

8. Programming Recommendations for Funding of Transit Projects with Federal Transit Administration Section 5307 and 5339 Discretionary and Earned Share Apportionments () (Est. Time:)



Transportation Committee

Meeting Date: June 6, 2024

Agenda Item No. 8

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

Action

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Attachments: Yes

Referring Committee: Not Applicable

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) Federal Fiscal Year (FFY) 2022 and 2023 Section 5307 and 5339 programs; and FTA apportionments for FFY 2024 are now available for programming.

Request:

Approve

Recommendation for Board:

That the board: (1) program the discretionary share of Section 5307 and 5339 funds for Federal Fiscal Years (FFYs) 2022 and 2023 to the projects identified in Attachment A, and; (2) program the FTA Section 5307 and 5339 Earned Share apportionments for transit operators in the Sacramento Urbanized Area (UZA) (Attachment D), including providing Sacramento Regional Transit (SacRT) and Caltrans endorsed split letters.

Recommendation for Committee:

That the Transportation Committee recommend that the board: (1) program the discretionary share of Section 5307 and 5339 funds for Federal Fiscal Years (FFYs) 2022 and 2023 to the projects identified in Attachment A, and; (2) program the FTA Section 5307 and 5339 Earned Share apportionments for transit operators in the Sacramento Urbanized Area (UZA) (Attachment D), including providing Sacramento Regional Transit (SacRT) and Caltrans endorsed split letters.

Background:

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 C) for the SACOG FTA 5307 & 5339 Discretionary Share application process. The board approved programming the earned share portion of Sections 5307 and 5339 for Fiscal Years (FYs) 2022 and 2023 in the amounts of \$32,731,467 and \$33,309,204 respectively to eligible transit operators in the Sacramento Urbanized Area. As part of the FFY 2022 and 2023 earned share funding actions the board approved the release of a Call for Projects for the discretionary share portion of the funds. The discretionary share program is based on a two-

year programming cycle. The available funds for FFY 2022 and 2023 are \$9,005,546.

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 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 agencies in the region.

The FTA recently released complete FFY 2024 apportionments for Section 5307 and 5339 funds, thereby allowing staff to move forward and program the Earned Share performance-based portion of the funds. These funds are available to transit operators in the Sacramento UZA. The transit operators include El Dorado Transit, Placer County Transit, Roseville Transit, Yolo Transportation District, and the Sacramento Regional Transit District.

Discussion/Analysis:

On February 7, 2024, SACOG issued the discretionary share program call for projects, with project applications due by March 8, 2024. SACOG received four (4) eligible applications from one transit agency and one non-profit transportation provider. 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 Strategy. The first round of the Call for Projects was undersubscribed, and the projects were not scored. This left \$3,192,416 in FTA 5307/5339 funding available for a second round Call for Projects. The second call for projects was issued on April 2, 2024, with applications due by April 23, 2024. SACOG received five (5) applications from one transit agency and one non-profit transportation provider. Those projects were scored and recommended awards for the two-year cycle are provided in Attachment A. Attachment B provides brief project descriptions and funding requests for each project. Attachment C describes the project evaluation criteria and scoring methodology.

A Memorandum of Understanding (MOU) approved by the board, participating operators, and local jurisdictions in 2015 establishes the methodology for programming FTA funds in the Sacramento UZA. Based on the MOU methodology, 88 percent of FTA formula funds for the year are distributed through a performance-based Earned Share, and 12 percent of the funds are programmed to projects identified through a biennial competitive application process that is called the Discretionary Share. The performance-based Earned Share is calculated using operational statistics reported by the Sacramento UZA transit operators to the National Transit Database (NTD) including unlinked passenger trips (ridership), vehicle revenue miles, vehicle revenue hours, and urbanized area population from the most recent Census. SACOG is using FY 2022 NTD information and 2020 Census urbanized area population data to reflect the most up-to-date information available. The allocation total for the FFY 2024 Earned Share is \$34,518,777 shown in Attachment D. A total of \$4,707,106 in FFY 2024 funds will be available through the next Discretionary Share process expected in 2025. As part of the FTA 5307 and 5339 programming process SACOG provides split letters, in partnership with SacRT and Caltrans, to FTA showing the allocations of funds to our Sacramento UZA and small UZA operators.

Fiscal Impact/Grant Information:

Included in the Overall Work Program/Budget

Board action will allow the transit operators receiving funding to submit applications to FTA for the allocation of the FFYs 2022 and 2023 Discretionary Share funds and FFY 2024 Earned Share funds.

