



**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 93436**

**CONTACT PERSON: Richard Fernbaugh
Aviation/Transportation Administrator
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REQUESTED AMOUNTS:	FY 21/22	FY 22/23	FY 23/24
(Based upon entire estimated apportionments)	\$1,344,741	\$1,344,741	\$1,344,741

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

The City of Lompoc Transit (COLT) provides public transit service in the Lompoc Valley of Santa Barbara County. In FY 2019/20, COLT transported 88,063 passengers, while operating 19,466.38 revenue hours of service, for a system wide average of 4.53 passengers per revenue hour. Overall COLT ridership during FY 19/20 was approximately 20% lower than it was during the previous year, primarily due to COVID-19, while revenue hours were only reduced by about 5% in order to maintain service and contracted hours. COLT anticipates a return to typical ridership levels after COVID impacts have passed. COLT provides approximately 290 passenger trips each weekday, resulting in the elimination of approximately 144 vehicles from the roadway network. For this project, COLT will utilize the Section 5307 funds to subsidize the public transit service provided by the agency within the Lompoc Valley Urbanized Area. In FY 2019/20, COLT recovered approximately 7 percent of its operating cost through fare box and local funds revenue. Thus, approximately 93 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.

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 for existing local transit service.

- a) Describe how the project serves continuing local transit needs of urbanized area residents.
 - i. COLT will utilize Section 5307 funds, along with state and local funds, to fund existing local intracity 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 COLT to continue to provide mobility to the residents of the Lompoc Valley Urbanized Area.

- b) Demonstrate how this project is an effective and cost-effective use of public funds.
 - i. The Federal Transit Administration (FTA) identified COLT's service area (the Lompoc Valley 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.
 - ii. Effective July 1, 2016, the COLT operations contract was assumed by RoadRunner Management Services, Inc. which won a competitive proposal process comparing cost per revenue service hour, and that company has since been purchased by RATP Dev, which also operates Santa Maria Area Transit, and Santa Ynez Valley Transit.

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


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

- A. Describe how this service serves continuing regional transit needs of urbanized area.
 - i. COLT provides regional transit opportunities through its Santa Barbara Shuttle, which also stops in Buellton; the Wine Country Express, which provides service between Lompoc, Buellton and Solvang; and its participation and sponsorship in the Breeze, which provides service between Lompoc, Vandenberg Air Force Base and Santa Maria.
- B. Describe how the service helps alleviate peak-period congestion.
 - i. COLT participates in the Clean Air Express (CAE) regional service by advertising the service, selling monthly passes and providing parking and stop facilities in Lompoc. CAE service helps alleviate peak-period congestion between Lompoc and Santa Barbara/Goleta during morning and evening commute periods.
- C. Effective and cost-efficient use of public funds.
 - i. Both rider ship and fare box recovery demonstrates COLT's operation of the successful Wine Country Express and its' participation in, and sponsorship of the Breeze shows both effective and cost-efficient use of public funds.
- D. Describe how this project integrates with existing local and regional transit services.
 - i. COLT's existing local intracity transit service is integrated with the Breeze, Wine Country Express and CAE regional services. The major COLT transfer point at Cypress and I

Streets acts as the transfer point for two of these regional services.

Submitted By:

for Richard Fernbaugh, Aviation/Transportation Administrator
Please Print Full Name

 01-15-2021
Signature Date

Craig Dierling, Asst. Public Works Director