

FTA 5307 Transit Project Selection Procedures – 2014

Any public agency with public transit capital and operating funding needs within, to/from, or between urbanized area(s) in Santa Barbara County may apply for FTA 5307 funding according to the following process.

1. At the beginning of every programming cycle, SBCAG shall notify each transit operator of the estimated amount of funding to be apportioned to each urbanized area for the fiscal years included in the programming cycle. The amount of funding available for this programming cycle is as follows:

Urbanized Area	FY 15/16	FY 16/17	FY 17/18	Totals
Lompoc	\$1,222,724	\$1,222,724	\$1,222,724	\$3,668,172
Santa Barbara	\$4,943,999	\$4,943,999	\$4,943,999	\$14,831,997
Santa Maria	\$3,362,448	\$3,362,448	\$3,362,448	\$10,087,344
Total	\$9,529,171	\$9,529,171	\$9,529,171	\$28,587,513

Note: Apportionments are based on FFY 2014 Apportionments

2. The full amount of estimated FTA 5307 funding apportioned to an urbanized area shall be programmed to the urbanized area in the programming cycle.
3. SBCAG and transit operators will collaborate on the development of a project scoring system that will be adopted by the SBCAG Board of Directors. 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, consistent with 23 CFR Part 450.222(b).
4. A call for projects will be issued by SBCAG and the designated grantees in each urbanized area according to the schedule shown in Attachment D, FTA 5307 Transit Project Selection Schedule.
5. Applicants must submit project information to the designated grantee in the urbanized area(s) in which they would like to operate a service or make a capital improvement. Information provided must assist the grantee in screening the project according to Attachment D-2, Screening Criteria, and scoring the project according to the scoring system developed.

In Santa Barbara County, the urbanized areas and designated grantees are:

Lompoc	City of Lompoc Transit (COLT)	Richard Fernbaugh	R_Fernbaugh@ci.lompoc.ca.us
Santa Barbara	Santa Barbara Metropolitan Transit District (SBMTD)	Steve Maas	SMAAS@sbmtd.gov
Santa Maria	Santa Maria Area Transit (SMAT)	Austin O'Dell	aodell@ci.santa-maria.ca.us

6. If the project involves more than one urbanized area, the applicant must provide copies of the project information to the grantees in each urbanized area that would benefit from the proposed project.

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7. The designated grantee in the urbanized area shall determine the project's eligibility for FTA 5307 funds according to the screening criteria in Attachment D-2.
8. The designated grantee shall score all projects that meet the screening criteria, including its own projects needing FTA 5307 funds, using the scoring system.
9. The designated grantee shall submit to SBCAG all applications received, including those that did not meet the screening criteria, its score for projects, and its policy board's adopted recommendation of which project(s) should be funded in the upcoming fiscal year(s) with the FTA 5307 grant apportionment published in the federal register for its urbanized area.
10. Any applicant may appeal any aspect of the designated grantee's screening and scoring of its application to SBCAG after the designated recipient's policy board has taken action but before SBCAG's TTAC Committee has adopted a recommendation.
11. SBCAG staff will review all project information transmitted by designated grantees, including those that the grantee believes do not meet the screening criteria, and appeals filed, and recommend to SBCAG's Transportation Technical Advisory Committee (TTAC) concurrence or rejection of the grantee's funding recommendation.
12. SBCAG's TTAC committee shall adopt a recommendation of concurrence or rejection of a grantee's funding recommendation, which shall be communicated to the SBCAG Board.
13. If the SBCAG Board of Directors concurs with a designated grantee's funding recommendation, it shall approve an amendment to the Federal Transportation Improvement Program reflecting the funding recommendation and submit it to Caltrans and the Federal Transit Administration for their concurrence.
14. If the SBCAG Board rejects a designated grantee's funding recommendation, the recommendation shall be returned to the designated grantee with an explanation of the rejection. The designated grantee may modify and resubmit a funding recommendation. Rejection of a funding recommendation for one urbanized area will not necessarily prevent SBCAG from adopting an FTIP amendment implementing recommendations for other urbanized areas.
15. The SBCAG Board reserves the right to modify these procedures in consultation with the designated grantees in each urbanized area at any time to promote the most efficient and effective use of FTA 5307 funding in Santa Barbara County.
16. This process shall be conducted consistent with federal and state laws and regulations and in such a way that all materials pertaining to the screening and scoring of projects, discussion of funding recommendations by policy boards, and staff reports to policy boards on any aspect of this process, shall be readily available to members of the public.

Scoring Criteria for FTA Section 5307 Project Selection

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

** Projects may score in more than one category.

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, including maintaining current service levels and service reliability.
- B) Demonstrate how this project is an effective and cost-efficient use of public funds using standard industry performance measures, which may include:
 - Farebox Recovery Ratio
 - Cost per Passenger
 - Cost per Revenue Hour
 - Passenger Miles Traveled per Vehicle Revenue Mile
 - Passenger Miles Traveled per Vehicle Revenue Hour
 - Vehicle Revenue Miles per Capita
 - Vehicle Revenue Hours per Capita
 - Passenger Miles Traveled Per Capita
 - Passenger Trips Per Capita
- C) Describe how this project is consistent with required federal, state, and local 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 including increasing service levels, improving service reliability and improving current service.
- B) Demonstrate how this project is an effective and cost-efficient use of public funds using standard industry performance measures, which may include:
 - Farebox Recovery Ratio
 - Cost per Passenger
 - Cost per Revenue Hour
 - Passenger Miles Traveled per Vehicle Revenue Mile
 - Passenger Miles Traveled per Vehicle Revenue Hour
 - Vehicle Revenue Miles per Capita
 - Vehicle Revenue Hours per Capita
 - Passenger Miles Traveled Per Capita
 - Passenger Trips Per Capita

- C) Describe how this project is consistent with required federal, state, and local planning documents.
3. Operating or capital subsidy for existing regional transit service
- A) Describe how the project services continuing regional transit needs of the urbanized area, including maintaining current service levels and service reliability.
 - 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 using standard industry performance measures, which may include:
 - Farebox Recovery Ratio
 - Cost per Passenger
 - Cost per Revenue Hour
 - Passenger Miles Traveled per Vehicle Revenue Mile
 - Passenger Miles Traveled per Vehicle Revenue Hour
 - Vehicle Revenue Miles per Capita
 - Vehicle Revenue Hours per Capita
 - Passenger Miles Traveled Per Capita
 - Passenger Trips Per Capita
 - 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 the urbanized area including increasing service levels, improving service reliability and improving current service.
 - 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 using standard industry performance measures, which may include:
 - Farebox Recovery Ratio
 - Cost per Passenger
 - Cost per Revenue Hour
 - Passenger Miles Traveled per Vehicle Revenue Mile
 - Passenger Miles Traveled per Vehicle Revenue Hour
 - Vehicle Revenue Miles per Capita
 - Vehicle Revenue Hours per Capita
 - Passenger Miles Traveled Per Capita
 - Passenger Trips Per Capita
 - D) Describe how this project integrates with existing local and regional transit services.