



SACOG Board of Directors

Meeting Date: November 15, 2018 Agenda

Item No. 2018-November-9a

Green Region Program Draft Funding Recommendations

Action

Prepared by: Raef Porter

Approved by: James Corless

Attachments: Yes

1. Issue:

What is the staff recommendation for the 2018 Green Region Program funding awards and should it be released for public review and comment?

2. Recommendation:

The Transportation Committee recommends that the SACOG Board of Directors release the 2018 Green Region Program draft funding recommendation for public review and comment through December 6, 2018.

3. Background/Analysis:

The Green Region program is intended to advance zero emission transportation technologies in the SACOG region. The program invests in light and heavy duty vehicles, supporting infrastructure, and shared vehicle trips. The SACOG Board of Directors adopted the Green Region policy framework (Attachment A), and established a funding target of \$11.7 million for the first year of this funding program. The Green Region funding program solicited proposals, and received twelve applications with over \$39 million in funding requested.

4. Discussion/Analysis:

SACOG formed a selection committee that evaluated and scored each proposal, and made a draft recommendation for funding amounts. A mix of internal and external representatives comprised the selection committee. SACOG staff representing transportation modeling, transportation demand management, and air quality planning were on the selection committee. In addition, the selection committee included external representatives from a transit provider, and air quality management district, and a partner regional transportation planning agency.

There were three phases of project evaluation by the Green Region selection committee:

Phase 1: Individual Scoring. Each member of selection committee scored the projects based on the scoring criteria outlined in the Green Region framework. Scoring criteria questions:

How well does the project address the goals of Green Region?

How well does the project help reduce per capita vehicle miles traveled?

How well does the project increase multi-modal travel?

How well does the project increase the adoption and use of zero emission vehicles?

Phase 2: Selection Committee Discussion. The Green Region selection committee met to discuss the merits and scores for each project. Representatives talked about what they liked and disliked for each project, and how they arrived at their score. After the group discussion, selection committee members were able to refine their scores.

Phase 3: Rank and Scale. Once updated scores were given, the projects were ranked on the overall score. The selection committee discussed the possibility of scaling project funding awards based on the information provided in the applications. A final rank and funding amount recommendation was then made by the selection committee and provided to SACOG management for a final round of review.

Attachment B provides the draft Green Region Program funding recommendations, while Attachment C offers more detail on the recommendations for each project application reviewed.

5. Fiscal Impact/Grant Information:

The item has no fiscal impact to the SACOG's operating budget other than already budgeted staff time.

6. This staff report aligns with the following SACOG Work Plan Goals:

5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas

Attachments:

Attachment A - Green Region Policy Framework

Attachment B - Draft Funding Recommendations

Attachment C - Project Application Details



2018 GREEN REGION GUIDELINES

APPLICATION AND GUIDELINES RELEASE DATE: June 25, 2018

APPLICATIONS DUE: 4 p.m., Friday, August 24, 2018

This document contains the guidelines for the Sacramento Area Council of Governments (SACOG) Green Region Program. The program grants funding from a variety of sources to local government agencies and their partners to projects that meet performance outcomes, overall policy, and selection considerations identified by the SACOG Board.

Section 1 contains the 2018 Guidelines for the Green Region Program. Page 3 provides the schedule for this funding round.

Section 2 contains application instructions for the 2018 Green Region Program. Please note the Green Region Program application itself is a separate document.

Section 3 contains the 2018 Green Region Program guidance on addressing performance outcomes.

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Reference Information

Schedule

Please note all dates are subject to change. To view the most recent information please go to: <https://www.sacog.org/green-region>.

June 21, 2018 Call for projects approved by the SACOG Board

June 25, 2018 Applications available
Process begins

August 24, 2018 Project applications due by 4:00 p.m.

During the review period that follows, the applications will be evaluated and programming recommendations for the various funding programs, including Green Region, will be made.

November 1, 2018 Staff presents recommended projects to SACOG Transportation Committee

November 15, 2018 SACOG Board publicly releases draft of funding recommendations

December 20, 2018 SACOG Board takes final action on recommended projects and determines final program funding amount

January 2019 Initiate programming and federal authorization request process; depending on fund type received. The earliest opportunity to receive funds is February 1, 2019

Program Contact

Please direct any questions regarding the Green Region Program to the SACOG Climate and Energy Team Manager.

