



Transportation Committee

April 28, 2016

Programming Recommendations for Funding of Transit Projects with Section 5307 and 5339 Discretionary Share Apportionments

Issue: How should the Board program the Discretionary Share of Federal Transit Administration (FTA) Sections 5307 and 5339 funds available for Fiscal Year (FY) 2016 and 2017?

Recommendation: That the Transportation Committee recommend that the Board program the Discretionary Share of Section 5307 and 5339 funds for FY 2016 and 2017 as shown in Attachment A.

Discussion: On February 9, 2016, the FTA released federal apportionment funding amounts for FY 2016 Section 5307 and 5339 funds, thereby allowing staff to move forward with programming recommendations. In March 2016, the Board approved programming the Earned Share portion of Sections 5307 and 5339 for FY 2016 in the amount of \$23,617,542 to the Sacramento Urbanized Area. The Board also approved the release of a Call for Projects for the separate Discretionary Share portion of the funds.

The Discretionary program is based on a two-year programming cycle. The available funds for FYs 2016 and 2017 is \$6,441,148 (approximately \$3,220,574 per each fiscal year). In addition, the Board placed an annual funding ceiling of \$2 million in the aggregate on awards to any individual agency/operator. These funds apply to transit operators in the Sacramento Large Urbanized Area (SAC UZA) as well as any public transit agency that had previously received FTA Job Access Reverse Commute (JARC) funds. Eligible operators include El Dorado Transit, Elk Grove Transit (e-tran), Folsom Stageline, Placer County Transit, Roseville Transit, Sacramento Regional Transit District, Yolo County Transportation District, and Yuba-Sutter Transit Authority. SACOG is also eligible for funding for projects benefiting multiple transit agencies in the region.

On March 18, 2016, SACOG issued the Discretionary program Call for Projects, with project applications due by April 8, 2016. SACOG received nine eligible applications from five transit agencies, and two regional applications submitted by SACOG for a multi-agency Transit Asset Management Plan and towards the Connect Card FY16/17 implementation program. SACOG staff was responsible for the technical evaluation and scoring of the project applications and the projects were evaluated based on policies of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and on the transit operators' short-range transit plans.

On April 20, 2016, SACOG staff presented its recommendations to the SAC UZA working group of the Transit Coordinating Committee (TCC). By a majority vote, the operators endorsed the recommended funding awards. Attachment A provides a summary of the recommended project list, containing \$6,441,148 million in new programming covering the two-year cycle. Attachment B provides brief project descriptions and funding requests for each project. Attachment C describes the project evaluation criteria and scoring methodology.

Upon Board approval, SACOG staff will continue to work closely with transit operators to program the Discretionary Share funds in the Metropolitan Transportation Improvement Program (MTIP) by amendment. Approval of the MTIP amendment will allow transit agencies to apply to the FTA to receive the funding.

Approved by:

Mike McKeever
Chief Executive Officer

MM:AZ:ds
Attachments

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FTA 5307/5339 Discretionary Project Descriptions

El Dorado County Transit	\$1,200,000	Total Cost
1. Replacement Bus Purchase (5339)	\$800,000	Request
Purchase of two (2) commuter buses in support of El Dorado Transit Commuter Services.	\$800,000	Recommended 5339
Elk Grove Transit (e-Tran)	\$1,065,000	Total Cost
2. Replacement Bus Purchase (5339)	\$852,000	Request
Purchase of one 40-ft. CNG heavy-duty bus, and four smaller CNG light-duty cutaways.	\$852,000	Recommended 5339
Elk Grove Transit (e-Tran)	\$720,000	Total Cost
3. Preventive Maintenance (5307)	\$325,000	Request
Preventive Maintenance funding to support Fiscal Year 2016/17 preventive maintenance costs for the e-tran fixed-route local and commuter services.	\$0	Recommended 5307
Paratransit, Inc.	\$600,000	Total Cost
4. Travel Training (Mobility Management) (5307)	\$500,000	Request
Travel training/mobility management for ADA paratransit/demand response riders to enable additional individuals to utilize fixed route services to complete their trips.	\$0	Recommended 5307
Paratransit, Inc.	\$480,000	Total Cost
5. Replacement Bus Purchase (5339)	\$384,000	Request
Purchase of six (6) Class B Cutaway vehicles for CTSA Service.	\$384,000	Recommended 5339
Sacramento Regional Transit District	\$1,324,450	Total Cost
6. Bus Maintenance Facility - CNG Upgrade (5339)	\$1,059,560	Request
Replace and upgrade aging CNG compressor equipment, flow devices for CNG dispensers, HMI fueling control monitors and control systems used to service 40' CNG buses at RT's 23-year-old Bus Maintenance facility on 29 th Street in Sacramento.	\$1,059,560	Recommended 5339
Sacramento Regional Transit District	\$910,877	Total Cost
7. Fare Boxes (5339)	\$728,702	Request
Purchase 49 of 96 fare boxes needed for 96 buses being replaced due to CNG tank expiration.	\$728,702	Recommended 5339

