



## Transit Coordinating Committee

December 12, 2018 – TCC 9:00 a.m. to 11:00 a.m.

SACOG Rivers Rooms  
1415 L Street, Suite 300  
Sacramento, CA

*Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.*

**Conference Call Option** – Call in number: 1 (888) 585-9008 and Conference Room Number/Access code: 904767451. **Please do not put your phone on hold during the conference call; instead please hang up and call back when you're free.**

**1) TCC Coordination** (Garner/All, 15 minutes)

- a. Public Comment on non-agenda topics
- b. Brief introductions and sharing of significant news about transit systems
- c. Joint Transit Operator Project or Training Opportunities
- d. General TCC Information
  - All Regional Agencies must report on expenditures by operators that received FY 2017-18 SB 1 State of Good Repair funds by December 31.
  - Other

**2) Review and Approve October 17, 2018 TCC Minutes** (All, 5 minutes) – see attachment

**3) Next Generation Transit** (Carpenter/All, 15 minutes)

**4) Microtransit Update** (Loneragan, RT/Strand, West Sacramento/All, 20 minutes)

- Sacramento RT SmaRT Ride Service
- West Sacramento Via Service

**5) SacRT Forward Update** (Boyle RT/All, 30 minutes)

- Presentation

**6) Zero Emission Bus – Changing Proposed ARB Zero Emission Bus regulations** (All, 10 minutes) –

[www.arb.ca.gov/regact/2018/ict2018/ict2018.htm](http://www.arb.ca.gov/regact/2018/ict2018/ict2018.htm)

**7) FTA 5307/5339 Discretionary Funding Scoring Criteria Discussion** (Barbara VaughanBechtold/All, 15 minutes) – see attachments

**8) Meetings/Events/Updates** (All, 5 minutes)

- a. Meetings or Events
- b. Updates on Other Items

**9) Set Next Meeting Dates** (All, 5 minutes)

- a. Next TCC meeting on Wednesday, February 20, 2019 – at SACOG
- b. Adjourn TCC

**Four Operator Only - Tier II Funding Follow-Up Meeting** (Elk Grove, Sac RT, Unitrans, YCTD, 90 minutes)

*The SACOG meeting facility is accessible to the disabled. If requested, this agenda and documents in the agenda packet can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact SACOG for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact SACOG by phone at 916-321-9000, TDD at 916-321-9550, e-mail ([transitneeds@sacog.org](mailto:transitneeds@sacog.org)) or in person as soon as possible and preferably at least 72 hours prior to the meeting.*



## Transit Coordinating Committee

October 17, 2018 – TCC 9:00 a.m. to 11:00 a.m.

SACOG Rivers Rooms  
1415 L Street, Suite 300  
Sacramento, CA

*Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.*

**Conference Call Option** – Call in number: 1 (888) 585-9008 and Conference Room Number/Access code: 904767451. **Please do not put your phone on hold during the conference call; instead please hang up and call back when you're free.**

### Attendees:

Azadeh Doherty, SACOG  
Virginia Wieneke, ACC Rides  
Jeff Tardaguila, public  
Mindy Jackson, El Dorado Transit  
Terry Bassett, YCTD  
Keith Martin, Yuba-Sutter Transit  
Will Garner, Placer County Transit  
Jeff Flynn, Unitrans  
David Goldman, RT  
Paul Philley, SMAQMD  
Heather Yee, Sacramento County/SCT-LINK  
Rick Williams, Michael Baker  
Derek Wong, Michael Baker  
Mike Costa, e-tran  
Raquel Chavarria, e-tran  
Barbara VaughanBechtold, SACOG  
Eileen Bruggeman, Roseville Transit  
Mike Dour, Roseville Transit  
Matt Carpenter, SACOG  
Mark Lonergan, RT  
Amy Martin, 4-9  
Maureen Ring, RT  
Brian James, El Dorado Transit  
Connie Garcia, RT  
Teri Sheets, Unitrans  
Laura Wolfgram, 4-9  
Mary Poole, Citrus Heights