Raef Porter, Senior Planner

Phone: (916) 340-6261

E-mail: rporter@sacog.org

Section 1: Program Guidelines

This section addresses the policy and processes to be utilized for the competitive Green Region Program.

Overview of Program

The Green Region Program is SACOG's newest competitive program. The program is intended to help our region's transportation system emit fewer emissions while continuing to function effectively and efficiently. It works in conjunction with other programs at SACOG in relation to the Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). While there are many efforts underway in the region to influence the choices people make about transportation and adopt lower emitting vehicles, Green Region is an attempt to bring together the various partners, both public and private, that are working toward this same goal.

The Plan focuses on five groups of projects: personal vehicles, shared rides and vehicles, public and private microtransit and shuttles, medium and heavy duty fleets, and disadvantaged communities.

There are many productive efforts at moving the region toward a more sustainable and cleaner form of transportation. SACOG will work with its partner agencies on these efforts to implement the Green Region Program. The Green Region plan, which outlines the programs and policy framework, was adopted by the SACOG Board on May 17, 2018. It provides the policy foundation for this program.

Goals of Program

The Green Region Plan is a collection of projects that work together to help make our region the region with the most robust system of clean transportation options in America. The Plan has three main goals:

1. Concentrated investment in electrification of the region's transportation fleet to demonstrate technologies and our region's interest in a zero emission transportation future.
2. Showcase the region's ability to coalesce around clean transportation technology and signal to the State of California that we know how to effectively invest in clean transportation, and we should receive additional funds to further this goal.
3. Work with other programs around land use, transportation demand management, smart cities and infrastructure, and equitable access for all in a cohesive and comprehensive way that helps our region achieve its air quality and greenhouse gas emission goals.

Funding

Financial support for this and other SACOG programs will come primarily from federal funding sources expected to be available to the region. The SACOG Board of Directors will approve the amounts allocated to each program before the start of the project selection process, according to the 2016 MTP/SCS and the agency's more immediate priorities. The fund estimate for the 2018 Green Region Program is \$11,760,000. The overall selection of projects, across programs, is dependent on the funding and fund sources available.

Most of the projects selected for this and other SACOG programs must qualify for the federal/state funding sources available to SACOG. Federal funding requirements are applicable. For capital projects, federal funds may be used for the preliminary engineering phase, which includes environmental work and design, as well as for right-of-way and construction phases.

SACOG reserves the right to fund less than the amount reserved for each funding program in a given funding cycle. Additionally, SACOG encourages project applicants to seek other sources of funding that may be available.

Project Eligibility

Projects must be eligible for CMAQ, RSTP, or STIP funds.

Screening Projects Out

A full application must be submitted to SACOG staff to be considered for funding.

All of the following conditions must be met for a project to proceed in the evaluation process. Failure to meet each screening consideration will eliminate the project from further consideration.

1. Projects must provide a minimum of 11.47% match in non-federal funds towards the project cost, as is required for all federal aid funding projects. In other words, for every \$100,000 of total project cost (grant and match combined), the program will pay up to \$88,530 for every \$11,470 of match provided by the project applicant.
2. The project must be eligible for CMAQ funds.
3. The project must be scheduled to begin construction or operation no later than April 2021, and if applicable, preliminary engineering and environmental analysis scheduled within one year.
4. A request for construction funding must demonstrate that environmental, engineering, and right-of-way will be ready by the time funds are requested, and that the agency has the financial capacity for ongoing operations and maintenance.

SACOG staff will forward applications meeting all screening criteria to the Green Region Program's project selection process.

Project Selection Process

The Green Region Program evaluates applications across a series of related performance assessments. First, a group of SACOG staff reviews projects for eligibility. SACOG then convenes a working group comprised of both SACOG and outside agency staff. After individually reviewing and evaluating applications, the working group meets to rank and prioritize submitted projects.

