



Board of Directors

Meeting Date: March 17, 2022

Agenda Item No. 9

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

Consent

Prepared by: Barbara VaughanBechtold

Attachments: Yes

Approved by: James Corless

Referring Committee: Transportation

1. Issue:

Using a competitive application process, a set of projects have been reviewed and recommended for the funding available through the discretionary share of Federal Transit Administration (FTA) Section 5307 and 5339 programs.

2. Recommendation:

The Transportation Committee unanimously recommends that the board program the discretionary share of Section 5307 and 5339 funds for Federal Fiscal Years (FFYs) 2020 and 2021 to the projects identified in Attachment A.

3. Background/Analysis:

The FTA 5307 and 5339 discretionary share funding is available to eligible transit operators in the Sacramento Urbanized Area (UZA). In September 2021, the board approved the updated evaluation criteria (Attachment B) for the SACOG FTA 5307 and 5339 Discretionary Share application process and the release of a Call for Projects for the discretionary share portion of the funds. The board approved programming the earned share portion of Sections 5307 and 5339 for Federal Fiscal Years (FFYs) 2020 and 2021 in the amounts of \$26,407,136 and \$26,077,016 respectively to eligible transit operators in the Sacramento Urbanized Area. The discretionary share program is based on a two-year programming cycle. The available funds for FFY 2020 and 2021 are \$7,156,930. These funds apply to transit operators in the Sacramento Large Urbanized Area (UZA) as well as any public transit agency that had previously received FTA Job Access Reverse Commute (JARC) funds. Eligible transit operators include El Dorado Transit, Placer County Transit, Roseville Transit, Sacramento Regional Transit District, Yolo County Transportation District, and Yuba-Sutter Transit Authority. SACOG and non-profit human service transportation providers are also eligible for funding for projects benefiting multiple transit agency areas in the region.

4. Discussion/Analysis:

On December 13, 2021, SACOG issued the discretionary share program call for projects, with project applications due by January 21, 2022. SACOG received six eligible applications from four transit agencies and SACOG. Separately, SACOG allocated funds to the regional multi-agency Transit Asset Management Planning effort to maintain availability of software and SACOG staff support for all participating transit operators, and for the REMIX tool to maintain regional availability of this important transit planning tool. SACOG staff along

with outside agency staff were responsible for the technical evaluation and scoring of the project applications.

The projects were evaluated based on policies of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the transit operators' short-range transit plans, Transit Asset Management plans, and support of the Next Generation Transit Strategies. On February 16, 2022, SACOG staff presented its recommendations to the Transit Coordinating Committee (TCC). The TCC member transit operators endorsed the recommended funding awards. Attachment A provides a summary of the recommended project list, containing \$7,156,930 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.

5. Fiscal Impact/Grant Information:

If approved funds allocated to SACOG will support the Regional Mobility Hub Strategy project and small amounts of funding for staff time to support the ongoing Transit Asset Management and REMIX efforts. Board action will allow the transit operators receiving funding to submit applications to FTA for the allocation of the FFYs 2020 and 2021 FTA 5307 and 5339 funds.

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

Goal 1 : Advance Economic Prosperity

Objective 3: Improve people's ability to get to jobs, schools, and other economic opportunities.

Objective 5: Begin sustained effort to address the racial inequities related to economic prosperity indicators associated with housing, transportation, and opportunity.

Goal 2 : Connected Communities

Objective 2: Support innovative mobility options that develop equitable, accessible transportation options for all residents.

Objective 3: Prioritize cost-effective transportation investments that enhance mobility while improving safety, air quality, and the condition of transportation infrastructure and assets.

Attachment A

Federal Transit Administration (FTA) 5307/5339 Discretionary Funding Awards - Federal Fiscal Year (FFY) 2020 & 2021*

