

Request for Applications Targeted Green Infrastructure Fund (TGIF) Fiscal Year 2017-18

The Sacramento Metropolitan Air Quality Management District (SMAQMD) announces a new grant program category within the **Targeted Green Infrastructure Fund (TGIF)**. The new category and current funding cycle targets transit stop improvements. The purpose of the TGIF is to reduce air pollution emissions and gain health and climate benefits from reducing vehicle travel.

The **TGIF** seeks to reduce Vehicle Miles Traveled (VMT) in a Blueprint-friendly way by making small, strategic investments that yield tangible improvements to facilitate walking, bicycling and transit use as a means of everyday transportation.

Program Objective

To reduce emissions and achieve the multiple additional benefits of reduced vehicle travel, the TGIF seeks to invest in capital projects throughout the region, using funding that may be available through the sale of vehicles scrapped by the Sacramento Emergency Clean Air and Transportation (SECAT) Grant Program. SECAT is one of many programs in place to help reduce emissions in order to reach air quality goals and make the air healthier to breathe. Additional program funds may be acquired through other sources. From these funding sources, the TGIF will provide reimbursement to public budgets for selected projects that demonstrate the potential to:

- Reduce vehicle miles traveled
- Demonstrate consistency with the Blueprint
- Demonstrate political and practical feasibility

Background

The SMAQMD is responsible for monitoring air pollution in the Sacramento Valley air basin and for administering programs to reduce air pollution levels below the health standards established by the state and federal governments. The Sacramento Federal Nonattainment Area has been classified as "severe" for the federal 8-hour ozone standard.

Vehicles generate most of the emissions that comprise the region's air pollution. Most daily trips in the Sacramento region are made in private vehicles. A key strategy for reducing vehicle emissions is to reduce daily car trips by replacing them with less-polluting means of transportation, such as walking, biking, and transit. Utilizing these forms of "active transportation" reduces emissions of air pollutants, including greenhouse gas (GHG) emissions that cumulatively are bringing about climate changes.

Using active transportation in lieu of travel in private vehicles has additional benefits: increased physical activity, decreased traffic congestion and reduced incidence of injuries and deaths from vehicle collisions. Less car travel also reduces the need for parking, allowing land to be used for more productive purposes.

The effort to shift the balance of daily travel from private cars to walking, biking and transit is supported by regional and state actions. Development in the Sacramento region is guided by the Blueprint, a smart growth vision for the region that was adopted by the Sacramento Area Council of Governments (SACOG) Board of Directors in 2004. The Blueprint seeks to cut down on vehicle emissions and congestion to improve the quality of life for residents of the region. It

accomplishes this by implementing land use and transportation development principles that give options for people to walk, bike, or take public transportation to work and play. California's Sustainable Communities and Climate Protection Act of 2008 (SB 375) seeks to reduce GHG emissions through coordinated transportation and land use planning. Under SB 375, the California Air Resources Board sets regional targets to reduce passenger vehicle use and GHG emissions.

Program Funding Cycle: 2017-18

Objective: From July 1, 2017 to June 30, 2018, enhance the use of transit by improving transit stops in the Sacramento region, making the stops more serviceable to a wider range of riders.

Rationale: For many people, utilizing public transit means facing uncomfortable conditions. Many transit stops in the region consist of a sign with no place to sit while waiting. Many are located in the open without protective shade, making them uncomfortable in the rain or hot sun. And many lack pavement, making them difficult for persons in wheelchairs. Transit shelter/stop transformations have significant potential for increasing transit ridership,¹ but the operating costs of transit systems frequently don't allow for provision of adequate facilities at all transit stops.

Applicant Eligibility: Public transit agencies or organizations in the six-county SACOG region that have or maintain transit stops or stations are eligible to apply. The amount of ridership will not be a consideration for eligibility, so that rural agencies are on an equal level with urban agencies for receipt of awards. Limit one application per agency. Successful applicants awarded funds are ineligible for an award the following year.

