



SACOG Board of Directors

August 12, 2009

Accept Programming Recommendations for Federal Transit Administration Section 5310 [Elderly and Disabled Transportation] Capital Grants

Issue: Four agencies in the SACOG region have applied for Federal Transit Administration (FTA) Section 5310 Capital Grants to purchase equipment for the transport of elderly and disabled persons.

Recommendation: The Transportation Committee recommended at their August 6, 2009, meeting that the Board approve the Section 5310 Regional Evaluation Committee's project scores (Attachment A); certify that all four applicants meet Section 5310 requirements and conditions and have been reviewed in the region's public participation process; certify, by resolution, that the recommended projects are consistent with SACOG's adopted Metropolitan Transportation Plan and will be included in the Metropolitan Transportation Improvement Program if funded by the state; and, submit a letter to Caltrans suggesting that the Section 5310 evaluation criteria be refined before the next funding cycle in order to improve the competitiveness of applications for rural and small urban transportation services.

Committee Action/Discussion: The FTA Section 5310 Capital Grant Program provides transportation funds on a statewide competitive basis for the purchase of equipment to transport elderly and disabled persons. Eligible applicants are private, non-profit organizations, or public bodies that coordinate transportation service. The Section 5310 capital grant provides 80% of the cost of vehicles, and an 88.53% of the cost of "other equipment" such as computers and radios. The FTA Section 5310 Program has approximately \$12 million in available funds for FY 2009/10. This year's applicants include: Paratransit Inc., United Cerebral Palsy of Sacramento, Woodland Healthcare: Yolo Adult Day Health Center, and United Christian Centers of the Greater Sacramento Area.

SACOG, as the Regional Transportation Planning Agency (RTPA), is responsible for evaluating and scoring the region's eligible projects using the California Transportation Commission's criteria for project need, project effectiveness, applicant ability, and overall coordination. SACOG elects to score the applicants by using a Regional Evaluation Committee (REC) made up of SACOG staff. The REC met and scored applications in July. Attachment A lists the REC's scores for each project. Staff has reviewed and determined that all applicants meet requirements for MPO/RTPA certification and assurances (Attachment B). Attachment C is the cover memo to accompany the SACOG recommendations, while Attachment D is a letter to Caltrans suggesting that the evaluation criteria be changed to improve the competitiveness of rural and small urban applicants.

If approved, the priority project list will be forwarded to Caltrans for compilation into a statewide funding list. Projects will be selected for funding in ranked order until all available funds are expended.

Approved by:

Mike McKeever
Executive Director

MM:BVB:gg
Attachments

Key Staff: Matt Carpenter, Director of Transportation Planning, (916) 340-6276
James E. Brown, Principal Program Expert, (916) 340-6221
Barbara VaughanBechtold, Associate Planner, (916) 340-3226
Gary Taylor, Associate Planner, (916) 340-6279
Edward Coviello, Assistant Planner, (916) 340-6223

**FY 2009-10 ADOPTED SECTION 5310
REGIONAL PRIORITY LIST**

APPLICANT	PROJECT	TYPE	VIN	QTY	SECTION 1 SCORE	SECTION 2 SCORE	SECTION 3 SCORE	SECTION 4 SCORE	PROJECT SCORE	FUNDING REQ
Paratransit Inc.	Other Equipment	6 Mobile Computers + and 8 Mobile Radios	NA	7	32	18	17	19	86	\$32,000
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE*	1	32	18	17	20	87	\$71,500
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE	1	32	18	17	20	87	\$71,500
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE	1	32	18	17	20	87	\$71,500
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE	1	32	18	17	20	87	\$71,500
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE	1	32	18	17	20	87	\$71,500
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE	1	32	18	17	20	87	\$71,500
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE	1	32	18	17	20	87	\$71,500
Paratransit Inc.	Service Expansion	Type IIIA - Large Bus	SE	1	32	18	17	20	87	\$71,500
United Cerebral Palsy of Sac.	Other Equipment	Video Cameras	NA	6	31	18	15	23	87	\$17,430
United Cerebral Palsy of Sac.	Replacement Vehicle	Type IIIA - Large Bus	17653	1	31	18	17	23	89	\$71,500
United Cerebral Palsy of Sac.	Replacement Vehicle	Type IIIA - Large Bus	20631	1	31	18	17	23	89	\$71,500
United Cerebral Palsy of Sac.	Replacement Vehicle	Type IIIA - Large Bus	54345	1	31	18	17	23	89	\$71,500
United Cerebral Palsy of Sac.	Replacement Vehicle	Type IIIA - Large Bus	90091	1	31	18	17	23	89	\$71,500
United Cerebral Palsy of Sac.	Replacement Vehicle	Type IIIA - Large Bus	90092	1	31	18	17	23	89	\$71,500
United Cerebral Palsy of Sac.	Replacement Vehicle	Type IIIA - Large Bus	56533	1	31	18	17	23	89	\$71,500
United Christian Centers	Replacement Vehicle	Type IIIA - Large Bus	56532	1	28	17	14	20	79	\$71,500
Yolo Adult Day Health	Replacement Vehicle	Type IIIA - Large Bus	20328	1	31	18	20	16	85	\$71,500
Yolo Adult Day Health	Service Expansion	Minivan	SE	1	31	18	6	16	71	\$48,000