FTA 5307/5339 Discretionary Project Descriptions

Sacramento Regional Transit District	\$4,400,000	Total Cost
8. Job Access Reverse Commute fixed route transit services (5307)	\$2,200,000	Request
	\$1,584,132	Recommended
		5307

Provide for continued operation of fixed-route transit services on 13 RT bus routes, several of which were previously funded under Section 5316 (JARC), and maintenance of JARC services on two fixed-route bus lines (Routes 24 and 55) introduced subsequent to MAP-21 that were funded and operated as JARC projects for the period 7/1/14 through 6/30/15.

Route Descriptions:

Route #1 – Greenback - Maintain weekday evening service, Maintain Sat/Sun/Hol service

Route #19 – Rio Linda - Maintain weekday evening service, Maintain Sat/Sun/Hol service

#24 – Madison/Greenback – Add three evening trips.

#51 - Broadway/Stockton - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

#55 – Scottsdale - Maintain 3 evening trips & Maintain Sat/Sun/Hol service

#56 - Pocket/CRC - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

#67 - Franklin - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

#68 – 44th Street - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

#72 – Rosemont/Lincoln Village - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

#80 - Watt/Elkhorn - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

#81 - Florin Road/65th Street - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

#87 - Howe - Maintain weekday evening service & Maintain Sat/Sun/Holiday service

Yolo County Transportation District	\$800,000	Total Cost
9. Yolobus Downtown Shuttle (5307)	\$400,000	Request
	\$400,000	Recommended
		5307

Create new quick shuttle between the West Sacramento Transit Center at Merkley Avenue and West Capitol Avenue in West Sacramento to 9th & L Streets in Downtown Sacramento for residents, employees, and visitors to travel between West Sacramento and Downtown Sacramento before and after Golden 1 Center events to prevent regular Yolobus transit routes from being stuck in Downtown/Center traffic.

FTA 5307/5339 Discretionary Project Descriptions

SACOG	\$450,000	Total Cost
10. Connect Card Implementation (5307)	\$450,000	Request
Contingency Funding to support final Connect Card project development implementation steps.	\$450,000	Recommended 5307

SACOG	\$175,000	Total Cost
11. Transit Asset Management Plan (5307)	\$175,000	Request
Working with an expert consultant and the Transit Coordinating Committee (TCC), develop a Transit Asset Management (TAM) plan for all transit operator subrecipients of FTA formula funds in the Sacramento Urbanized Area, including all "tier II" provider subrecipients, to collaboratively evaluate regional vehicle needs in a uniform and consistent manner.	\$175,000	Recommended 5307



FINAL SACOG FTA 5307/5339 Discretionary Project Evaluation Criteria

A. MTP/SCS Implementation = 50 Points

- Describe how this project(s) assists the region in supporting the SACOG MTP/SCS transit related policies & strategies (a list of policies & strategies is provided), specifically maintaining or restoring transit services and transit services that support the growth projected in the MTP/SCS economic and land use forecasts.
- Describe how this project(s) meets “state of good repair”, “fix it first” policies, and long-term asset (including transit vehicles, stations/stops and facilities) management benefits under Fast Act.
- Describe how this project(s) is consistent with your agency/organization SRTP (if applicable) and fleet/facilities plan, asset management plan or other agency/organization planning documents.

Scoring

High: A high scoring project would demonstrate the following characteristics:

- The project(s) strongly supports multiple SACOG MTP/SCS transit related policies and strategies, primarily those related to maintaining and restoring transit services and support for the growth projected in the MTP/SCS economic and land use forecasts.
- The project(s) allows transit/transportation provider to maintain a “state of good repair”, and focuses on “fix it first”, and is consistent with your agency/organization long-term asset (including transit vehicles, stations/stops and facilities) management plan.
- Is fully consistent with your agency/organization SRTP (if applicable), fleet/facilities plan, asset management plan or other agency/organization planning documents, with the project(s) listed in the document or are supportive of specific recommendation(s);

Medium: A medium scoring project would demonstrate the following characteristics:

