



Date: December 5, 2006
 Committee Meeting Date: December 13, 2006
 Board Meeting Date: January 4, 2007
 ACTION X DISCUSSION INFO

BOARD MEMORANDUM

TO: Citizens Advisory Committee
 Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: Michael T. Burns *Michael T. Burns*
 General Manager

FROM: Carolyn M. Gonot *Carolyn M Gonot*
 Chief Development Officer

SUBJECT: Revised Scoring Criteria for Transportation Fund for Clean Air Program
 Manager Fund

RECOMMENDATION:

Review and recommend that the VTA Board of Directors modify the criteria used to evaluate and select projects for the Transportation Fund for Clean Air Program Manager Fund.

BACKGROUND:

The Transportation Fund for Clean Air (TFCA) is generated by a \$4.00 surcharge on vehicle registrations. The Bay Area Air Quality Management District (BAAQMD) administers these funds in the nine-county Bay Area. BAAQMD returns 40% of these funds to the county in which they are collected for allocation to allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions projects. This fund is called the TFCA Program Manager Fund (TFCA 40%) and VTA is the program manager for Santa Clara County.

The TFCA funds are distributed through a competitive process in which project sponsors apply directly to VTA for funding in response to an annual call-for-projects. The projects are scored and ranked by the Capital Improvement Program (CIP) Scoring Subcommittee of the Technical Advisory Committee (TAC). The scoring criteria used by the CIP Scoring Committee are based on the TFCA 40% Policies and Criteria established by the VTA Board of Directors in September 1996 and amended in August 2000. After reviewing the recommended project list, the VTA Board of Directors allocates these funds to projects in Santa Clara County, subject to approval by BAAQMD.

DISCUSSION:

The VTA Board of Directors first approved the existing TFCA 40% Project Criteria for Santa Clara County at their regular meeting on December 5, 1996. The last set of minor revisions was approved in August 2000. The criteria are used each year by the project scoring committee to review proposed projects submitted by member agencies for funding under this program. Based on the historical scoring results over the last decade, VTA staff proposed revisions to these criteria. The Capital Improvement Program Subcommittee reviewed the scoring criteria changes proposed by VTA staff. The following revisions to the criteria reflect the subcommittee's review:

Recommendation #1: Increase the value of the Cost Effectiveness criterion from 15 to 30 points.

When the California legislature established the TFCA program, its primary intent was to providing funding for transportation projects that would reduce motor vehicle emissions. Over the last ten years, the California Air Resources Board (CARB) and BAAQMD have also consistently increased their emphasis on selecting the most cost effective projects, based on the estimated cost-per-ton of reduced emissions.

VTA calculates a cost-effectiveness value for each project using data provided by the project sponsor and cost-effectiveness models provided by BAAQMD. This makes the cost-effectiveness one of the most objective criteria in the process. VTA makes the model available to project sponsors so that they can use the model to estimate their cost-effectiveness prior to submitting an application.

Currently, VTA's Cost Effectiveness criterion is currently only worth 15 out of a possible 100 points. VTA staff recommends increasing the number of points allotted to this criterion to 30. The recommended scoring change will better reflect the importance of the per-ton cost effectiveness requirement.

Recommendation #2: Rename "Project Effectiveness" criterion to "Community Benefits", revise the component metrics to more effectively measure project performance, and increase the value of the criterion from 40 to 50 points.

While the Legislature clearly directed the Air Districts to focus primarily on Air Quality benefits, the Program Managers were given the additional flexibility of choosing to fund projects that would advance Congestion Management goals. The "Project Effectiveness" criterion was originally developed to help address this dual objective. Staff is proposing to rename the criterion to "Community Benefits" and to revise it to more clearly evaluate how projects meet VTA Congestion Management goals such as reducing congestion and encouraging people to shift from Single Occupant Vehicle (SOV) travel to other modes. Additional points will be awarded to projects that benefit a greater number of people and those that will serve areas of the county that have been designated "Communities of Concern" by the Metropolitan Transportation

Commission due to the concentrations of low-income population. Maps of the "Communities of Concern" are shown in Attachment C.