List of Attachments:

Attachment A - FY 2022 and 2023 FTA 5307/5339 Discretionary Share Project Scoring

Attachment B - FY 2022 and 2023 FTA 5307/5339 Discretionary Share Project Snapshots

Attachment C - FY 2022 and 2023 FTA 5307/5339 Discretionary Share Evaluation Criteria

Attachment C2 - FY 2022 and 2023 FTA 5307/5339 Discretionary Share Next Generation Program Strategies

Attachment D - FFY 2024 FTA 5307/5339 Earned Share Programming Recommendations

Attachment A

Federal Transit Administration (FTA) 5307/5339 Discretionary Funding Awards - Federal Fiscal Year (FFY) 2022 & 2023*

Requested Amount

Agency	Project	2022	2023	Avg. Score	Fund Type	FFY 2022 Award	FFY 2023 Award	Total of 2 years
Paratransit, Inc.	People to Produce and Access to Healthcare Shuttles	\$450,000	\$450,000	N/A	5307	\$450,000	\$450,000	\$900,000
Paratransit, Inc.	Regional Mobility Management	\$350,000	\$350,000	N/A	5307	\$350,000	\$350,000	\$700,000
SacRT	Operating Costs for JARC Type Service	\$1,106,565	\$1,106,565	N/A	5307	\$1,106,565	\$1,106,565	\$2,213,130
SacRT	Lightrail Station Low-Floor Conversions	\$1,000,000	\$1,000,000	N/A	5307	\$684,767	\$1,315,233	\$2,000,000
Paratransit, Inc.	Preventive Maintenance	\$200,000	\$200,000	76	5307	\$0	\$400,000	\$400,000
Paratransit, Inc.	Bus Stops and Shelters	\$100,000		62	5307	\$0	\$100,000	\$100,000
Paratransit, Inc.	Support/Non-Revenue Vehicles	\$160,000	\$160,000	59	5307	\$0	\$320,000	\$320,000
Paratransit, Inc.	Bus Video Camera Replacements	\$109,996		51	5307	\$0	\$109,996	\$109,996
	Total request	\$3,106,565	\$3,106,565		Subtotal	\$2,591,332	\$4,151,794	\$6,743,126
	FFY 2022 & 2023 5307 Avail. - \$6,743,126	\$2,591,332	\$4,151,794					
	Shortfall	-\$515,233	\$1,045,229					
SacRT	Watt/I-80 Transit Center Improvements		\$2,000,000	87	5339	\$1,872,050	\$127,950	\$2,000,000
Paratransit, Inc.	Bus Video Camera Replacements	\$370,004		51	5339	\$0	\$262,420	\$262,420
	Total request	\$370,004	\$2,000,000		Subtotal	\$1,872,050	\$390,370	\$2,262,420
	FFY 2022 & 2023 5339 Avail. - \$2,262,420	\$1,872,050	\$390,370					
	Shortfall	\$1,502,046	-\$1,609,630					
					Total	\$4,463,382	\$4,542,164	\$9,005,546

FTA 5307/5339 Discretionary Project Descriptions

Paratransit, Inc. 1. People to Produce and Access to Healthcare Shuttles (5307) People to Produce and Access to Healthcare was developed specifically to address the gaps in access for the region's most disadvantaged communities. Each of the routes was designed to integrate into existing Sacramento Regional Transit fixed route and light rail services to provide first-mile/last mile connectivity and to serve areas of the region that are existing transit deserts.	\$1,800,000 \$900,000 \$900,000	Total Cost Request Recommended 5307
Paratransit, Inc. 2. Regional Travel Training (Mobility Management) (5307) Regional travel instruction programs (for older adults, persons with disabilities, youth, and the general public) who are interested in accessing the region's fixed route, on-demand, light rail, and share mobility services.	\$875,000 \$700,000 \$700,000	Total Cost Request Recommended 5307
Paratransit, Inc. 3. Preventive Maintenance (5307) The funding requested will help support the local dollars allocated to cover increased maintenance costs as Paratransit, Inc. builds out their transportation services in the region.	\$1,230,000 \$400,000 \$400,000	Total Cost Request Recommended 5307
Paratransit, Inc. 4. Bus Stops and Shelters (requested 5339) Bus stop signage and amenities project to support the People to Produce and Access to Healthcare shuttle program.	\$125,000 \$100,000 \$100,000	Total Cost Request Recommended 5307
Paratransit, Inc. 5. Support/Non-Revenue Vehicles (requested 5339) Replace eight (8) support/non-revenue vehicles that are fourteen (14) years old with new vehicle to allow for Paratransit, Inc. mobility trainers to travel to community training locations and for road supervisors to provide operational services.	\$400,000 \$320,000 \$320,000	Total Cost Request Recommended 5307
Paratransit, Inc. 6. Bus Video Camera Replacements (5307) The fifty-eight (58) cameras on the buses will allow Paratransit, Inc. to provide research into customer service inquiries, monitor training, respond to accidents, evaluate service efficiencies, and complies with the recommendations of the organization's Transit Asset Management Plan.	\$600,000 \$480,000 \$109,996 \$262,420	Total Cost Request Recommended 5307 Recommended 5339
	\$372,416	Total

