



## Transportation Committee

March 4, 2014

### **Programming Recommendations for Federal Transit Administration Sections 5307 and 5339 FFY 2014 Apportionments to the Sacramento Urbanized Area**

**Issue:** How should the Board program the Federal Transit Administration (FTA) Section 5307 and 5339 funds available for Federal Fiscal Year (FFY) 2014?

**Recommendation:** That the Transportation Committee recommend that the Board (1) approve a sub-allocation methodology that directs 88 percent of the available FTA Sections 5307 and 5339 apportionment funds toward a Service Based Earned Share and 12 percent of the funds towards a Discretionary Share; (2) program the Service Based Earned Share for the operators and totals identified in Attachment A; and (3) authorize Chief Executive Officer to release a call for projects for the Discretionary Share portion of the available funds.

**Discussion:** The FTA released the federal apportionment funding amounts on March 4, thereby allowing staff to move forward with a partial programming recommendation for the available funds. The staff recommendation is to program the Service Based Earned Share of \$23,531,385, comprising 88 percent of the total funding available. A subsequent programming recommendation is anticipated through the May Board cycle for the remaining \$3,208,825 in Discretionary Share funding. The Transit Coordinating Committee (TCC) recommends this two-part programming process as an expeditious means to secure a portion of the funds early so they can be adopted into agency budgets and help shape budget forecasting for the next fiscal year.

The FTA apportions Sections 5307 and 5339 Urbanized Area funds to the Sacramento Regional Transit District, which is the designated recipient (DR) in the UZA. Per the FTA's directive in 2013, SACOG facilitated a collaborative process to create a methodology to sub-allocate federal formula funds among recipients in the Sacramento UZA consistent with a prioritized and financially constrained Transportation Improvement Program (TIP). The sub-allocation methodology is comprised of two parts: "Service Based Earned Share" and the "Discretionary Share." The Transit Coordinating Committee unanimously endorsed the sub-allocation methodology. The following paragraphs describe the two program shares.

**Service Based Earned Share** distributes 88 percent (\$23,531,385) of the Sacramento UZA funds based on population shares and performance data. The funding distributed is based on four factors: percentage of 2010 population for the region (13 percent of total), percentage of regional vehicle revenue hours (29 percent of total), percentage of regional vehicle revenue miles (29 percent of total), and regional percentage of unlinked passenger trips (29 percent). The performance data used in the methodology is derived from the National Transit Database, which summarizes individual agencies' information from their required annual data submittals. Attachment A identifies the agencies and recommended funding amounts with the Service Based Earned Share portion of the funding available.

**Discretionary Share** distributes the remaining 12 percent (\$3,208,825) of the funds through a competitive bi-annual application process that is informed by policies in short-range transit plans, and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Attachment B identifies the criteria

that SACOG staff collaborated with the TCC to develop. The proposed process involves SACOG to manage the competitive application process, including the review and scoring of project applications, and then come back to the TCC with a staff recommendation. TCC endorsement of the recommended funding awards would be sought before advancing on to the Transportation Committee and Board for action. Attachment C offers a proposed schedule for the programming of the Discretionary Share funds.

Following the programming actions of the SACOG Board on the Service Based Earned Share and Discretionary Share, staff will continue to work closely with transit operators to program the funds in the Metropolitan Transportation Improvement Program (MTIP) by amendment. Approval of the MTIP amendment will then allow transit agencies to apply to the FTA to receive the funding. Before the funding is ultimately awarded by the FTA, SACOG is responsible for providing a letter of concurrence to the FTA that certain conditions are met, such as consistency between the projects in the grant application and the transit operator's short-range transit plan.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:AZ:gg  
Attachments

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**Attachment A**  
**Sacramento Urbanized Area FFY 2014 FTA Section 5307 & 5339 Funds**  
**TCC Funding Recommendation**

El Dorado County Transit	<u>\$258,434</u>
Elk Grove Transit	<u>\$882,559</u>
Folsom Stage Lines	<u>\$411,379</u>
Placer County Transit	<u>\$620,440</u>
Lincoln Transit	<u>\$161,389</u>
Roseville Transit	<u>\$764,335</u>
Sacramento Regional Transit	<u>\$19,203,121</u>
Yolo County Transportation District	<u>\$1,229,728</u>
Programming Totals	
<b>Total</b>	<b>\$23,531,385</b>

**Draft FTA Section 5307/5339 Discretionary Share Programming Criteria****A. MTP/SCS Implementation (50 points)**

- a) Describe how this project(s) assists the region in supporting the SACOG MTP/SCS transit related policies & strategies, specifically the maintenance or restoration of productive transit services and the provision of new transit services that support the growth projected in the MTP/SCS land use allocation.
- b) Describe how this project(s) meets “state of good repair”, “fix it first” policies, and long-term asset management benefits under MAP-21.
- c) Describe how this project(s) is consistent with your agency/organization short range transit plan (if applicable), fleet/facilities plan, asset management plan or other agency/organization planning documents.

**B. Access/Continuity (30 points)**

- a) Describe the specific operational/implementation or capital plan details for this project(s).
- b) Describe how this project(s) coordinates transit services improving access and mobility in the region.
- c) Specify how the project(s) addresses the gap(s) and/or barriers identified through your agency’s/organization’s internal analysis, the most recent Unmet Transit Needs process in the project area, and the Lifeline Transportation Study
- d) Describe how this project(s) ensures access to “lifeline” and/or regional destinations (job centers, medical facilities, job training, educational facilities, regional shopping centers, regional transportation hubs etc.).
- e) Describe how this project(s) ensures access to transportation for transit dependent populations, particularly those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment.

**C. Project Readiness/Financial Plan (15 points)**

- a) Describe how this project(s) has long-term financial sustainability.
- b) Describe how this project(s) provides transportation services cost efficiently.
- c) When does the sponsor plan to obligate the requested regional funding?
- d) What are the amounts and sources of secured funding for the project?
- e) What are the amounts and sources of reasonably expected and unsecured funding for the project?
- f) Will the funds complete the project or a phase of the project?

Please supply a full financial budget and detailed project schedule/timeline with your application.

**FTA 5307 & 5339 URBANIZED PROGRAMMING SCHEDULE FOR FY 2013-14 DISCRETIONARY FUNDS**

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**March 20, 2014** – FTA Section 5307 and 5399 Discretionary Share Call for Projects

**April 10, 2014** – Discretionary Share funding applications due

**April 2014** – SACOG reviews funding applications and offers recommendation to the Sacramento UZA FTA Programming Working Group for endorsement.

**May 2014** – SACOG staff prepares the staff recommendation for funding awards to the Transportation Committee and Board for approval.

**May-June 2014** – Following Board approval of Discretionary programming recommendations, projects are amended into the MTIP and recipient agencies apply to FTA for approved funding amounts.