### 1) TCC Coordination (Garner/All, 20 minutes)

- a. Public Comment on non-agenda topics - Jeff T. - Thought about what will happen if changes are made to increase transit frequency but then reducing coverage for those who may need it most.
- b. Brief introductions and sharing of significant news about transit systems –
  - Yuba-Sutter Transit – Getting a new CAT AVL system that his help improve paratransit service, includes WiFi, Auto Stop Announcements, Dispatch etc.
  - YCTD - Adopted fare reduction, moving forward with mobile app along with RT.
  - El Dorado Transit - Annual ridership was down and passenger subsidy up. Proposing changes to 3 fixed routes, and DAR to mileage based fare and reduce zone fare. Apple Hill, used to do shuttle but got stuck in congestion too. An Agri-tourism study was done from a public safety view point. The solution chose was to close the west bound one lane of Carson Road. Four buses were initially thought to be sufficient for the shuttle. The first day parked 300 cars in an hour and had 3,200 boardings everyday (the traffic restriction are in force only on Saturdays and Sundays). Added more buses. Funded by Local DOT. Project manager is Brian James.
  - Roseville Transit - Implementing the SRTP - looking for electric bus purchases that could be piggybacked on and to install charging equipment.
  - ACC Rides - Provide transportation to seniors using 16 vehicles with 4,000 rides a month (volunteer drivers) serving mostly South Sacramento County.
  - SMAQMD - Electrical infrastructure RFP out with proposals required to have a public component. Geographic limits are the SACOG region.
  - e-Tran - Conducting route by route performance analysis on new 1 year-old routes. Implementing BRT feasibility study - Big Horn/CRC to south Elk Grove. Broken up the proposal into phases. Contract award is expected next week.
  - Rick Williams - Michael Baker TDA Triennial Performance Audits.
  - Heather Yee - SCT/Link
  - RT - Fare reduction implemented to increase ridership. Expanding microtransit - Electric buses to supplement Franklin service.

Unitrans – The system has a large budget deficit and increasing ridership. We are considering five different options for fleet electrification at our facility and will share cost information.

Roseville - looking at transit stop policies. Grants for electric buses and charging infrastructure. Ridership similar but less of a decrease.

Citrus Heights - Just adopted first transit plan. Looking forward to meshing with the SacRT Forward process. Travel training and smart stops are being considered. Applied to AARP, for a TDM Grant, for benches and to provide training through Paratransit, Inc. but did not receive funding.

PCT - Next bus real time transit information at PCT, and had been running at TART. Squaw Valley taxing themselves to form a private quasi publicly operated microtransit. No operating plan yet. Pilot to run buses on highway 89 shoulder is a goal.

- c. Joint Transit Operator Project or Training Opportunities - PCT - e-bikes on bike racks discussion – On bike issues we'd rather be permissive if possible. YCTD – There is a concern with people lifting the bikes and injuring themselves. Yuba-Sutter Transit – People bringing scooters with them, if they fit they can go (electric only). YCTD – Limebike is planning to bring electric scooters to West Sacramento.

Scheduling Software Recommendations Needed – ACC Rides (Virginia Wieneke, Program Mgr. [vwieneke@accsv.org](mailto:vwieneke@accsv.org)) - 250 -300 rides per day currently scheduled by hand. Need something less costly than Trapeze and don't need something as powerful. Piggybacking on another operator's license if possible. RT - TransLoc has paratransit scheduling software that is different.

d.General TCC Information

- SACOG's new Senior Transportation Analyst – Mike Rosson starts October 29th
- MTP/SCS Update Outreach Results Available – [www.SACOG.org/2020MTPSCS](http://www.SACOG.org/2020MTPSCS)
- Upcoming Unmet Transit Needs hearings – [www.sacog.org/unmet](http://www.sacog.org/unmet)
- Save the Date – At the November 7<sup>th</sup> RPP meeting draft funding recommendations for the Regional Program, Community Design, and Green Region will be discussed. - 3 to 1 request to available funds. Tier II anticipate having discussion with the four operators to get together - \$18 million available. October 29th can share the Regional Program funding recommendation.
- Other

**2) Review and Approve August 15, 2018 TCC Minutes** (All, 5 minutes) – see attachment Teri Sheets moved and Jeff Flynn seconded - Approved.