Working Group prioritizes and ranks the projects

The Working Group prioritizes and ranks the projects, according to an iterative process that uses both quantitative and qualitative methods. The Working Group will meet over several sessions and evaluate the projects both against the criteria listed in these guidelines and the pool of candidate projects. To establish project performance, the Working Group will consider the project's cost effectiveness, deliverability, context sensitivity, narrative responses, and application as a whole. Project costs and schedule estimates for environmental, engineering, right-of-way

(ROW) and start-up construction must be believable, based on standards for similar projects. The project applicant must have a track record that demonstrates technical capacity and reliability for similar projects. Further, the applicant must demonstrate how the project is appropriate for the surrounding community's current and expected land uses and transportation needs, and considers the range of current and future users.

The four general evaluation criteria, defined below, will be used by the Working Group. Applicants should use this section to understand the approach that the Working Group will take when considering the proposed project against the performance outcomes. Applicants should also consider this when selecting competitive projects. The four criteria are:

1. Within at least one of the Green Region Plan program areas (See Section 3 for description);
2. Reduce regional vehicle miles travelled (VMT) per capita;
3. Increase multi-modal travel/ alternative travel/ choice of transportation options;
4. Advances the use of electric and other zero-emission vehicles;

The Working Group will be looking for applications with supporting evidence of performance and need through the application. The compilation of projects recommended by the Working Group must meet the intentions of the Board approved goals and priorities for the Green Region Program. The Working Group recommendation, upon completion, will be provided to SACOG management staff for use in the development of the final draft recommendation to the SACOG Board of projects across the various funding programs. Selection and funding of projects is limited to the available state and federal funding available at the time of programming action.

Implementation

Successful applicants who are awarded a grant will be asked to:

- Follow SACOG's delivery policy at the time of the award for obligating and spending the grant funds. The policy requires that project applicants honor the schedule and/or delivery commitment schedules for obtaining funds and implementing the phases of the project.
- Provide a local (non-federal) match. The required match for most federal funding is 11.47 percent of the participating phase cost and/or the total participating project cost required for projects receiving federal funding in the Sacramento region, with a few exceptions. This does not include "in kind" match, but must be funding that is dedicated to eligible features within the project and included in its overall cost.
- Comply with SACOG's delivery guidelines at the time of the award. SACOG makes SMF, RSTP, and CMAQ available on a first-come, first-serve basis. STIP funds may not be as available. Some STIP may not be available until SFY 2024/25. The earliest opportunity to obligate/delivery awarded funding is February 1, 2019.

When a project receives funding, the MTIP and is ready for implementation, the lead agency requests a federal authorization (E-76) from Caltrans. Only after the project is authorized, can the sponsor incur expenses that will then be reimbursed from the grant. A project sponsor submits invoices for the entire cost incurred, and is reimbursed at the authorized reimbursement rate.

Section 2: Application Instructions

This section outlines the requirements for applying for a 2018 Green Region Program grant. Please read the instructions in this section with the information in Section 1 when preparing your grant request. Check for any program updates under the 2018 Green Region Program link at the SACOG website: <https://www.sacog.org/green-region>

Application Contents Description

Applicants must use the templates provided on the SACOG website when provided. In the electronic submission, submit these application pieces as separate attachments, not as a single file. File names for application contents should include the reference number, the applicant name, the project name, and the description of the item, e.g. "2. City of Paradise – Main Street Improvements - project app".

Ref. #	Application Content	Template provided by SACOG?	Applies to	Submitted as
1	Cover letter	No	All projects	PDF
2	SACOG Project Application	Yes	All projects	PDF
3	SACOG Engineer Cost Estimate	Yes	All projects	Excel
4	CMAQ Emissions Benefit Calculation	No	All projects	Excel
5	Optional letters of support and/or additional graphics	No	All projects, but is optional	PDF

All SACOG-provided templates are available on the Green Region Program website: <https://www.sacog.org/green-region>

1. Cover letter

The cover letter must be on letterhead of lead applicant and signed by the chief elected official of governing body, chief executive officer, or designated official who has managerial authority over the application. Electronic signature is acceptable. The cover letter should acknowledge that the application is authorized by the jurisdiction or agency, provide the official name of the project, and identify a project manager. Any other content is optional. Please address the cover letter to the 2018 SACOG Green Region Manager: Raef Porter, Senior Planner.

2. Project Application

Complete the Project Background section of the application. Answer the narrative section for the outcomes. The application provides suggested lengths for question responses, but does not identify a required maximum or minimum length.

3. Engineer's Cost Estimate

Fill out the Engineer's Cost Estimate with your project information. Please use the Excel version available online. Attach completed excel sheet to project application.

