

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Sacramento Area Council of Governments (SACOG)
Project Name:	Connect Card Implementation (Universal Fare card)
Project Type: <i>See Attachment A</i>	A4: Network/fare integration
Description of Project (Short):	This grant will support the operations of the Connect Card System. This project includes: installation of smart card readers and associated computer systems into transit buses; support for wireless technology in garage; connections to a centralized server and financial
Project Location:	Counties.
Project Start Date (anticipated):	Project has started and other funding sources have been used during the process
Project End Date (anticipated):	Dec-17

Funding Information:

Funding Year:	FY2015-16
Requested Amount of PUC 99313:	\$126,847
Requested Amount of PUC 99314:	
Total LCTOP Funding:	\$126,847
Total Project Cost:	\$991,000

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	122,941.24
Project Life:	20 years
Estimated Total GHG Reduction:	0.9692

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	45.02, 49.03, 49.04, 49.05, 99
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	LCTP 1A: Project provides incentives for vehicles or equipment to those with a physical address in a disadvantaged community.
Qualitative Description of DAC Benefit?	The users will enjoy seamless travel throughout the region.
Describe the DAC Need Project Addresses?	The Connect Card project provides a new technology to the Disadvantaged Communities within the Sacramento County region which will result in increased transit ridership. The increase use of transit will have direct environmental, health and socio economic benefits.
Total GGRF \$ Allocated to DAC	

Co-benefit

Critical Air Pollution Reduction:	
VMT Reduction:	17,768,722.15
Ridership Increase	15,493,993
Fuel Ues Reduction:	
Energy Use Reduction:	

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

<i>LCTOP Allocation</i>	15/16	16/17	17/18
Request Amount per PUC 99313:	\$126,847	\$0	\$0
Request Amount per PUC 99314:	\$0	\$0	\$0
Total Project Allocation Request:	\$126,847	\$0	\$0
Project Title:	<u>Connect Card Implementation (Universal Fare card)</u>		
Project Location/Address:	<u>Six County Transit Operation Facilites</u>		

Table 1: Project Lead Information

		Legislative District Numbers
Agency Name: <u>Sacramento Area Council of Governme</u>		Assembly: <u>Districts 9 and 11</u>
Contact Person: <u>Azadeh Doherty</u>		Senate: <u>Districts 3 and 6</u>
Contact Phone #: <u>916-340-6221</u>		Congressional: <u>Districts 7 and 9</u>
Email Address: <u>adoherty@sacog.org</u>	Amount: \$126,847	PUC Funds Type: 99313
Address: <u>1415 L Street, Suite 300</u>	\$ 126,847	
<u>Sacramento, CA 95814</u>	\$	

Table 2: Contributing Sponsor Information

Name: _____	Amount :	PUC Fund Type:
Contact: _____	\$ _____	
Contact Phone #: _____	\$ _____	
Email Address: _____		
Address: _____		
Other Contributing Sponsors: (Attach sheet with contact information)	Amount:	PUC Fund Type:
Name: _____	\$ _____	
Name: _____	\$ _____	
Name: _____	\$ _____	
TOTAL \$126,847		

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes)).

Operations Projects		Capital Projects	
	A1		Ai
	A2		Aii
	A3		Aiii
X	A4		Aiv
	A5		

Table 4: Project Summary

a) Project Description - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

The Connect Card system is intended to electronically streamline the accessibility of transit fare for nine (9) different transit agencies in the Sacramento Region. The Connect Smart Card is a credit card-sized card with a microchip and antenna embedded inside. It has the data storage capacity and processing power to electronically accommodate the different fares of each transit agency. This gives each transit user the convenience of using a single fare card for travel on any participating transit service in the region. Connect Card system requires the procurement and installation of smart card readers on each bus, fare validators at light rail stations, and add fare machines at select locations. Transit riders can continue to purchase fare products and cash value at each agency customer service location as well as select retail outlets. The Connect Card project also involves engineering, testing and deployment of the electronics needed to support this fare payment system. This involves the incorporation of wireless technology in bus garages as well as connections to a centralized server and financial clearinghouse. The project will provide seamless connections among regional transit systems; simplifies administration of diverse fare and media types; and is expected to increase the attractiveness of transit use and will be an incentive for new passengers to use transit in the Sacramento area. .