**3) Next Generation Transit (Carpenter/All, 15 minutes)** - Kick-off tomorrow at the Board meeting. \$100K proposed for a consultant. Interest from Board on where public transit will be going. Workshop after with LA METRO, and SacRT Forward. Frequency versus coverage. Short demo on REMIX software. Luncheon - informal round table discussion. 5 regional pilots – Rancho Cordova autonomous vehicle study, Apple Hill shuttle, RT microtransit, YCTD Knights Landing pilot, West Sac microtransit pilot. Release request for qualifications next week and award in December with work possibly going through fall 2019. Get the big picture and then implementation. YCTD – West Sac microtransit performance metrics. .37 cents a ride and .19 cents a ride for seniors. 40% reduction in local WS paratransit ridership. Targets or region wide? SACOG - talking about cost effectiveness along with pilots. Send out RFP right after TCC meeting. YCTD - concern over luncheon discussion and policy changes. SACOG - pricing new models to approach revenues. Tolls can go into transit. Sustainable funding models and cost effectiveness.

**4) Microtransit Update (Lonergan, RT/All, 15 minutes)** - Started in Citrus Heights and has expanded. See presentation. Microtransit is not a regional solution because of low productivity. Wait times have gone from 30 minutes to an hour. The larger the service area the longer the trips. Trim service area back to get more reasonable wait times. Training people how to use it is important. Not going to commit any further buses to the service. Flattening service demand. Going out to bid for a vendor for microtransit (SmaRT Ride). App adoption rate lower in Citrus Heights than in the Franklin area. Can transfer from SmaRT to RT fixed route. Group ride (5+) can ride for free. App is TransLoc. Fare integration with new vendor in the "longer term". Franklin/South Sac - directing people to fixed route to complete trip? Can complete trips within the microtransit zone. Three zero emission vehicles for Franklin service. 2019 launch the midtown/east sac service 7 days a week and late night. Need more vehicles. Every vehicle is accessible. Look at travel patterns to develop fixed routes. RT standard fare structure. Try out six electric vehicles to find something that is less like a cutaway and more comfortable and durable (Green Power). Making it work for small number of vehicles. Will need to deal with infrastructure and maintenance with larger fleet of ZEBs. Electrify America group wants to match vehicles to services (flexibility). June/July 2020? spend/obligated by June of 2019 but don't have contract.

- Sacramento RT SmaRT Ride Service

**5) Zero Emission Bus Discussion** (All, 15 minutes) - [www.arb.ca.gov/regact/2018/ict2018/ict2018.htm](http://www.arb.ca.gov/regact/2018/ict2018/ict2018.htm) What agencies area at. Range issues since PCT has buses go 400-500 mi per day. Elk Grove LCTOP- to build infrastructure, ZEB study and operations plan before would make a decision, and really in a trial phase. Roseville - 4 ZEB commuter buses have lower mileage, but need to look at charging component, and need space for infrastructure in corp. yard, current capacity can only charge 8-10 buses and would need to spend in the 7 figures to get more electricity. RT - Turned over installation and charging infrastructure to EA. YCTD - How to handle charging for North CA Redding based services. Elk Grove - Would have to replace 2 to 1 because of mileage have gone to RTPA to do more planning. Unitrans - 2022 purchase all electric buses. Yuba-Sutter Transit - LCTOP for ZEBs, look at current system and location with no room for growth, PG&E fleet ready program, could manage 12 buses, replace current facility and doing an analysis of new site.

**6) FTA 5307/5339 Discretionary Funding Scoring Criteria Discussion** (Barbara VaughanBechtold/All, 15 minutes) – see attachments

Start talks right away on Tier II funds at the beginning of November. Buy those projects out of the STIP. Comments in the next two weeks.

