria is using Federal subsidy funds in the most cost efficient manner under Federal laws. The financial review includes the following documents: Capital and Operating Budget for the current fiscal year; Financial statements for the past three years; three to five year capital and operating financial plan; Cost allocation plan and cognizant agency approval; ECHO request and payment documentation; A-133 single audit reports and management letters for the past three years; OIG and GAO audit reports with findings relating to FTA; status reports for open FMO findings; internal, State, or Local Government Audit reports, and other relevant documents.

The City of Santa Maria has been found to be in compliance for each Triennial Review since it was designated a Small Urbanized Area in 1980.

2. Operating and Capital subsidy for expanded local transit service

It is anticipated that there will be expanded service in the fixed route system in FY 2007/08. The expansion is the result of planned improvements included in the SRTP. The improvements will expand the service areas of selected routes, which will better serve the transit needs of citizens. The expanded service will be monitored and evaluated for performance on a monthly basis. After the recommended time, a final analysis will be completed to determine the cost effectiveness and whether to continue the expanded service.

In order to expand services in the Fixed Route System, it will be necessary to acquire additional buses. The size and configuration of the buses will meet the service requirements of expanded service.

3. Operating subsidy for existing regional transit service

The City of Santa Maria and County of Santa Barbara will provide their share of operating costs to the County of San Luis Obispo for SLORTA's Route 10. This service provides the transit needs for commuters, medical trips, college trips and other trip designations for the residents of the two counties. The service has grown significantly since its inception and continues to provide reduction of automobile trips and thereby reduce congestion. SLORTA has proven to provide cost effective use of public funds through their evaluation reports submitted to the City of Santa Maria. The Route 10 bus makes six stops within the City of Santa Maria. One of the stops is the Town Center, where there is the opportunity to transfer off and on to the SMAT fixed route system, the BREEZE system and the Guadalupe Flyer.

4. Operating subsidy for expanded regional transit service

SLORTA has informed the City of Santa Maria that they have plans to expand the number of daily trips on Route 10. They anticipate the expansion may take place in FY 2007/08. The City of Santa Maria and SBCAG staff will review the expansion plans and determine the level of participation in funding. The City of Santa Maria is confident that an agreement will be made to provide the best regional service for both counties. SLORTA will provide documentation to show the expected additional trips, effective use of public funds, and overall benefits of the expanded service.

Scoring Criteria for FTA Section 5307 Project Selection – Santa Maria Urbanized Area - FINAL SCORES

Project Category**	Point Value	Applicant Name	Score
1. Operating or Capital subsidy for existing local transit service	45	City of Santa Maria	45
A) Serves continuing Local Transit needs of urbanized area residents.	15		15
B) Effective and cost efficient use of public funds.	15		15
C) Consistent with required Federal and State planning documents.	15		15
2. Operating or capital subsidy for expanded local transit service	30		28
A) Expands local transit options for urbanized area residents.	10		9
B) Effective and cost efficient use of public funds.	10		9
C) Consistent with required Federal and State planning documents	10		10
3. Operating or capital subsidy for existing regional transit service	15		14.5
A) Serves continuing Local Transit needs of urbanized area.	5		5
B) Alleviates peak-period congestion.	5		5
C) Effective and cost-efficient use of public funds.	2.5		2
D) Integrated with existing local transit service.	2.5		2.5
4. Operating or capital subsidy for expanded regional transit service	10		9.5
A) Expands regional transit options for urbanized area.	3		3
B) Reduces peak-period congestion.	3		3
C) Effective and cost-efficient use of public funds.	2		1.5
D) Integrated with existing local and regional transit service.	2		2
Total (Maximum allowable points Sections 1 – 4)	100		98

By: Michael Seden-Hansen; Lee Diaz Date: 09/18/06



City Of Lompoc Transit

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

Project Submittal Sheet

PROJECT TITLE: City of Lompoc Transit (COLT)

PROJECT APPLICANT: City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93468

CONTACT PERSON: Richard Fernbaugh
100 Civic Center Plaza
Lompoc, CA 93438
(805) 875-826
rfernbaugh@ci.lompoc.ca.us

BRIEF DESCRIPTION OF PROJECT: To support the operation and/or capital acquisitions of City of Lompoc Transit (COLT).