Staff is also proposing to eliminate the Vehicle Miles Traveled, Person Trips Reduced, and Elimination of Cold Starts elements from the criterion. These are all already included in the Cost-Effectiveness model calculation. Including them in "Community Benefits" is double counting. Finally, staff proposes to increase the total value of this criterion from 40 to 50 points.

Recommendation #3: Increase Local Match from 15 to 20 points.

Staff recommends increasing the maximum number of points for Local Match to 20 in order to encourage project sponsors to leverage funds.

Recommendation #4: Eliminate the "Multi Agency/Public-Private Partnership" criterion.

Staff recommends eliminating the "Multi Agency/Public-Private Partnership" criterion for two reasons: (1) TFCA projects tend to be small-scale, and need to be executed quickly. Staff has observed that multi-agency arrangements seem to impede delivery and (2) the number of agencies involved in a project has no bearing on emission reductions and a multi-agency project is more likely to score well under the "Countywide Significance" sub-element of "Community Benefit" as described above.

Recommendation #5: Encourage timely completion of projects by including a prior delivery record element in the project screening criteria.

Air District policy stipulates "Any public agency or entity receiving Regional Funds must expend the funds within two (2) years of the effective date of the Funding Agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District." In order to encourage better compliance with this directive, VTA staff proposes a new rule that would make a project sponsor ineligible for funding if they have five or more projects greater than two years old on the Air District's annual "Less than 100% Complete" list.

Attachment A shows the existing criteria, and the revised criteria are shown in Attachment B.

ALTERNATIVES:

The VTA Board may continue using the existing criteria or recommend using other criteria.

FISCAL IMPACT:

There are no fiscal implications to revising the TFCA Program Manager Fund scoring criteria. No funding from the VTA Transit Enterprise Fund will be used for this work.

Prepared by: Bill Hough, Transportation Planner III
Reviewed by: Marcella Rensi, Manager, Programming & Grants

ATTACHMENT A: EXISTING SCORING CRITERIA

Criteria	Maximum Points
Cost Effectiveness, Relative Scale - See CE Values below:	15
Project Effectiveness	
Reduce Congestion?	8
VMT, Person Trips, Cold Starts?	8
More than one Category?	8
Who & How Many?	8
Other Benefits?	8
Local Matching Funds	
Breakdown: 30%+ = 15 pts, 25% = 12.5, 20% = 10, 15% = 7.5, 10% = 5, <10% = 0.	15
Multi Agency/Public-Private Partnership	
2 or more entities co-implementing: up to 10 pts. 2 or more entities cooperating, only one implements = 5 pts. 1 entity or fund pass-through agreement = 0	10
County-wide significance	10
Mode Shift	10
Total = 100	100

CE Values:

\$0 - \$19,999 = 15 points

\$20,000 - \$27,999 = 14 points

\$28,000 - \$35,999 = 13 points

\$36,000 - \$43,999 = 12 points

\$44,000 - \$51,999 = 11 points

\$52,000 - \$59,999 = 10 points

\$60,000 - \$67,999 = 9 points

\$68,000 - \$75,999 = 8 points

\$76,000 - \$83,999 = 7 points

\$84,000 - \$89,999 = 6 points

\$90,000 and above disqualified

ATTACHMENT B: PROPOSED SCORING CRITERIA

Criteria	Maximum Points
Cost Effectiveness, Relative Scale - See CE values below:	30
Community Benefits:	
Reduce Congestion	10
Countywide Significance	10
Serve "Communities of Concern"	10
Number of People Served	10
Mode Shift	10
Local Matching Funds	
30%+ = 20 pts, 25% = 17.5, 20% = 15, 15% = 12.5, 10% = 10, <10% = 0.	20
Total = 100	100

CE Values:

\$0 - \$19,999 = 30 points

\$20,000 - \$27,999 = 28 points

\$28,000 - \$35,999 = 26 points

\$36,000 - \$43,999 = 24 points

\$44,000 - \$51,999 = 22 points

\$52,000 - \$59,999 = 20 points

\$60,000 - \$67,999 = 18 points

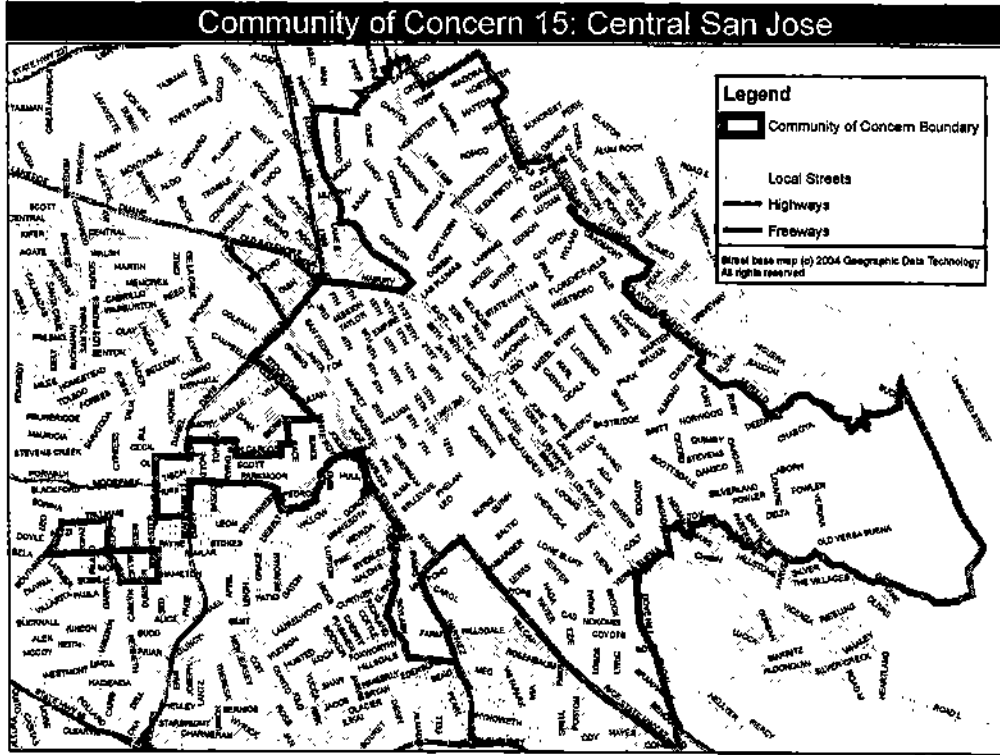