**7) Follow-up on TAM Plans** (Sprowls/All, 5 minutes) - Everyone should have sent their TAM Plans to SACOG so we can come up with performance targets for the region for the MTP/SCS. Round table discussion on where our regional transit operator fleets are with needs. Show where the fleets are and where you are considering replacing vehicles. YCTD - do mileage and time projections for real time. SACOG - there are some ways to do that. Elk Grove - ICT rule fully implemented and actual costs vs. estimated costs. SACOG - can build in some of the uncertainties to analysis. TAM every four years, but reporting is annual from now until the next plan.

**8) TDA Triennial Performance Audit Discussion** (Derek Wong, Michael Baker/All, 20 minutes) – see attachments - Financial data review. SCO report moved to January to have audited data. NTD - reporting of financial audits (Roseville). Unitrans - Guidance released Oct. 11, 2018 for annual financial data review. Make progress on financial audit. Have 4.5 months to submit financial audit info after NTD submission. PI - Share information on what have done on auditing.

- Methodology - see handout
- Data request - see handout

**9) Meetings/Events/Updates (All, 5 minutes)**

- a. Meetings or Events**
- b. Updates on Other Items**

**10) Set Next Meeting Dates (All, 5 minutes)**

- a. Next TCC meeting on Wednesday, December 12, 2018 – at SACOG**
- b. Adjourn TCC**

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~~(53)(55) “Zero-Emission Passenger Miles” means the number of miles traveled by passengers determined by multiplying the number of passengers who board zero emission vehicles, other than buses with a GVWR greater than 14,000 pounds vehicle by the length of their trips. The term “Zero-Emission Passenger Miles,” as it used in this regulation, refers to passenger miles driven on a zero-emission vehicles other than buses with a GVWR of over 14,000 pounds.~~

NOTE: Authority cited: Sections 38501, 38510, 38560, 39002, 39003, 39012, 39017, 39018, 39027, 39500, 39600, 39601, 39606, 39650, 39655, 39658, 39659, 39667, 40000, 43000.5, 43013, 43018, 43100, 43101, 43102, 43104, 43105, 43106, 43701(b), 43801 and 43806, Health and Safety Code. Reference: Sections 38501, 38510, 38560, 39002, 39003, 39017, 39027, 39500, 39600, 39601, 39650, 39655, 39658, 39659, 39667, 40000, 43000.5, 43013, 43018, 43101, 43104, 43105, 43701(b), 43801 and 43806, Health and Safety Code; Sections 233, 350, 545, and 28114, Vehicle Code; sections 5303 and 5324, title 49, United States Code; Code of Federal Regulations, title 49, section 665.13.

**§ 2023.1. Zero-Emission Bus Requirements.**

**(a) Zero-Emission Bus Purchase Requirements.**

(1) In any given calendar year, transit agencies must purchase or operate a minimum number of zero-emission buses as determined by the following schedules:

(A) For a large transit agency:

a. Starting January 1, 2023, twenty-five percent of the total number of new bus purchases in each calendar year must be zero-emission buses;

- b. Starting January 1, 2026, fifty percent of the total number of new bus purchases in each calendar year must be zero-emission buses; and
- c. Starting January 1, 2029, all new bus purchases must be zero-emission buses.

(B) For a small transit agency:

- a. Starting January 1, 2026, twenty-five percent of the total number of new bus purchases in each calendar year must be zero-emission buses; and
- b. Starting January 1, 2029, all new bus purchases must be zero-emission buses.

(2) If the calculated required minimum number of zero-emission buses as set forth in section 2023.1(a) in a given calendar year does not result in a whole number, the number must be rounded to the nearest integer.

(3) The zero-emission bus purchase requirements set forth in section 2023.1(a) apply only to the total number of new bus purchases in a calendar year. The following purchases are not considered to be new bus purchases for the purposes of calculating the minimum number of zero-emission buses required in a given calendar year:

(A) Purchase of used buses;

(B) Conversion of ~~Zero-emission buses that are converted from conventional~~ internal combustion engine buses to zero emission buses; and

(C) Purchase of a cutaway bus, over-the-road bus, or articulated bus, until the latter of either January 1, 2026 or until the criteria specified in section 2023.1(c) have been met.