Requested Amount								
Agency	Project	2020	2021	Avg. Score	Fund Type	FFY 2020 Award	FFY 2021 Award	Total of 2 years
SACOG	TAM Planning Services	\$100,000	\$100,000	N/A	5307	\$100,000	\$100,000	\$200,000
SACOG	REMIX Public Transport Planning Software	\$100,000	\$100,000	N/A	5307	\$100,000	\$100,000	\$200,000
SACOG	Regional Mobility Hub Strategy (Planning)	\$250,000		92	5307	\$250,000		\$250,000
SacRT JARC	Operating Costs for JARC Type Service	\$1,106,565	\$1,106,565	87	5307	\$1,106,565	\$1,106,565	\$2,213,130
Paratransit, Inc.	Regional Travel Training (Mobility Management)	\$250,000	\$250,000	84	5307	\$250,000	\$250,000	\$500,000
YCTD	SRTP and Zero Emission Fleet Conversion Plan	\$127,600		84	5307	\$127,600		\$127,600
SacRT LRV	Lightrail Vehicle Replacement (8 low floor)	\$1,000,000	\$1,000,000	70	5307	\$51,652	\$580,075	\$631,727
	Total request	\$2,934,165	\$2,556,565		Subtotal	\$1,985,817	\$2,136,640	\$4,122,457
	FFY 2020 & 2021 5307 Avail. - \$4,122,457	\$1,985,817	\$2,136,640			\$1,985,817	\$2,136,640	
	Shortfall	-\$948,348	-\$419,925			-\$948,348	-\$419,925	
Roseville Transit	Electric Vans (4) + charger (1)	\$560,000		N/A	5339	\$560,000		\$560,000
SacRT LRV	Lightrail Vehicle Replacement (8 low floor)	\$1,000,000	\$1,000,000	N/A	5339	\$1,055,156	\$1,119,417	\$2,174,573
YCTD	Automatic Passenger Counters		\$299,900	N/A	5339		\$299,900	\$299,900
	Total Request	\$1,560,000	\$1,299,900		Subtotal	\$1,615,156	\$1,419,317	\$3,034,473
	FFY 2020 & 2021 5339 Avail. - \$3,034,473	\$1,615,156	\$1,419,317			\$1,615,156	\$1,419,317	\$3,034,473
	Shortfall	\$55,156	\$119,417			\$0	\$0	
					Total	\$3,600,973	\$3,555,957	\$7,156,930

*FTA 5339 Applications were not scored due to requested funding amounts being less than the amount of funds available.

FTA 5307/5339 Discretionary Project Descriptions

Paratransit, Inc.	\$626,000	Total Cost
1. Travel Training (Mobility Management) (5307)	\$500,000	Request
Expansion of Paratransit, Inc.'s regional travel instruction programs (for older adults, persons with disabilities, and youth) to a program eligible to anyone interested in accessing the region's fixed route, light rail and shared mobility services.	\$500,000	Recommended 5307
Roseville Transit	\$700,000	Total Cost
2. Electric Vans (4) and Chargers (5339)	\$560,000	Request
Purchase four (4) electric passenger vans and charging equipment for microtransit services in the City of Roseville.	\$560,000	Recommended 5339
SACOG	\$400,000	Total Cost
3. Transit Asset Management Planning Services (5307)	\$200,000	Request
Support for Transit Asset Management (TAM) planning software (ThingTech) and SACOG staff services to support required TAM planning of the region's transit operators.	\$200,000	Recommended 5307
SACOG	\$400,000	Total Cost
4. REMIX Public Transport Planning Software (5307)	\$200,000	Request
Support for REMIX Public Transport planning software allowing regional transit operators to use their service data along with available demographic information to plan for service adjustments in a format that is easy to use with outputs that allow for transparency.	\$200,000	Recommended 5307
SACOG	\$500,000	Total Cost
5. Regional Mobility Hub Strategy (Planning) (5307)	\$250,000	Request
Develop a regional mobility hub strategy focused on mobility hub design and features for different types of stations in urban, rural and suburban contexts.	\$250,000	Recommended 5307
Sacramento Regional Transit District	\$4,426,300	Total Cost
6. Job Access Reverse Commuter (5307)	\$2,213,130	Request
The grant will fund continued operation of fixed-route transit services on 9 SacRT bus routes, several of which were previously funded under FTA Section 5316 (JARC). Routes – 1, 19, 51, 56, 67, 68, 72, 81, and 87.	\$2,213,130	Recommended 5307

FTA 5307/5339 Discretionary Project Descriptions

<hr/>		
Sacramento Regional Transit District	\$47,200,000	Total Cost
7. Light Rail Vehicle Replacement (5307 & 5339)	\$4,000,000	Request
Purchase eight (8) light rail vehicles to replace existing light rail vehicles that are beyond their useful life.	\$631,727	Recommended
	\$2,174,573	5307
	\$2,806,300	5339
		Total
<hr/>		
Yolo County Transportation District	\$534,660	Total Cost
8. Short Range Transit Plan & Automatic Passenger Counters (5307 & 5339)	\$427,500	Request
Funds to complete a new Short Range Transit Plan and to install automatic passenger counters on all vehicles in operation.	\$127,600	Recommended
	\$299,900	5307
	\$427,500	5339
		Total