- The project(s) moderately supports the SACOG MTP/SCS transit related goals, primarily maintaining, restoring or extending transit services and support for the growth projected in the MTP/SCS economic and land use forecasts.
- The project(s) allows transit/transportation provider to maintain partial “state of good repair”, and with some focus on “fix it first”, and is partially consistent with your agency/organization long-term asset (including transit vehicles, stations/stops and facilities) management plan.
- Has a moderate level of consistency with your agency/organization SRTP (if applicable), fleet/facilities plan, asset management plan or other agency/organization planning documents, with a portion of the project(s) listed in the document and are partially supportive of specific recommendation(s);

Low: A low scoring project would demonstrate the following characteristics:

- The project(s) does not directly support SACOG MTP/SCS transit related goals.
- The project(s) does not allow the transit/transportation provider to maintain a “state of good repair”, nor focus on “fix it first”, and is not consistent with your agency/organization asset including transit vehicles, stations/stops and facilities) management plan.

– Has limited consistency with your agency/organization SRTP (if applicable), fleet/facilities plan, asset management plan or other agency/organization planning documents, with the project(s) not listed in the document and are not supportive of a specific recommendation;

B. Access/Continuity = 30 Points

- Describe the specific operational/implementation or capital plan details for this project(s).
- Describe how this project(s) coordinates transit services to improve access and mobility in the region.
- Specify how your project(s) addresses the gap(s) and/or barrier(s) identified through:
 - Your agency’s/organization’s internal analysis;
 - The most recent Unmet Transit Needs process;
 - The Lifeline Transportation Study
(<http://www.sacog.org/transit/lifelinetransitstudy.cfm>)
- 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.).
- Describe how this project(s) ensure 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.

Scoring

High: A high scoring project would demonstrate the following characteristics:

- Provides a clear and detailed operational/implementation plan for this project(s);
- Improves access to a large number of “lifeline” and regional destinations;
- Serves multiple user groups, including those without full-time access to cars, those identified in the President’s Order for Environmental Justice, and/or areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent to dense residential and/or job, training or educational centers, or mixed-use areas that are likely to generate significant use of the project(s).

Medium: A medium scoring project would demonstrate the following characteristics:

- Provides a partial and somewhat detailed operational/implementation plan for this project(s);
- Improves access to some “lifeline” and regional destinations;
- Serves some user groups, including those without full-time access to cars, and some of those identified in the President’s Order for Environmental Justice, and/or portions of areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent to residential and/or job, training or educational centers, or areas that are likely to generate use of the project(s).

Low: A low scoring project would demonstrate the following characteristics:

- Provides no operational/implementation plan for this project(s);
- Provides little or no access to “lifeline” and regional destinations;

- Serves few users, including those without full-time access to cars, those identified in the President’s Order for Environmental Justice, nor areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent areas are low density/controlled access residential and/or job, training or educational centers, that will not generate much, if any, use of the project(s).

C. Project Readiness/Financial Plan = 15 Points

- Describe how this project(s) has long-term financial sustainability.
- Describe how this project(s) provides transportation services cost efficiently.
- When does the sponsor plan to obligate* the requested regional funding?
- What are the amounts and sources of secured funding for the project?
- What are the amounts and sources of reasonably expected and unsecured funding for the project?
- Will the funds complete the project or a phase of the project? Note: Project sponsors will be responsible for the information provided in the application.

Project sponsors will be asked to supply a full financial budget and detailed project schedule in the application.

Scoring

High: A project will receive a high score if:

- Project(s) transportation services, maintenance, operations and fleet replacements needs, are financially sustainable in the long-term using existing funding sources.
- Project(s) transportation services are provided in the most cost efficient and effective manors possible.
- All other needed funding is fully secured for the phase requested to receive FTA competitive funds, and
- The requested funding will be sufficient to complete the project or phase of the project.

Low: A project will receive a low score if:

- Project(s) transportation services, maintenance, operations and fleet replacements needs, are not financially sustainable in the long-term using existing funding sources.
- Project(s) transportation services are not provided in the most cost efficient and effective manors possible.
- There is reason to doubt that all other needed funding will be fully secured for the phase requested by the estimated obligation date, and
- The requested funding will not be sufficient to complete a phase of the project.

D. Other Considerations = 5 points

Please describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process, particularly those relating to asset management (including transit vehicles, stations/stops and facilities) and the transit and performance goals of the SACOG MTP/SCS or Fast Act policies.

*Obligate – in the above context refers to funds that are in an executed FTA grant.