(4) The required minimum number of zero-emission buses in section 2023.1(a) can be achieved with any combination of new zero-emission bus purchases and number of zero-emission buses already present in the fleet, less any available zero-emission bus bonus or zero-emission mobility credits, as provided in sections 2023.3 and 2023.5. The number of zero-emission buses in the fleet include all of the following zero-emission buses regardless of how and when they are acquired:

(A) Any zero-emission bus from a previous purchase that has been delivered;

(B) Any leased zero-emission bus that has been delivered; and

(C) Any zero-emission bus that is converted from a conventional internal combustion engine bus and is an active bus.

(D) A zero-emission bus identified in section 2023.1(a)(4)(A) through (C) may only be used once in accounting for the required minimum number of zero-emission buses in section 2023.1(a)(1).

~~(5) A purchased new bus must be delivered within two years from the initial date of a Notice to Proceed, unless a transit agency has been granted an extension by the Executive Officer as set forth in section 2023.4(c)(1) and (2).~~

~~(5)(6) If a transit agency cancels a Notice to Proceed at any time before the bus delivery date, the purchase will be considered invalid and will not count towards required total new bus purchases.~~

~~(6)(7) Starting January 1, 2023, a transit agency must retain a newly purchased zero-emission bus for at least five years starting from the date of being placed in the active bus fleet to satisfy a zero emission bus purchase requirement.~~

~~(7)(8) Annual compliance with the zero-emission bus purchase requirements is determined as of December 31 of each calendar year.~~

**(b) Discharge of the ~~Waiver of~~ Initial Zero-Emission Bus Purchase**

**Requirements.** The zero-emission bus purchase requirements in section 2023.1(a) for calendar year 2023 and 2024 are ~~discharged waived~~ if the following circumstances exist:

(1) The zero-emission bus purchase requirements for calendar year ending December 31, 2023, are ~~discharged waived~~ if California transit agencies collectively have at least ~~one thousand (1,000)~~ eight hundred and fifty (850) zero-emission buses purchased or in active bus fleets by December 31, 2020, ~~as determined by the Executive Officer~~ based on the reporting data for the ~~end of calendar year 2020 required by section 2023.8.~~

(2) If the 2023 zero-emission bus purchase requirement is ~~discharged waived~~ as a result of the implementation of section 2023.1(b)(1), then the zero-emission bus purchase requirements for calendar year ending December 31, 2024, are ~~discharged waived~~ if California transit agencies collectively have at least one-thousand and ~~two one hundred fifty (1,250-1,150)~~ zero-emission buses purchased or in active ~~service bus fleets~~ by December 31, 2021, ~~as determined by the Executive Officer~~ based on the reporting data for calendar year 2021 ~~required by section 2023.8.~~

(3) Zero-Emission Bus Bonus Credits as specified in section 2023.3 cannot be used to meet the bus-fleet requirements ~~discharge the purchase requirement of the waivers.~~

**(c) Zero-Emission Cutaway, Over-The-Road, Double Decker, and Articulated**

**Bus Purchase Requirements ~~Buses~~.** Purchases of cutaway, over-the-road, double decker, or articulated buses are subject to the zero-emission bus purchase requirements as specified in section 2023.1(a) on or after January 1, 2026, if the cutaway, over-the-road, double decker, or articulated bus type has a model that has passed the bus testing procedure and obtained a Bus Testing Report as described in section 2023(b)(8)(7) for a given weight class.