FTA 5307/5339 Discretionary Project Descriptions

Sacramento Regional Transit District	\$4,426,260	Total Cost
7. Operating Costs for JARC Type Service (5307)	\$2,213,230	Request
The funds will allow for continued operation of fixed-route transit service on nine (9) SacRT bus routes that serve disadvantaged communities. Routes – 1, 19, 51, 56, 67, 68, 72, 81, and 87.	\$2,213,230	Recommended 5307
Sacramento Regional Transit District	\$55,900,000	Total Cost
8. Light Rail Station Low-Floor Conversions (5307)	\$2,000,000	Request
SacRT is currently replacing light rail vehicles past their useful life with new low floor vehicles. Station modifications are necessary to allow the low floor trains to run on the existing light rail system. When completed level boarding allowing for better accessibility of the system will result.	\$2,000,000	Recommended 5307
Sacramento Regional Transit District	\$23,800,000	Total Cost
9. Watt/I-80 Transit Center Improvements (5339)	\$2,000,000	Request
The project will construct and improve bicycle, pedestrian, and bus access from the Watt Ave Station Plaza to the Watt/I-80 Light Rail Station, including two (2) new stairways connecting to the light rail platform, wider sidewalks, new pedestrian lighting, removal of concrete barriers, additional wayfinding signage, additional passenger seating and shade/rain shelters, landscape buffers between the Watt Ave station plaza and vehicular traffic, and new ornamental metal security fencing along the overcrossing. The transit center is located within a disadvantaged community.	\$2,000,000	Recommended 5339

SACOG FTA 5307/5339 Discretionary Project Evaluation Criteria

The Discretionary Program emphasizes providing funding for needed transit improvements not readily funded from regular funding sources, and on the implementation of 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 expand travel options in more areas across the region, and could assist CTSAs, 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, and if possible, a 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 (<https://sacog.primegov.com/portal/item/2571>);
 - The most recent Placer County Unmet Transit Needs process (https://pctpa.specialdistrict.org/files/da427e062/PCTPA+FINAL+FY+23-24+UTN+Report+and+Findings_02-22-23.pdf)
 - El Dorado County currently uses all TDA funds for transit purposes and does not hold an Unmet Transit Needs process;
 - The SACOG Public Transit and Human Services Transportation Coordinated Plan - <https://www.sacog.org/meetings-agendas/advisory-groups/transit-coordinating-committee/transportation-coordinated-plan>
- 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, which 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 must 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.

Scoring

High (4-5 points): A project will receive a high score if:

- The project's applicant demonstrates financial need.
- The project's applicant demonstrates a track record with delivering FTA grants in a timely manner.

Low (0-3 points): A project will receive a low score if:

- The project's applicant does not demonstrate financial need.

- The project's applicant does not demonstrate a track record with delivering FTA grants in a timely manner.
- The project's applicant does not have the technical capacity or reliability to deliver a successful project.



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/planning/transportation/transit-strategies/next-generation-transit-study>

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 may be 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)

FTA 5307/5339 Earned Share Performance Based Calculation - FFY 2024

		FY19	FY20	FY21	FY22	FY23	FY24
FY 2024 Section 5307 Apportionment	\$	26,977,018	\$ 27,435,211	\$ 27,265,176	\$ 34,922,799	\$ 35,459,205	\$ 36,728,332
FY 2024 Section 5339 Apportionment	\$	2,479,258	\$ 2,572,898	\$ 2,367,797	\$ 2,272,050	\$ 2,392,163	\$ 2,497,551
Combined 5307/5339 Apportionment	\$	29,456,276	\$ 30,008,109	\$ 29,632,973	\$ 37,194,849	\$ 37,851,368	\$ 39,225,883
12% Discretionary Share	\$	3,534,753	\$ 3,600,973	\$ 3,555,957	\$ 4,463,382	\$ 4,542,164	\$ 4,707,106
88% Earned Share	\$	25,921,523	\$ 26,407,136	\$ 26,077,016	\$ 32,731,467	\$ 33,309,204	\$ 34,518,777