**MPO/RTPA SECTION 5310
CERTIFICATION AND ASSURANCES**

The Sacramento Area Council of Governments certifies and assures that the requirements and conditions of 49 U.S.C. 5310 have been met by all applicants recommended for funding.

The Sacramento Area Council of Governments certifies and assures that the Section 5310 applications recommended for funding were included in the region's public participation process as required by Statewide and MPO Planning Regulations.

The Sacramento Area Council of Governments certifies by the attached resolution that the projects recommended for funding are consistent with the local area's Regional Transportation Plan (Metropolitan Transportation Plan) and the Public Transit and Human Services Transportation Coordinated Plan. In an urbanized area, the projects recommended for funding will also be included in the Federal Transportation Improvement Plan (TIP).

Certifying Representative:

Name: Mike McKeever

Signature: _____

Title: Executive Director

Date: August 20, 2009

**Sacramento Area
Council of
Governments**

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August 31, 2009

Ms. Cindy Chiaverini, Branch Chief
Office of Elderly and Disabled Specialized Transit Program
Department of Transportation
Division of Mass Transportation
P.O. Box 942874 MS 39
Sacramento, CA 95814

Dear Ms. Chiaverini:

Enclosed is a copy of the Sacramento Area Council of Governments (SACOG) Board resolution from August 20, 2009, approving the submission of the FTA Section 5310 Capital Grant Program grant applications from the SACOG region.

The Board certifies that the projects submitted are recommended for funding, are consistent with SACOG's adopted MTP and Human Services Transportation Coordinated Plan, and will be included in the TIP.

The applications were evaluated and scored by SACOG's Section 5310 Regional Evaluation Committee (REC), according to the California Transportation Commission criteria. The point scores for each project are shown in the attached REC Adopted Regional Priority List.

Also attached is the MPO/RTPA Certification and Assurances. This form certifies and assures that the applicants have met the requirements and conditions of 49 U.S.C. 5310 and that they were included in the region's public participation process as required by Statewide and MPO planning regulations.

SACOG would also suggest that during the next evaluation of the Section 5310 Quantitative Scoring Criteria that some consideration be given to scoring rural agencies and agencies that serve largely rural areas differently, as the current 5310 scoring criteria put rural applicant agencies at a disadvantage when certain service criteria such as passenger trips are considered.

If you have any questions regarding this matter, please don't hesitate to call me at 916-340-6226.

Sincerely,

Barbara VaughanBechtold
Associate Planner

BVB:gg
Attachments

cc: James E. Brown
José Luis Cáceres

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County



August 31, 2009

Ms. Cindy Chiaverini, Branch Chief
Office of Elderly and Disabled Specialized Transit Program
Department of Transportation
Division of Mass Transportation
P.O. Box 942874 MS 39
Sacramento, CA 95814

Dear Ms. Chiaverini:

SACOG staff appreciates the efforts of your office in raising awareness on the challenges of providing transportation services to the fast growing elderly and disabled segments of our population. Consistent with statewide trends, the largest changes are in the elderly population. In 2000, 19% of the region's population was 55+. By 2030 that numbers will reach 26%. Not only are seniors getting older, they are living longer as well and often coping with illness and chronic disease. As residents age, one of the most dramatic transportation challenges the SACOG region is experiencing is an increased demand for medical services without an increase in funding supportive transportation services.