# FINAL SACOG DISCRETIONARY FTA TRANSIT PROGRAMMING APPLICATION

**\*All Applicants must demonstrate institutional capability to carry out the project(s) applied for here.\***

<b>A. Applicant Information:</b>			
Legal Name:			
Address:			
City/State/Zip:			
Contact Person:			
E-mail:			
Phone:			Fax:
<b>B. Previous Sources of Funding:</b>			
<input type="checkbox"/> 5307 Recipient	<input type="checkbox"/> 5310 Recipient	<input type="checkbox"/> 5311 Recipient	<input type="checkbox"/> 5316 Recipient
<input type="checkbox"/> 5317 Recipient	<input type="checkbox"/> 5337 Recipient	<input type="checkbox"/> 5339 Recipient	
<b>C. Project Type:</b>			
<input type="checkbox"/> Capital (up to 80%)*	<input type="checkbox"/> Operating** (up to 50%)	<input type="checkbox"/> Preventive Maintenance (up to 80%)	
<input type="checkbox"/> Mobility Management (Capital) (up to 80%)		<input type="checkbox"/> ADA (up to 90%) up to 20% of region's apportionment	
<p><b>* Transit Asset Management (TAM) information required.</b> **If qualified for operating please find amount available for operating. Ref – <a href="https://www.transit.dot.gov/funding/apportionments">https://www.transit.dot.gov/funding/apportionments</a> under “Current Apportionments”. Operating projects that specifically serve low-income and environmental justice populations giving direct access to jobs and training do not have peak period fleet restrictions on operating funding levels.</p>			
<b>D. Program:</b>			
<input type="checkbox"/> 5307	<input type="checkbox"/> 5339		
<b>E. Funding Request:</b>	<b>Year 1</b>	<b>Year 2</b>	<b>TOTAL</b>
5307 – Capital	\$	\$	\$
5307 – Operating	\$	\$	\$
5307 – Mobility Mgmt.	\$	\$	\$
5307 – Preventive Maintenance	\$	\$	\$
5307 – ADA Operating	\$	\$	\$
5307 – Transit Improvement	\$	\$	\$
5339 – Capital Purchase	\$	\$	\$
Total Match Funds	\$	\$	\$
Total Cost of Project(s):	\$	\$	\$

**Note: A funding cap of \$2,000,000 per applicant per fiscal year has been established.**

# Capital Worksheet

**PLEASE COPY AND USE ADDITIONAL PAGES FOR EACH YEAR'S PURCHASES (if applicable)**

Proposed Rolling Stock					
Vehicle Type	Number of Vehicles	Vehicle Size (overall length)	Fuel Type	Per Unit Cost Estimate	Total Cost Estimate

All CNG vehicles purchased must have the longest useful life fuel tank that is available for the specific vehicle type(s). If your agency does not currently operate alternative fuel (CNG, LNG, hybrid, electric etc.) vehicles you must justify the need for alternative fuel vehicles. Indicate whether your agency has the requisite fuel infrastructure and/or relationship with fueling stations in your agency service area.

**Other Capital Equipment**

Other eligible equipment examples include: wheelchair lifts and restraints; radios and communication equipment; initial component installation costs; computer hardware and software (scheduling and vehicle maintenance software); public transit facilities; transit related intelligent transportation systems (ITS); and the introduction of new technology through innovative and improved products into public transportation.

Equipment	Number	Unit Cost Est.	Total Cost Est.

**\*All capital requests must provide TAM information per the scoring criteria.**

## Project Criteria Narrative

Please address the statements and questions below in relation to your agency's/organization's project(s) (operating, capital/mobility mgmt., PM, ADA etc.). To receive the maximum allowable credit, each response will be reviewed and scored based on clarity, completeness and accuracy (Please see the SACOG FTA 5307/5339 Discretionary Project Evaluation Criteria for more information on scoring criteria.). Incomplete answers to applicable sections will affect your application score. Please limit your Project Criteria Narrative response (attach a separate Word or PDF document) to no more than 5 pages total for all sections below. There is no limit on supporting documentation. The narrative must address each of the following, if applicable:

### A. MTP/SCS Implementation (50 points)

- a) Describe how this project(s) assists the region in supporting the SACOG MTP/SCS transit related policies & strategies (a policies & strategies document 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.
- b) Describe how this project(s) meets “state of good repair”, “fix it first” policies, and long-term asset management benefits under FAST Act. For capital projects/components applicant must show how capital items are a priority for replacement in their TAM, or part of the longer-term asset planning portion of their TAM. TAM Planning information is only required of those agencies that must submit a TAM.
- c) Describe how this project(s) is consistent with your agency/organization SRTP (if applicable), fleet/facilities plan, asset management plan or other agency/organization planning documents.