4. Emissions Benefit Calculations for CMAQ Funding

Applicants are required to complete and attach a Congestion Mitigation and Air Quality ([CMAQ emissions benefits calculations](#)) on projects that include new bicycle and pedestrian facilities, carpool lanes, bus replacements and expansion, light rail replacement and expansion, and Park & Ride lots. CMAQ funds are intended to support projects that improve air quality and relieve congestion, and are more than one-third of the funding distributed through the Green Region Program. A project may receive a mix of fund types (e.g. part CMAQ, part RSTP) if only part of the scope is CMAQ-eligible. SACOG reserves the right to ask applicants to complete the CMAQ emissions calculation at further stages of the evaluation.

For assistance with the CMAQ emissions benefit calculations, please contact:

José Luis Cáceres, Transportation Planner, SACOG
(916) 340-6218
JCaceres@sacog.org

5. Optional Content

Project applicants may attach additional information to help the working group understand the significance of your project. This may include pictures of the project area, letters of support, and/or other exhibits related to your project. Do not send the letters of support directly to SACOG; instead, include any letters as part of the overall application. Do not attach completed local planning documents.

Applicant Reminders

1. Coordinate early: for non-city/county public agencies that are considering applying as the lead applicant, please coordinate early with the city or county in which the project area lies to establish a partnership/sponsorship.
2. Use the right template: All SACOG-provided templates are available on the Regional Funding Program website: <https://www.sacog.org/green-region>.
3. Submittal Deadline: Applications can be submitted at <https://www.sacog.org/green-region> beginning June 25, 2018, and are due **4:00 p.m. on Friday, August 24, 2018**.

Application checklist

Your application must include:

- A submittal letter (scanned or electronic signature acceptable)
- Complete project application
- SACOG Engineer's Cost Estimate
- CMAQ Emissions Benefit Calculation (required for projects with the identified scope elements, optional for all others)

Optional additional attachments

- Letters of support, partnership, or commitment
- Pictures of the project area or other relevant exhibits

Section 3: Green Region Plan Guidance

[The Green Region Plan](#) helps our region's transportation system emit fewer emissions while continuing to function effectively and efficiently. While there are many efforts underway in the region to influence the choices people make about transportation and adopt lower emitting vehicles, the Green Region Plan is an attempt to bring together the various partners, both public and private, that are working toward this same goal.

The Green Region Plan is a collection of projects that work together to help make our region the region with the most robust system of clean transportation options in America. The Plan has three main goals:

1. Concentrated investment in electrification of the region's transportation fleet to demonstrate technologies and our region's interest in a zero emission transportation future.
2. Showcase the region's ability to coalesce around clean transportation technology and signal to the State of California that we know how to effectively invest in clean transportation, and we should receive additional funds to further this goal.
3. Work with other programs around land use, transportation demand management, smart cities and infrastructure, and equitable access for all in a cohesive and comprehensive way that helps our region achieve its air quality and greenhouse gas emission goals.

The Plan focuses on personal vehicles, shared rides and vehicles, public and private microtransit and shuttles, medium and heavy duty fleets, and disadvantaged communities. Each of these groups contains multiple projects, explained in more detail below.

Program Descriptions

[EV charging program for public charging](#)

Program Summary Fund publically available DC Fast Charging stations.

[Fund a regional EV car share program, Provide assistance for EVs in regional car rental companies, and Place EVs in TNC fleets and analyze use of TNCs in the region](#)

Program Summary Acquire a fleet of EVs as demonstration vehicles for car share, rental companies, and TNCs on a three year basis

[Provide incentives for EV shuttles in public fleets, and Bring private microtransit providers using EVs into the region](#)

Program Summary This program will focus on 12 passenger microtransit service and cutaway buses, where EV technology currently exists.

Plan and provide funding for zero emission buses and required fueling infrastructure

Program Summary This is an extension of the SECAT program, with a specific focus on public transit operators

Light, medium, and heavy duty ZEV fleets

Program Summary This is an extension of the SECAT program for non-transit fleets

Mobility Hubs in disadvantaged communities

Program Summary Provide targeted incentives, education, and outreach to populations that have been underserved will insure equity in the Green Region plan. This project will pilot an all EV mobility hub in a selected community.