Earned Share	
Transit Agency	Population (13%), VRH (29%), VRM (29%), UPT (29%)
El Dorado Transit	0.79%
Elk Grove (Annexed to RT)	1.16%
Folsom (Annexed to RT)	0.53%
Lincoln (PCT provides svc.)	0.33%
PCT	7.84%
Roseville	3.87%
SRTD	81.98%
YCTD	3.50%
Total	100.00%

Transit Agency	Population	Unlinked Passenger Trips	Vehicle Revenue Hours	Vehicle Revenue Miles	Population, UPT, PMT, VRH, VRM	Passenger Miles Traveled
El Dorado Transit	3.5%	0.1%	0.3%	0.7%	1.0%	0.3%
Elk Grove (Annexed to RT)	8.9%	0.0%	0.0%	0.0%	1.8%	0.0%
Folsom (Annexed to RT)	4.1%	0.0%	0.0%	0.0%	0.8%	0.0%
Lincoln (PCT provides svc.)	2.5%	0.0%	0.0%	0.0%	0.51%	0.0%
PCT	5.5%	4.6%	8.7%	11.3%	7.2%	6.2%
Roseville	7.6%	1.2%	4.5%	4.2%	3.5%	0.0%
SRTD	65.1%	91.7%	82.9%	79.0%	81.3%	87.8%
YCTD	2.8%	2.4%	3.7%	4.8%	3.9%	5.7%

Earned Share							
Available funding is distributed based on % of 2020 population (13%), % of FY 22 vehicle revenue hours (29%), % of FY 22 vehicle revenue miles (29%), and % of FY 22 unlinked passenger trips (29%).							
Agency	% of Total	FY19	FY20	FY21	FY22	FY23	FY24
El Dorado Transit	0.79%	\$ 330,503	\$ 339,296	\$ 343,520	\$ 431,181	\$ 438,792	\$ 271,760
Elk Grove (Annexed to RT)	1.16%	\$ 1,435,207	\$ 1,411,043	\$ 1,395,459	\$ 1,751,559	\$ 1,782,475	\$ 401,229
Folsom (Annexed to RT)	0.53%	\$ 321,151	\$ 325,198	\$ 245,317	\$ 307,918	\$ 313,353	\$ 182,949
Lincoln (PCT receives \$)	0.33%	\$ 83,474	\$ 85,038	\$ 83,975	\$ 105,404	\$ 107,264	\$ 113,506
PCT	7.84%	\$ 906,740	\$ 925,586	\$ 961,141	\$ 1,206,409	\$ 1,227,704	\$ 2,705,955
Roseville	3.87%	\$ 937,455	\$ 957,742	\$ 948,480	\$ 1,190,518	\$ 1,211,532	\$ 1,335,678
Sacramento Regional Transit	81.98%	\$ 20,966,609	\$ 21,427,576	\$ 21,144,324	\$ 26,540,028	\$ 27,008,480	\$ 28,299,855
Sacramento Regional Transit incl. Annexed areas	83.68%	\$ 22,722,967	\$ 23,163,817	\$ 22,785,100	\$ 28,599,504	\$ 29,104,308	\$ 28,884,033
YCTD	3.50%	\$ 940,384	\$ 935,657	\$ 954,800	\$ 1,198,450	\$ 1,219,604	\$ 1,207,845
Total	100.00%	\$ 25,921,523	\$ 26,407,136	\$ 26,077,016	\$ 32,731,467	\$ 33,309,204	\$ 34,518,777

- Population data were taken from the 2020 census, then clipped to reflect only the portion of the population within the Sacramento UZA. Operating characteristics were taken from NTD reports.
- El Dorado Transit's, YCTD's, and PCT's operating statistics have been adjusted to reflect only the portion of service that is within the Sacramento UZA.
- The four year phasing plan agreed to by the group is shown for each scenario. In Year 1, 75% of each agency's share is calculated based on its historical percentage share and 25% is based on the scenario methodology. In Year 2, 50% of each agency's share is calculated based on its historical percentage share and 50% is based on the scenario methodology. In Year 3, 25% of each agency's share is calculated based on its historical percentage share and 75% is based on the scenario methodology. In Year 4, 100% of each agency's share is calculated based on the scenario methodology. The current Earned Share apportionments are based 100% on the scenario methodology.
- Updated By SACOG Transit Team in May 2024 in preparation of FTA funding. NTD used in the calculations was FY 2022 data.