### B. Access/Continuity (30 points)

- a) Describe the specific operational/implementation or capital plan details for this project(s).
- b) Describe how this project(s) coordinates transit services improving access and mobility in the region.
- c) Specify how the project(s) addresses the gap(s) and/or barriers identified through your agency's/organization's internal analysis, the most recent Unmet Transit Needs process in the project area, and the Lifeline Transportation Study (<http://www.sacog.org/lifeline-transit-study>).
- d) 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.).
- e) Describe how this project(s) ensures access to transportation for transit dependent populations, particularly those groups identified in the President's Order for Environmental Justice, areas experiencing high levels of unemployment or chronic underemployment, or low-income high minority areas as defined in the most recent SACOG MTP/SCS.

C. Project Readiness/Financial Plan (15 points)

- a) Describe how this project(s) has long-term financial sustainability.
- b) Describe how this project(s) provides transportation services cost efficiently.
- c) When does the sponsor plan to obligate the requested regional funding?
- d) What are the amounts and sources of secured funding for the project?
- e) What are the amounts and sources of reasonably expected and unsecured funding for the project?
- f) Will the funds complete the project or a phase of the project?

Please supply a full financial budget and detailed project schedule/timeline with your application.

D. Other Considerations (5 points)

Note: Project sponsors will be responsible for the information provided in the application.

## **APPLICATION SUBMISSION INSTRUCTIONS**

All Application documents and associated attachments must be submitted to SACOG electronically at [transitneeds@sacog.org](mailto:transitneeds@sacog.org) the no later than 4 PM, January 22, 2019. All Application documents submitted should be in their original format. Associated Application attachments may be in any common format (Text, Word, Excel etc.). No application or associated documentation will be accepted after the due date & time.

Though agencies may apply for one type of funding another type may be substituted as appropriate.

**Federal Fiscal Year 2018 5307/5339 Discretionary Application  
Signature Page**

**If selected for funding, the information contained in this application will become part of a subrecipient/recipient contract with the Federal Transit Administration.**

**To the best of my knowledge, all information contained in this application is true and correct.  
If awarded a grant with FTA, I agree that I will adhere to the program guidelines.**

\_\_\_\_\_  
*Signature of Authorized Official (Applicant)*

\_\_\_\_\_  
*Print Name*

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Date*

\_\_\_\_\_  
*Signature of Authorized Official (Sub-Applicant)*

\_\_\_\_\_  
*Print Name*

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Date*



## 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 management benefits under FAST Act. For capital projects/components applicant must show how capital items are a priority for replacement in their TAM, or part of the longer-term asset planning portion of their TAM. TAM Planning information is only required of those agencies that must submit a TAM.
- 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 management plan and/or TAM Plan (including transit vehicles, stations/stops and facilities).
- 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 management plan and/or TAM Plan (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 management plan and/or TAM Plan (including transit vehicles, stations/stops and facilities).

- 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 ([https://www.sacog.org/sites/main/files/file-attachments/11-unmet\\_transit\\_needs.pdf](https://www.sacog.org/sites/main/files/file-attachments/11-unmet_transit_needs.pdf)) ;
  - The Lifeline Transportation Study (<https://www.sacog.org/lifeline-transit-study>)
- 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) ensures access to transportation for transit dependent populations, particularly those groups identified in the President’s Order for Environmental Justice, areas experiencing high levels of unemployment or chronic underemployment, or low-income high minority areas as defined in the most recent SACOG MTP/SCS.

## **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 at part of an FTA grant award?
- 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.



**FINAL SACOG FTA 5307/5339 FUNDING ELIGIBILITY – DETERMINATION**

**Is your agency or organization eligible to apply for Federal Transit Administration (FTA) 5307/5339 funds?**

**If your agency or organization is already an FTA grantee, please provide documentation of grantee status as well as documentation of ability to fulfill all requirements under the Fixing America’s Surface Transportation (FAST) Act.**

**If your agency or organization is not already an FTA grantee, please answer the following:**

- 1. Is your agency or organization a provider of “public transportation”?** Defined as regular, continuing shared-ride surface transportation services that are open to the general public or open to the general public defined by age, disability, or income.