Green Region Staff Recommendation

Attachment B

Lead Agency	Project Title	Funding Request	Award Recommendation
City of Elk Grove	Purchase of one (1), 40' Zero Emissions Bus	\$717,000	\$0
City of West Sacramento	West Sacramento Plug-in Partnership- Charging for Public and Fleet	\$3,539,000	\$2,665,000
Paratransit Inc.	Multi-Modal Enhancement Project- Vehicle Purchasing and Infrastructure	\$1,800,000	\$0
Sacramento Metropolitan Air Quality Management District	DAC Mobility Hub	\$2,000,000	\$0
Sacramento Metropolitan Air Quality Management District	EV Carshare	\$7,731,000	\$0
Sacramento Metropolitan Air Quality Management District	EVSE Public Charging	\$1,777,000	\$0
Sacramento Metropolitan Air Quality Management District	Green Region SECAT Program Extension	\$7,475,000	\$3,844,000
Sacramento Metropolitan Air Quality Management District	Microtransit EV Program	\$1,164,000	\$0
Sacramento Municipal Utility District	Powerhouse Science Center DC Fast Charger	\$250,000	\$0
Sacramento Regional Transit District	Zero Emission Bus Service to the Sacramento International Airport	\$4,499,000	\$2,249,000
Valley Clean Energy	Electrify Yolo- Charging Infrastructure and Electric Shuttle	\$2,912,000	\$2,912,000
Yolo County Transportation District and Sacramento Regional Transit District	UC Davis to Sacramento Zero Emission Bus Service	\$5,291,000	\$0
Green Region Program Subtotal		\$ 39,155,000	\$ 11,670,000

Green Region Program Funding Recommendations

City of Elk Grove – Purchase of one (1), 40' Zero Emission Bus

Green Region

Funding Request: \$717,000

Award Recommendation: \$0

Proposed Project: Purchase a single electric bus for testing and demonstration purposes in Elk Grove.

Summary of Application Review Comments

- The proposal discussed a need for the demonstration and testing of an electric bus in advance of statewide transit vehicle electrification goals and mandates.
- The review panel found the application could have provided more evidence of how, in addition to demonstration purposes, the proposed investment would enhance the transit operator's service.
- The review panel discussed current deployments of electric vehicles in the region that will provide similar learning opportunities for a wide audience.
- While speaking to the benefits of beginning to electrify the transit fleet, the review panel found the application covered fewer of the Green Region program goals compared to projects recommended for funding.

City of West Sacramento – West Sacramento Plug-in Partnership - Charging for Public and Fleet

Green Region

Funding Request: \$3,539,000

Award Recommendation: \$2,665,000

Proposed Project: Provide charging infrastructure throughout the City of West Sacramento for use by individuals and fleets; purchase electric vehicles to be used in conjunction with city-sponsored programs such as the Via microtransit pilot and JUMP bikes.

Summary of Application Review Comments

- The sponsor has established relationships with public and private partners that will maximize the impact of the project. The review panel also found the proposal an effective way to connect the electrification of public and private fleets with other modes of transportation, such as transit and bike share.
- The project leverages many existing programs and incentives for equipment and vehicle incentives from public utilities and state and federal sources.
- The full proposal is a package of zero emission options that could be difficult to implement. The reduced scope version provided a cost-effective, impactful project that addresses the goals of the Green Region program.
- SACOG staff recommends an award of \$2,665,000 on the condition that the project sponsor reach an agreement with SACOG delivery staff and Caltrans to establish a calendar to meet the requirements for federal aid eligibility.

Paratransit Inc. – Multi-Modal Enhancement Project- Vehicle Purchasing and Infrastructure

Green Region

Funding Request: \$1,800,000

Award Recommendation: \$0

Proposed Project: Develop a site near the existing Paratransit facilities to house electric charging stations and access to zero-emission modes.

Summary of Application Review Comments

- The location is in an area that could benefit from having updated mobility services located nearby.
- The review panel found the application could have more clearly established performance benefits, including who specifically would use the investment and if the project sponsor intends to convert their own fleet to electric vehicles.
- The scope and scale of the project included many elements that seemed out of alignment with the goals of the Green Region program.
- Many of the site improvements proposed for the project did not appear to be eligible for CMAQ funding, a requirement from the Green Region Guidelines.