Despite the funding challenges we face, SACOG's successful participation in the Federal Transit Administration (FTA) Section 5310 program you administer has led to vital funding for transportation providers across our region. Improvements to Caltrans scoring criteria two years ago have offered valuable improvements to how the funds are allocated. As you look to the next funding cycle, we suggest additional changes are made in order to improve the competitiveness of applicants seeking funds to provide service to rural and small urban areas.

In support of the agency's Rural Urban Connections Strategy (RUCS), the SACOG transportation planning team has completed research that suggests transit-dependent rural seniors and people with disabilities typically have fewer transportation options and lower household incomes on average than their urban counterparts. These challenges often lead to social isolation and more limited access to non-emergency medical services.

The Section 5310 elderly and disabled transit capital program is an important source of funding, but is becoming more competitive with the decline of alternative funding through state and federal sources. In past years, applications with a score in the middle 70s may have been "guaranteed" funding, but now applications with a score in the middle 80s may not receive funding. The increased competitiveness has become a particular challenge for applicants that serve rural areas.

Many of the quantitative scoring criteria sections put applicants for rural or small urban places at a disadvantage. For example Section II—Coordination—Use of Vehicles/Equipment with its focus on coordinating the use of vehicles and equipment with other agencies or organizations that provide transportation to seniors and/or the disabled does not allow rural agencies to compete equally because there many times are not other agencies in their service areas to coordinate with, and these rural providers frequently have much smaller operations and do not have vehicles or equipment to

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

coordinate with other providers. Even if it is shown that it isn't possible for the applicant to coordinate, they still only receive half as many points as other agencies in more urban areas that do have opportunities to coordinate. In Section III—Proposed Transportation Services and Other Equipment—there is also a focus on coordinating large fleets of vehicles, that many rural providers who serve much smaller populations simply do not have the need for and further lose out on the points that they need to be competitive because they cannot run as many service hours or carry as many passengers. Lastly, in Section IV—Service Effectiveness—rural applicants have difficulty measuring up to vehicle service hours per week, passengers per service hour and wheelchair/lift users again because these operations tend to be smaller, have to travel farther per trip and, therefore, cannot carry as many passengers per hour, and tend not to have as many wheelchair/lift users. Though the applicants may only lose a few points on these elements of the Section 5310 application, those points may be the difference between a rural human services transportation provider from receiving funding for vehicles that support services.

SACOG staff would appreciate an opportunity to further discuss the issues identified, and we welcome a chance to participate in a review of the Section 5310 selection criteria used by Caltrans. Changes in the criteria to improve the competitiveness for rural and small urban transportation services can be an important step in helping the program more directly support an often overlooked and growing segment of our population.

Sincerely,

Matt Carpenter
Director of Transportation Planning

MC:gg

Attachments

cc: James E. Brown
Barbara VaughanBechtold



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 42 – 2009

APPROVING FTA SECTION 5310 CAPITAL GRANT APPLICATIONS SUBMITTED BY: PARATRANSIT, INC. AND UNITED CEREBRAL PALSY OF SACRAMENTO, WOODLAND HEALTHCARE: YOLO ADULT DAY HEALTH CENTER, AND UNITED CHRISTIAN CENTERS OF THE GREATER SACRAMENTO AREA

WHEREAS, the Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization and the Regional Transportation Planning Agency responsible for transportation planning in the Sacramento region; and

WHEREAS, SACOG is responsible for preparing and adopting the Metropolitan Transportation Plan and the Metropolitan Transportation Improvement Program; and

WHEREAS, SACOG has reviewed the Federal Transit Administration (FTA) Section 5310 Capital Grant Program applications for Fiscal Year 2009/10 submitted by Paratransit Inc., United Cerebral Palsy of Sacramento, Woodland Healthcare, Yolo Adult Day Health Center, and United Christian Centers of the Greater Sacramento Area.

NOW THEREFORE, BE IT RESOLVED, that SACOG certifies that:

1. The projects recommended for funding are consistent with SACOG's adopted Metropolitan Transportation Plan (MTP).
2. The projects recommended for funding are consistent with the SACOG Public Transit and Human Services Transportation Coordinated Plan as required by the Federal Transit Administration (FTA).
3. The projects will be included in the Metropolitan Transportation Improvement Plan (TIP).

PASSED AND ADOPTED this 20th day of August 2009, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

HELEN THOMSON
Chair

MIKE MCKEEVER
Executive Director