\_\_\_\_\_ YES \_\_\_\_\_ NO

If yes move on to the next question. If no, your agency or organization is not eligible.

- 2. Is your agency or organization a designated or direct recipient of FTA 5307/5339 funds?** (If your agency is a designated or direct recipient of 5307 funds you may skip question 4)

\_\_\_\_\_ YES \_\_\_\_\_ NO

OR

**Does your agency or organization qualify as a subrecipient (to either a designated or direct recipient) of FTA 5307/5339 funds?** Eligible subrecipients include public entities otherwise eligible to become direct recipients under Section 5307 OR private non-profit operators of job access reverse commute projects OR agencies/organizations eligible for 5339 funds.

\_\_\_\_\_ YES \_\_\_\_\_ NO

If yes move on to the next question. If no, your agency or organization is not eligible.

- 3. If awarded funding could your agency comply with all required FTA Certifications & Assurances related to your FTA 5307/5339 funded project, including required National Transit Database (NTD) reporting?** Please see the FTA Certifications & Assurances checklist and documentation on the following pages for more information.

\_\_\_\_\_ YES \_\_\_\_\_ NO

If yes move on to the next question. If no, your agency or organization is not eligible.

- 4. If your agency or organization will apply as a subrecipient has there been coordination with the designated and/or direct recipient under whom your agency or organization will apply for funds, including coordination related to FTA Certifications and Assurances?** Please see the FTA Certifications & Assurances list and documentation (link) on the following pages for more information.

\_\_\_\_\_ YES

If yes your agency or organization is eligible to apply for FTA 5307/5339 funds.

\_\_\_\_\_ NO

If no coordination has yet occurred please provide the signature of the applicable designated or direct recipient confirming their willingness to allow your agency or organization to apply for 5307/5339 funds as a subrecipient.

\_\_\_\_\_  
Signature and Printed Name, Name of DR/Direct Recipient

\_\_\_\_\_  
Date

If no/no signature, your agency or organization is not eligible to apply for FTA 5307/5339 funds.



The original of the “Certifications and Assurances” should be marked “ORIGINAL” and signed and dated in blue ink. Use the legal name of your agency or organization. Attach documentation, such as an authorizing resolution, designating a person authorized to sign on behalf of the agency.

FTA FFY 2018 Certifications and Assurances (<https://www.transit.dot.gov/funding/grants/grantee-resources/fta-fiscal-year-2018-certifications-and-assurances>)

### **Description**

1. Required Certifications and Assurances for Each Applicant.
2. Lobbying.
3. Private Sector Protections.
4. Rolling Stock Reviews and Bus Testing.
5. Demand Responsive Service.
6. Intelligent Transportation Systems.
7. Interest and Financing Costs and Acquisition of Capital Assets by Lease.
8. Transit Asset Management Plan, Public Transportation Safety Program, and State Safety Oversight Requirements.
9. Alcohol and Controlled Substances Testing.
10. Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).
11. State of Good Repair Program.
12. Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.
13. Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.
14. Enhanced Mobility of Seniors and Individuals with Disabilities Programs.
15. Rural Areas and Appalachian Development Programs
16. Tribal Transit Programs (Public Transportation on Indian Reservations Programs).
17. State Safety Oversight Grant Program.
18. Public Transportation Emergency Relief Program.
19. Expedited Project Delivery Pilot Program.
20. Infrastructure Finance Programs.
21. Construction Hiring Preferences.

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Signature and Printed Name

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Date

By signing this document you are certifying that your agency or organization is in compliance with all FTA Certifications and Assurances required for the award of FTA 5307 and 5339 funds. If no signature, your agency or organization is not eligible to apply for FTA 5307/5339 funds.

All Applicants should be prepared to submit all documentation related to your agency’s/organization’s compliance with the FTA Certifications and Assurances requirements for the award of FTA 5307 and 5339 funds prior to application for awarded funds.