Scope of Work: The program will offer reimbursement for the completion of activities that will improve transit stops with ADA accessibility infrastructure and will enhance passenger safety and comfort.

- The primary improvement is the installation of a concrete pad and walking path to the stop that meet ADA accessibility standards. This may include acquisition of right-of-way.

For transit stops that are already ADA-compliant, any of following improvements is reimbursable:

- Seating
- Shelter
- Up to three trees to shade the seating area
 - Must include a tree watering and maintenance agreement with adjacent property owners or the local jurisdiction. Applicants may consider an agreement with Property Business Improvement District, the Sacramento Tree Foundation, Tree Davis, or another entity to provide the ongoing maintenance for trees planted on private property.
- Solar-powered lighting
- Schedules and other passenger information

¹ Liwag, K. E. (2011). *Increasing Bus Transit Ridership Through Technology and Aesthetic Innovations*. Dr. W. Drummond CP8990 Option Paper.

All improvements must be ADA-compliant, if applicable. The selection of the transit stops for improvements must be checked against any upcoming streetscape improvement projects to avoid duplication of effort. All finished improvements will include a label “Funded by the Sacramento Metropolitan Air Quality Management District.” Labels are provided by the SMAQMD.

Funding Available: Awards of up to \$40,000 per project will be made. A total of \$80,000 will be available in Fiscal Year 2017-18. There is no minimum match requirement.

Application Process: Complete the application form at www.airquality.org. Applicants must demonstrate eligibility to receive funds, identify the location of the transit stop improvements, describe the proposed improvements and include maximum funds requested. Applications will be screened for the ability to obtain any right-of-way necessary and the ability to complete the project, for example, even if completion requires the agency to use its own funds.

Awardee Selection and Funding Schedule: Awards will be granted through a lottery selection process until the available amount of funding for the fiscal year is reached.

May 9, 2017 First day applications accepted.

June 1, 2017 Final day applications accepted. Applications will be screened for completeness, clear definitions and addresses. SMAQMD staff will call or email for clarifications on applications as needed.

June 15, 2017 Lottery drawing will be held. A designee selected by the SACOG Transit Coordinating Committee Chair will draw all applicant names to assign a ranking order to each applicant. Awards will be assigned until the \$80,000 available for the fiscal year is reached. Here’s a possible scenario:

<u>Applicant Number</u>	<u>Amt. Requested</u>	<u>Cum. Total Requested</u>
1	\$30,000	\$30,000
2	\$20,000	\$50,000
3	\$40,000	\$90,000
4	\$40,000	\$130,000
5	\$15,000	\$145,000

Because the total funding available is \$80,000, Applicant #3’s request for \$40,000 puts the total requested at \$90,000, or \$10,000 more than the available amount. Applicant #3 will be asked to either reduce the scale of the proposed project to \$10,000; or to provide supplementary funding to make up the difference between the \$40,000 requested and the \$10,000 available. Applicant #3 will have seven days to make a decision. Should Applicant #3 decline to pursue either option, the remaining funds will be offered to Applicant #4. This process will continue until all funds are exhausted. If, after all applicants have been successfully offered funding, a small amount remains unaccepted then the remaining amount will not be awarded and may be available for future solicitations.

Winners will be announced. Announcements for applicants offered less than the requested amount may be delayed a week. Winners will receive Memorandums of Understanding (MOUs) for completion and return to SMAQMD.

- July 14, 2017 Last day for MOUs to be signed. MOUs will be effective on dates that accommodate the needs of individual agencies. Awardees have 11.5 months available to complete work, unless an extension is requested and approved by SMAQMD.
- July 1, 2018 Funded improvements must be completed, unless an extension has been granted and a new schedule is outlined in the individual MOU.
- Aug. 1, 2018 Final invoices are due, which must include a photo of work done and/or documentation of the completed project.

Outcome and Performance Standards: Projects must be completed within 11.5 months, unless an extension has been granted and a new schedule is outlined in the individual MOU, to be eligible for cost reimbursement.

Payments: Funds will be awarded on a reimbursement basis.

Point of Contact for Correspondence:

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