Updated SACOG FTA 5307/5339 Discretionary Project Evaluation Criteria

September 2021

A new emphasis of the updated Discretionary Program, in addition to providing funding for transit improvements needed but not funded from regular funding sources, is on the implementation of early-year strategies in the Next Generation Transit program and projects that support those strategies. These strategies are primarily aimed at assisting public transit agencies to successfully integrate traditional fixed-route transit services with new services that expanded travel options in more areas across the region, and could assist CTSA's, human service and non-profit transportation providers to maintain, expand, and improve the way they provide services. There are three unique strategy categories in the Next Generation Transit program (**Transit Design & Delivery, Planning & Funding, and Seamless User Experience**) as well as one cross-cutting category, **Reducing Mobility Disparities**.

The SACOG FTA 5307/5339 Discretionary Project Evaluation committee will be made up of staff representing SACOG, non-applicant agencies from the region, as well as one reviewer from outside the region.

A: MTP/SCS Implementation (50 points)

- Describe how this project(s) is consistent with your most recent agency/organization short-range transit plan (SRTP), as applicable, and/or relevant fleet plans, asset management plan or other agency/organization planning documents, such as a capital improvement program.
- Describe how this project(s) contributes towards or supports the implementation of the Next Generation Transit program. The program is consistent with SACOG MTP/SCS transit-related policies and also complementary to local agency transit agency plans. Strategies are identified in **Potential Investments tied to Next Generation Transit Program Strategies**.
- Describe how this project(s) supports "state of good repair", "fix it first" policies, and long-term asset management benefits under the Infrastructure Investment and Jobs Act. For capital vehicle/component projects the applicant must show how capital items are a priority for replacement in their current fiscal year or most recent TAM, or part of the short (1-2 years), medium (2-3 years), or longer-term (4-5 years) asset planning portion of their TAM. Most recent TAM Planning information is only required of those agencies that must complete and submit a TAM.

Scoring

High (36-50 points): A high scoring project would demonstrate the following characteristics, if applicable:

- The project(s) strongly supports multiple SACOG Next Generation Transit program policies and strategies, such as those related to maintaining and restoring transit and human service/non-profit transportation services that responds to the growth projected in the MTP/SCS economic and land use forecasts. Scoring will also consider the proposed project investment relative to other submitted applications for similar projects.
- The project(s) allows transit/transportation provider to maintain a “state of good repair”, and focuses on “fix it first”, and is consistent with the agencies’ most recent short term asset management plan and/or TAM Plan (including transit vehicles, stations/stops and facilities).
- Is fully consistent with your most recent 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 (18-35 points): A medium scoring project would demonstrate the following characteristics, if applicable:

- The project(s) moderately supports the SACOG Next Generation Transit program policies and strategies, such as those related to maintaining, restoring or extending transit and human service/non-profit transportation services and support for the growth projected in the MTP/SCS economic and land use forecasts. Scoring will also consider the proposed project investment relative to other submitted applications for similar projects.
- 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 most recent agency/organization medium-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 most recent 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 (0-17 points): A low scoring project would demonstrate the following characteristics, if applicable:

- The project(s) does not directly support the SACOG Next Generation Transit program policies and strategies.
- The project(s) does not clearly allow the transit/transportation provider to maintain a “state of good repair”, nor focus on “fix it first”, and is not consistent with your most recent agency/organization long-term asset management plan and/or TAM Plan (including transit vehicles, stations/stops and facilities).

- Has limited consistency with your most recent 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: Reducing Mobility Disparities (30 points)

- Describe the specific operational/implementation or capital plan details for this project(s).
- Describe how this project(s) increases travel choice and reduces travel time and cost burden for disadvantaged community* travelers.
- Specify how your project(s) addresses the gap(s) and/or barrier(s) identified through:
 - Your agency's/organization's policies and plans related to equity or disadvantaged communities;
 - The most recent Unmet Transit Needs process (item #5: <https://sacog.primegov.com/Portal/Meeting?compiledMeetingDocumentFileId=3447>);
 - The most recent Placer County Unmet Transit Needs process (pg. 18: http://pctpa.net/agendas/2021/02_agenda.pdf)
 - El Dorado County currently uses all TDA funds for transit purposes and does not hold an Unmet Transit Needs process;
 - 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 reliant 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.