The City of Lompoc, a municipal corporation, currently operates public transit services (COLT) in the City of Lompoc and the surrounding Lompoc Valley area.

COLT operates over 31,000 revenue hours per year providing 4 fixed routes within the city and 1 fixed route, which serves Vandenberg Village, Mesa Oakes and Mission Hills. COLT also operates Dial-A-Ride services within the City limits and portions of the adjacent unincorporated areas of Santa Barbara County. The Dial-A-Ride service is available to seniors and persons with disabilities.

In addition to these services COLT operates a twice weekly, regional service linking Lompoc with the Goleta/Santa Barbara area and is a partner with the City of Santa Maria and Santa Barbara County in the Breeze, a regional service operating weekdays between the cities of Lompoc and Santa Maria.

COLT rider ship has grown from 122,988 in 2000 to an estimated 300,000+ in 2006. Continued expansion in rider ship is expected as the community continues to grow and services are enhanced. In the last year, COLT has extended service to Bridge house (a homeless shelter in the County) and added bi-directional

service on 2 routes within the City. These service enhancements are related in our most recent (SRTP) Short Range Transit Plan. In addition to the previous service enhancements COLT recently approved a new service contract with AmericanStar that saved over \$18,000 as compared to last years contract and also limits coming year increases to 2% each year.

In addition to serving the local needs of the community the operation of COLT provides connectivity to regional transit services to the north, east and south of Lompoc. COLT also has partnered with Santa Barbara County in the maintenance of the SURF rail station, which provides AMTRAK services to the area.

The current budget for COLT service in 2006/07 is \$1,852,149. Our anticipated fare box recovery is expected to be 13.27%.

COLT service is included in current required federal (FTIP) and state (STIP and RTP) planning and program documents.

The City of Lompoc requests the following in FTA Section 5307 funds to operate the above-described service. For fiscal year 2006/07, \$926,547, for fiscal year 2007/08, \$1,004,813 and for fiscal year 2008/09, \$1,068,824.

Submitted By:

Richard Fernbaugh, Aviation/Transportation Administrator
Please Print Full Name

Richard Fernbaugh 7/18/06
Signature Date

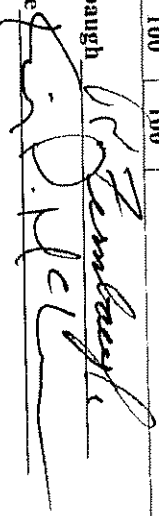
Scoring Criteria for FTA Section 5307 Project Selection
Kauning for City of Lompoc Transit (COLT), September 19, 2006

Project Category**	Score			Comments
	RF	KM	Avg.	
1. Operating or capital subsidy for existing local transit service				
A) Serves continuing local transit needs of urbanized area residents(15pts)	15	15		COLT is the primary transit provider in the Lompoc Valley. Rider ship for 2006 is expected to exceed 300,000.
B) Effective and cost efficient use of public funds(15pts.)	15	15		
C) Consistent with required Federal and state planning documents(15pts.)	15	15		
Sub-Total	45	45	45	
2. Operating or capital subsidy for expanded local transit service				
A) Expands local transit options for urbanized area residents(10pts.)	10	10		In the next three year period COLT expects to add buses, enhance route service and add additional bus stops and shelters.
B) Effective and cost-efficient use of public funds(10pts.)	10	9		
C) Consistent with required Federal and state planning documents(10pts.)	10	10		
Sub-Total	30	29	29.5	
3. Operating or capital subsidy for existing regional transit service				
A) Serves continuing regional transit needs of urbanized area(5pts.)	5	5		COLT provides regional transit opportunities through its Santa Barbara Shuttle, which also stops in Buellton, its participation and sponsorship in the BREEZE and its support of the AMTRAK Surf Station.
B) Alleviated peak-period congestion(5pts.)	5	4		
C) Effective and cost-efficient use of public funds(2.5pts.)	2.5	2.5		
D) Integrated with existing local transit service(2.5pts.)	2.5	2.5		
Sub-Total	15	14	14.5	
4. Operating or capital subsidy for expanded regional transit service				
A) Expands regional transit options for urbanized area(3pts.)				
B) Reduces peak-period congestion(3pts.)				
C) Effective and cost-efficient use of public funds(2pts.)				
D) Integrated with existing local and regional transit service(2pts.)				
Sub-Total	90	88	89	
Total (Maximum allowable points Sections 1-4)	100	100	100	