\$68,000 - \$75,999 = 16 points

\$76,000 - \$83,999 = 14 points

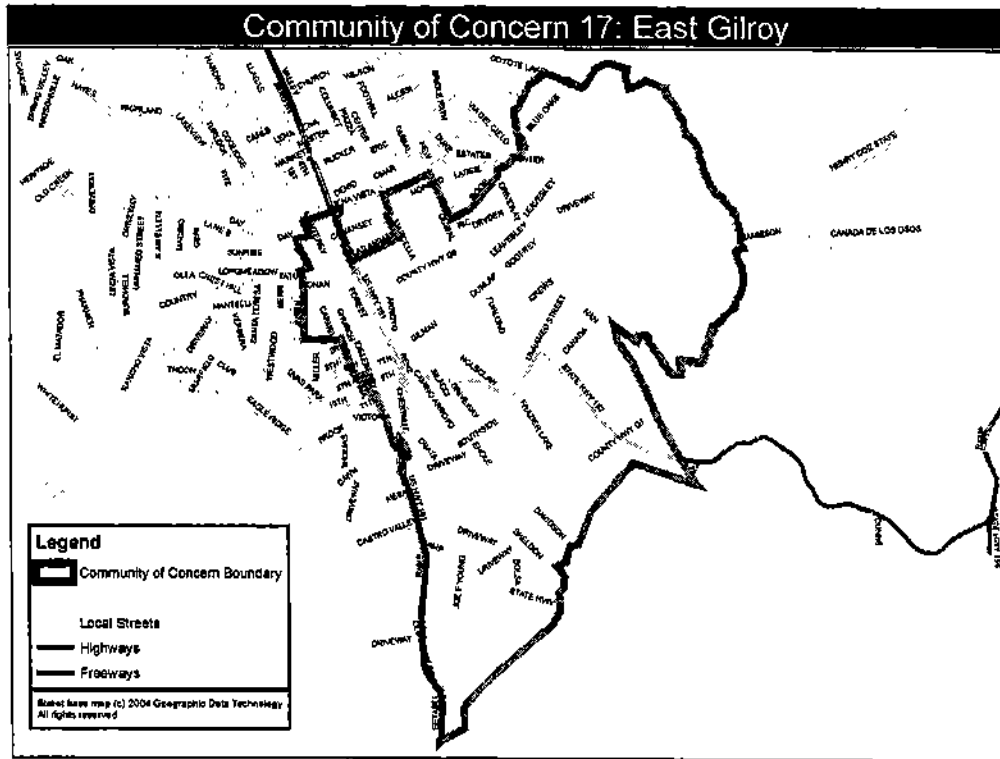
\$84,000 - \$89,999 = 12 points

\$90,000 and above disqualified

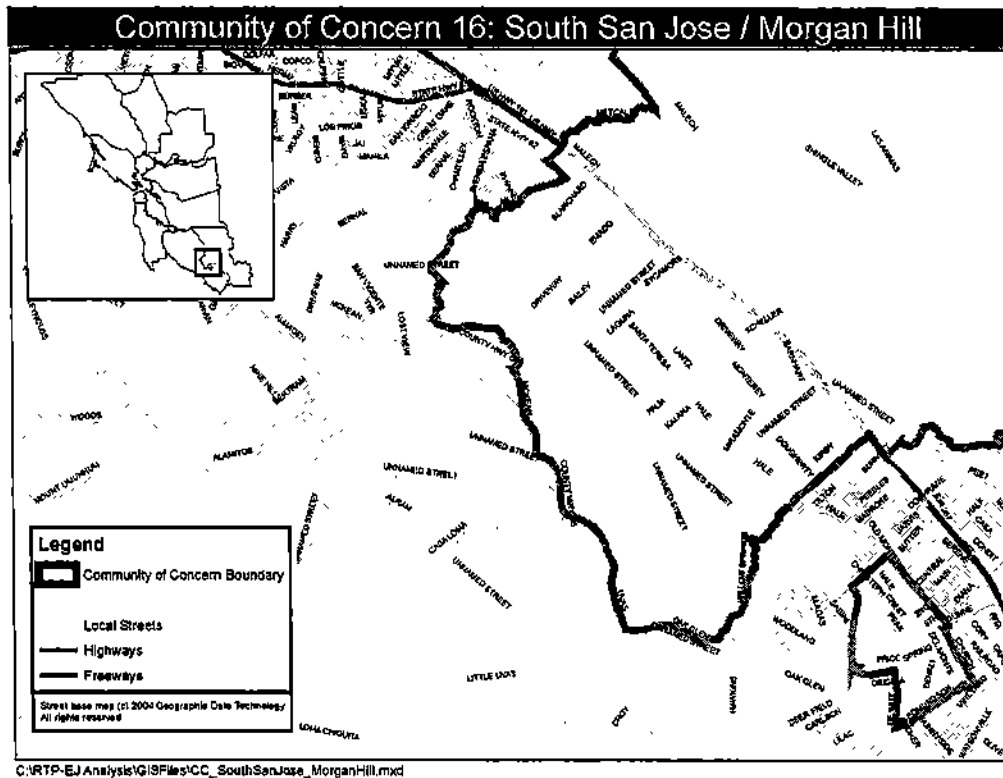
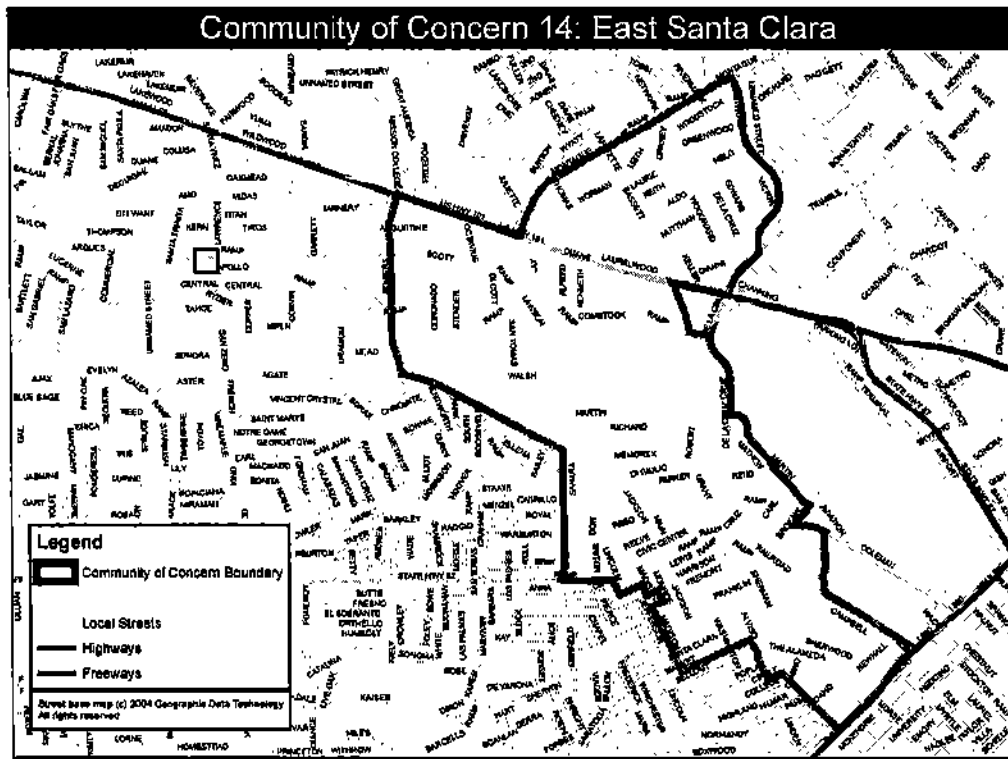
ATTACHMENT C: COMMUNITIES OF CONCERN