*SACOG is defining “disadvantaged communities” as: including but not limited to those communities that have high proportions of their population made up of Black, Indigenous, and People of Color (BIPOC), low-income households, households headed by seniors and/or people with disabilities. This definition is based on the SACOG MTP/SCS and maybe more expansive than other state funding program definitions.

Scoring

High (20-30 points): 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 disadvantage community* user groups, including those without full-time access to cars, those identified in the President’s Order for Environmental

Justice, those identified in the SACOG MTP/SCS, 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 (10-19 points): 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 disadvantaged community* user groups, including those without full-time access to cars, and some of those identified in the President’s Order for Environmental Justice, those identified in the SACOG MTP/SCS, 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 (0-9 points): A low scoring project would demonstrate the following characteristics:

- Provides little or no operational/implementation plan for this project(s);
- Provides little or no access to “lifeline” and regional destinations;
- Serves few disadvantaged community* 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?
- How does this project leverage other funds that are or may become available to support 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 (8-15 points): 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.
- The project leverages other funds available or that may become available for the project.

Low (0-7 points): 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.
- The project does not leverage funds available or that may become available for the project.

D. Other Consideration (5 points)

The project applicant must demonstrate financial need to implement the proposed project during the two-year period covered by this call for projects. Also, the project applicant should have a track record with delivering FTA grants in a timely manner including technical capacity and reliability for similar projects.



Potential Investments tied to Next Generation Transit Program Strategies

Note: The lists below of example potential investments is not meant to be exhaustive. More Next Generation Transit Strategies and investment examples can be found at:

<https://www.sacog.org/post/sacog-board-directors-approves-next-generation-transit-strategy>

Transit Design and Delivery

Potential Investments:

- Speed up transit by reducing headways and implementing other tools that can move riders to their destination(s) in less time.
- State of Good Repair and Fix it First projects that improve system and infrastructure reliability, vehicle refurbishment and replacement, real time vehicle location, etc.
- Intercity rail improvements that strongly complement local transit services (e.g., Capitol Corridor Third Track, ACE/SJRRC Valley Rail). Focus on investments that will leverage other federal or state grants.
- Community-based transit services that can increase travel choice and reduce travel time and cost burden for disadvantaged communities*/travelers.
- Microtransit and micromobility pilots in urban, suburban, and rural areas
- Piloting demand-responsive or on-demand service for difficult-to-serve locations, such as small communities or rural areas
- Spot improvements (e.g., pop-up bus lanes, queue jumps, signal priority) in cooperation with local jurisdictions. The object is to prioritize transit in traffic operations and road space allocations in ways that speed-up services
- Means-based transit fare subsidies
- Securing and building upon partnerships between operators and other partners (e.g., private mobility, health care, and non-profit or human service transportation providers) to maintain, expand or pilot new services

*SACOG is defining “disadvantaged communities” as: including but not limited to those communities that have high proportions of their population made up of Black, Indigenous, and People of Color (BIPOC), low-income households, households headed by seniors and/or people with disabilities. This definition is based on the SACOG MTP/SCS and maybe more expansive than other state funding program definitions.

Seamless User Experience

Potential Investments:

- Projects that simplify fares and enhance trip planning.
- Projects that make stations and stops attractive, safe and easy to navigate.

- Projects that coordinate the regional transit network and minimizing wait times, allowing seamless transfers, and coordinated schedules at key transfer points in the regional transit network.
- Projects for mobility hubs that not only provide transit enhancements (e.g., passenger amenities, traveler information) but also include carshare, micromobility, and EV charging features
- Projects for co-branding transit services at stops and on buses (e.g., Causeway Connection example)
- Connect Card 2.0 security upgrades to make the fare system less vulnerable to hacking

Planning and Funding

Potential Investments:

- Data and tool development to support transit operator service analyses efforts (e.g., SRTP and TAM integration)
- A micro-mobility + transit integration study
- Create regionwide traveler info tools (e.g., single system map)
- Prepare a regional fare integration study with operators
- A regional means-based fare study and pilot program using Connect Card.
- Technical analyses to create consistent route classifications that streamline service planning, decision-making and funding needs
- REMIX service scenarios for transit operational analyses (note: annual license fee covered separately)
- On-call technical assistance to operators (e.g., ZEV, Title VI compliance, procurements, data analysis)