**Projects may score in more than one category.

Rated by: **Richard Fernbaugh**

Kevin McCune



RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

AMENDING THE 2007 FEDERAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM TO PROGRAM FTA SECTION 5307))
PROJECTS FOR LOMPOC, SANTA MARIA)
AND SANTA BARBARA URBANIZED AREAS)
AMENDMENT NO. 1)

RESOLUTION NO. 06-28

WHEREAS, Title 23 Code of Federal Regulations, part 450, and Title 49 Code of Federal Regulations, part 613, require the preparation and updating of a Federal Transportation Improvement Program (FTIP) by the Metropolitan Planning Organization; and

WHEREAS, the Santa Barbara County Association of Governments (SBCAG) has been designated as the Metropolitan Planning Organization for Santa Barbara County; and

WHEREAS, SBCAG, through the conduct of a continuing, comprehensive, and coordinated transportation planning process with applicable federal requirements, has prepared a 2007 FTIP; and

WHEREAS, the 2007 FTIP has been prepared in cooperation with state and local government agencies including Caltrans, local transit operators; and the Air Pollution Control District; and

WHEREAS, the 2007 FTIP must be consistent with the Regional Transportation Plan adopted pursuant to Government Code Section 6508; and

WHEREAS, the 2007 FTIP projects have been developed from the 2001 RTP, 2003 CMP and 2006 STIP; and

WHEREAS, all projects proposed for federal funding or approval under Title 23 Code of Federal Regulations and the Federal Transit Act must be included in a transportation improvement program; and

WHEREAS, because Santa Barbara County attained the federal eight-hour ozone standard, it is no longer required to follow air quality conformity measures nor the applicable State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and

WHEREAS, the 2007 FTIP was made available for public review and members of the public were given a reasonable opportunity to review the 2007 FTIP before it was adopted by the SBCAG Board on July 20, 2006; and

WHEREAS, revisions to the FTIP requested by Caltrans in order to incorporate the FTIP into the statewide FTIP by the end of the federal fiscal year were adopted by the SBCAG Board on September 30, 2006 after public review;

WHEREAS, the 2007 FTIP is financially constrained and funds needed to complete the 2007 FTIP are reasonably expected to be available.

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors amends the 2007 FTIP to include the changes identified in the Staff Report Item 6A, October 19, 2006.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that development of this amendment was made in accordance with public involvement procedures originally adopted by SBCAG on November 10, 1994 and updated on March 24, 2002; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that the amended 2007 FTIP is consistent with the 2004 MTP.

BE IT FURTHER RESOLVED that the 2007 FTIP as amended is financially constrained and funds needed to complete the 2007 FTIP are reasonably expected to be available.

BE IT FURTHER RESOLVED that the inclusion of any federally-funded projects in the 2007 FTIP, including all amendments, constitutes the federal project selection procedures for Santa Barbara County, and any projects programmed in the FTIP may proceed to implementation without further project selection action by SBCAG.

BE IT FURTHER RESOLVED that SBCAG's approval of the 2007 FTIP including all amendments also constitutes the federal transit "designated recipient" approval of all grant applications filed by the transit operators that are consistent with the FTIP project programming.

PASSED AND ADOPTED this 19th day of October 2006 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp
Executive Director
Santa Barbara County
Association of Governments

Joe Centeno
Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Kevin E. Ready, Sr.
Deputy County Counsel