Sacramento Metropolitan Air Quality Management District – Disadvantaged Community Mobility Hub

Green Region

Funding Request: \$2,000,000

Award Recommendation: \$0

Proposed Project: Construct a Mobility Hub to offer mobility services—such as incentives for electric vehicles and charging infrastructure—to people living and working in disadvantaged communities.

Summary of Application Review Comments

- The proposed project would use an innovative approach to payment, education, and workforce development.
- The review panel expressed concern over the deliverability of the proposed scope, and the sustainability of the project given a lack of identified future funding.
- Significant components of the project did not appear to be eligible for CMAQ funding, a requirement from the Green Region Guidelines.
- The review panel suggests the project sponsor may be able to scale the project for testing through other funding programs, such as the TDM Innovations or mini-grants.

Sacramento Metropolitan Air Quality Management District – Electric Vehicle Carshare*Green Region*

Funding Request: \$7,731,000

Award Recommendation: \$0

Proposed Project: Expand electric car share, vanpool, and ride sharing opportunities throughout Sacramento county.

Summary of Application Review Comments

- The proposal made a performance case for how car share service would provide mobility options in areas with fewer transportation choices.
- The review panel expressed concern over the deliverability of both the full proposed scope and the various subcomponents, including ride sharing elements that seemed out of place with the overall approach to the project.
- The project proposal demonstrates performance benefits but also has substantial costs. While noting performance potential, the review panel found the project may have lower benefits relative to the requested funding amount.

Sacramento Metropolitan Air Quality Management District – Electric Vehicle Supply Equipment Public Charging*Green Region*

Funding Request: \$1,777,000

Award Recommendation: \$0

Proposed Project: Purchase and install a series of DC Fast Chargers for electric vehicles in and around designated disadvantaged communities.

Summary of Application Review Comments

- The project would provide electric charging infrastructure in areas that traditionally have fewer mobility options.
- The project aligns with state goals for adoption of electric vehicles and the installation of electric vehicle charging infrastructure.
- The review panel noted existing charging programs in the same area as proposed by the project, and found the application could have provided more specificity for how the proposed investment would complement or leverage existing and planned charging infrastructure.

Sacramento Metropolitan Air Quality Management District – Green Region SECAT Program Extension*Green Region*

Funding Request: \$7,475,000

Award Recommendation: \$3,844,000

Proposed Project: Add funds to the Sacramento Emergency Clean Air Transportation (SECAT) program that replaces existing heavy-duty vehicles operating in the SACOG region with zero and near-zero emission on-road heavy-duty vehicles.

Summary of Application Review Comments

- SECAT is an existing regional program administered by the Sacramento Metropolitan Air Quality Management District. The review panel found the program has a proven track record of converting older heavy-duty vehicles to engines with lower emissions.
- The review panel found the updated SECAT guidelines' focus on zero and near-zero engine technologies in alignment with Green Region goals and stronger emissions reductions.
- The project would advance the introduction of zero emission vehicles, but did not demonstrate as full performance benefit impact on other Green Region goals. As such, the review panel recommended a partial award.
- SACOG staff recommends an award of \$3,844,000. Per its program guidelines, SECAT reviews and approves applications on a first-come, first-served basis according to the availability of funding and the criteria for each application period. SACOG staff recommends that for the first six months, the recommended funds be made available to eligible projects in the SACOG region located outside of Sacramento and Yolo counties, and that after those six months elapse the remaining funding be available to any eligible project sponsor in the six county region.

Sacramento Metropolitan Air Quality Management District – Microtransit Electric Vehicle Program*Green Region*

Funding Request: \$1,164,000

Award Recommendation: \$0

Proposed Project: Operate a microtransit shuttle between civic uses in Sacramento and Yolo counties.

Summary of Application Review Comments

- Microtransit is a new form of mobility that offers a unique way of moving people in a shared manner, aiming to help reduce overall vehicle trips and miles of travel.
- The project would provide an opportunity for the agencies involved to move employees and clients between two civic destinations.
- The review panel discussed the difficulty of finding a zero-emission vehicle in line with what is currently used for microtransit services.
- The limited scope and range of the project did not seem to align as strongly with the Green Region goals compared to projects recommended for funding.