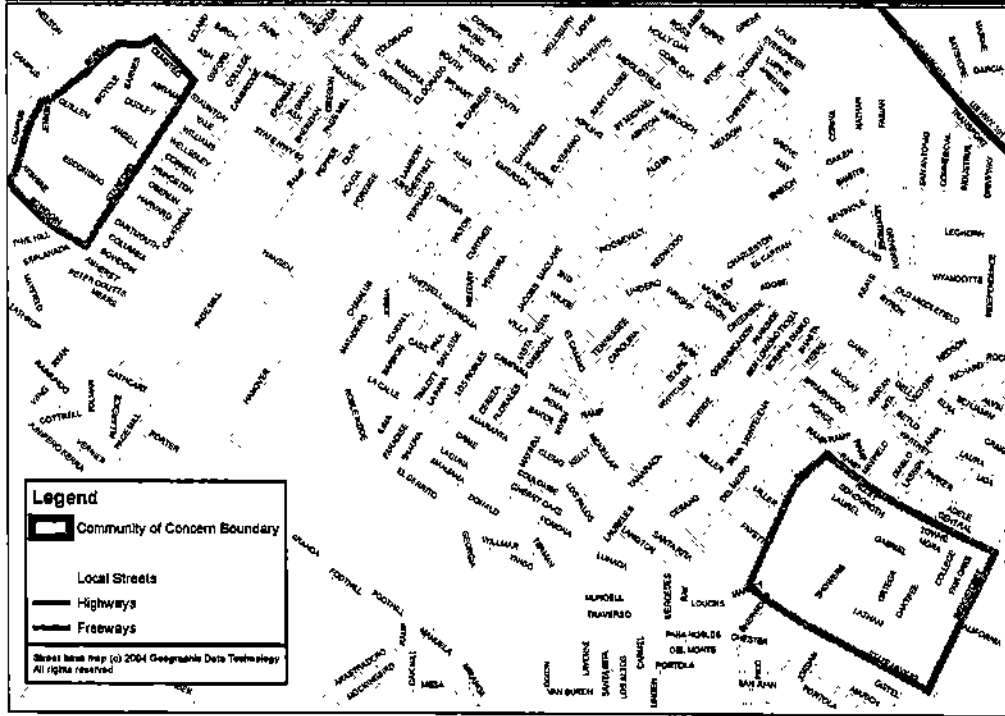
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Community of Concern 12: Stanford / Mountain View



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