Sacramento Municipal Utility District – Powerhouse Science Center DC Fast Charger*Green Region*

Funding Request: \$250,000

Award Recommendation: \$0

Proposed Project: Purchase and install two DC Fast Charging stations at the Sacramento Powerhouse Science Center.

Summary of Application Review Comments

- The project would install a DC Fast Charger near a major transportation corridor in the region and provide a learning opportunity for visitors to the science center.
- The project sponsor has significant expertise installing charging stations, and would be well-equipped to respond to any implementation challenges. The project sponsor has an existing relationship with the host location, removing a major barrier to the installation of electric vehicle charging infrastructure.
- The review panel felt the project location demonstrated less performance potential compared to other high-profile charging locations that would be more frequently traveled to by community members.

Sacramento Regional Transit District – Zero Emission Bus Service to the Sacramento International Airport*Green Region*

Funding Request: \$4,499,000

Award Recommendation: \$2,249,000

Proposed Project: Purchase ten electric buses for a transit service between downtown Sacramento and the Sacramento International Airport, operating every 15 minutes during peak times and every 30 minutes off peak.

Summary of Application Review Comments

- The project would showcase the region's support of clean transportation technology and commitment to innovation for visitors to the Sacramento region and residents alike.
- A new service between downtown Sacramento and the Sacramento International Airport has the potential to reduce vehicle trips and vehicle miles travelled, as existing transit options to the airport are limited.
- The application did not provide coverage for how the project would integrate with the existing hourly service to the airport or how the two services build upon each other. Likewise, the application lacked specifics on route, stops, and a plan for long-term operations. This made it more difficult for the review to assess to what extent the service would support the Green Region program goals.
- As such, SACOG staff recommends a partial award of \$2,249,000 to go toward completion of the proposed project. Funding is recommended contingent on the sponsor providing more specifics on the new service than were in the application, including a timeline for service start-up; clear roles and levels of commitment; and performance standards and timeframes for performance evaluation.

Valley Clean Energy – Electrify Yolo- Charging Infrastructure and Electric Shuttle*Green Region*

Funding Request: \$2,912,000

Award Recommendation: \$2,912,000

Proposed Project: Provide charging infrastructure throughout Yolo County; purchase an electric shuttle for use in moving people throughout the city of Davis and surrounding areas of the city.

Summary of Application Review Comments

- The project would utilize several innovative technologies for electrification of transportation and mobility services. The project proposes to use mobile solar-powered chargers to provide charging opportunities for public and private use, with an electric shuttle for use in neighborhood service.
- The project is anticipated to help reduce congestion in and around the heavily impacted Amtrak station in downtown Davis.
- The installation of charging infrastructure helps implement local, regional, and statewide goals by placing charging infrastructure along corridors, in employment centers, and at regional destinations.
- The review panel found the proposal to have broad performance benefit across the full Green Region program goals, and recommended for funding.
- SACOG staff recommends an award of \$2,912,000 on the condition that the project sponsor reach an agreement with SACOG delivery staff and Caltrans to establish a calendar to meet the requirements for federal aid eligibility, including a refined cost estimate and a master work agreement. Once the project sponsor reaches the milestones established in the agreement SACOG would return to the board to ask the project be programmed into the Metropolitan Transportation Improvement Program (MTIP).

Yolo County Transportation District and Sacramento Regional Transit District – UC Davis to Sacramento Zero Emission Bus Service*Green Region*

Funding Request: \$5,291,000

Award Recommendation: \$0

Proposed Project: Operate electric bus service between the UC Davis campus in Davis and the UC Davis Medical Center in Sacramento, including possible stops in West Sacramento and downtown Sacramento.

The sponsors also requested funding for this project through the Regional Program, which recommended a partial award of \$3,000,000.

Summary of Application Review Comments

- The project would fund a quadrupling of transit service between the two destinations, leveraging the funds received from Electrify America that will purchase up to twelve zero-emission buses.
- The development of Aggie Square will create demand for additional transit service between the two destinations. However, the review panel found the application lacked specifics on joint operations, the timeline for service startup, clear roles and levels of commitment from partners, and performance measurement standards. Concern was also raised that the limited information in the application made it unclear of benefits for the wider population (beyond UC-Davis students) given the limited number of stops planned for the new service.