The regional transit operators involved in the Connect card system are as follows: Sacramento Regional Transit District, Yolo County Transportation District, Roseville Transit, El Dorado County Transit, Yuba-Sutter Transit, Placer County Transit, e-Tran (Elk Grove Transit) and Folsom Transit. The useful life of the electronic fare card system, with periodic software/hardware upgrades, is estimated to be approximately 20 years.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

The project will be implemented in the six county region within the SACOG area which includes: Sacramento, El Dorado, Yolo, Placer, Yuba and Sutter Counties. The transit operators that are participating are Sacramento Regional Transit District, Yolo County Transportation District, Roseville Transit, El Dorado County Transit, Yuba-Sutter Transit, Placer County Transit, e-Tran (Elk Grove Transit) and Folsom Transit. (See Attachment__Map)

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital:
 Operations: 20 years

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The Connect project will provide seamless travel among the eight transit operators in the Sacramento region. The project will help to create a single regional transit system that expands customer options and convenience while making the transit system easier to use for all types of transit riders, thereby increasing transit ridership. The Connect Card project is expected to reduce VMT and greenhouse gas emission by replacing auto trips with transit trips. Initial estimates indicate that the project will increase total transit ridership in the region by 1% each year over the 20-year life of the program. The expected Annual Average VMT Displaced is estimated to be 17,768,722.15. The Total GHG Emission Reductions (MTCO₂e) is estimated to be 122,941.24.

b) Increased Mode Share - Describe how this project will directly increase mode share.

Connect Card is a critical part of a larger regional strategy to promote smart growth. The Connect Card system will provide a fare card that is accepted by all transit operators in the region, thus providing seamless travel among their transit services. It will help to create a single regional transit system that expands customer options and convenience, making the system easier to use and thereby increase the mode share. It is reported by many transit agencies across the country that have a smart card system that use of a single card is one of several factors that have contributed to substantial ridership growth over the past several years.

c) Disadvantaged Communities (DAC) Project Criteria

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantage community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects

	1A		2A
X	1B		2B
X	1C		2C
X	1D		

Transit Projects

	1A	X	1G		2E
	1B		1H		2F
	1C		2A		2G
	1D	X	2B		2H
	1E		2C		2I
	1F	X	2D		

d) Disadvantaged Communities (DAC) (if applicable*) - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

The Connect Card system and its capital allocation will provide equity in access to vendor network and retail stores for purchase of the connect card to all users. In addition, the fare media will be implemented with methods of communication to populations with Limited English Proficiency.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

e) Co-Benefits - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety	<input checked="" type="checkbox"/> Coordination with Educational Institutions
<input type="checkbox"/> Improved Public Health	<input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12
<input checked="" type="checkbox"/> Reduced Operating/Maintenance Cost	<input type="checkbox"/> Promotes Active Transportation (walking, biking)
<input type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/> Promotes integration with other modes of transportation
<input type="checkbox"/> Other Benefits (describe below)	

f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

The Connect Card will make riding transit easier and more desirable, attracting new riders. Participating transit operators will build-in long term operational efficiencies, and will realize short term savings in cash handling costs. The project will provide valuable ridership data for planning activities, ease the administration of diverse fare types and categories, and provide an efficient tool for implementing fare policies. In addition to seamless travel for riders, the Connect Card will interact with multiple transit operators, eliminate the need to buy multiple fare media and create a convenient and practical environment for transit users to transfer.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	
End Closeout Phase	
Operations Projects	
Begin expanded/enhanced transit services	Jun-16
End expanded/enhanced transit services	Dec-17
Begin Closeout Phase	
End Closeout Phase	

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

Table 7: Operations Project Description

a) Describe the operating plan for this system.

There will be two types of connect cards issued to the transit riders. The long-term use card is a plastic-stock credit-card sized smart card that riders can have for continued use over a period of three-to-five years; rather than discarding the card after the fare expires or is fully depleted, the card is replenished as newly-purchased fare is encoded onto the card. The short-term use card is a paper-based credit-card sized smart cards that will be issued by agencies for special purposes that involve limited use periods on a restricted basis; these cards may be discarded after use. Card readers will be installed on buses and at light rail stations. Fare Machines will be installed at selected light rail stations. In addition, Sales Outlet Terminals will be installed at approximately 35 select retail outlet chain throughout Sacramento region. The Connect Card is a fare media that will be accepted on the services of all transit operator that are participating in the program.

b) Describe the fare structure for this system.

The Connect Card is a regional, electronic bus and light rail fare card that will allow users to purchase fares in advance, seamlessly pay various bus and light rail fares and easily transfer between transit systems through use of a single integrated card. The system will be a powerful new tool to increase transit ridership, provide user-convenience, and promote transit efficiency throughout the region. All system equipment that processes fares shall be equipped with a Smart Media Processor (SMP) module. The SMP module shall electronically read and, when necessary, process, modify and re-encode electronic data on Connect Card fare media and other accepted payment media.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

Transit ridership estimates were taken from the four primary transit operators in Sacramento County (Sacramento RTD, Elk Grove eTran, City of Folsom, and South County Transit). The 2016 base year ridership numbers are equal to each agencies' highest annual ridership between 2013-2014. Annual ridership for the four primary transit operators are weighted as a percentage of expected Connect Card Ridership (see attached Connect Card Annual Operations and Maintenance Cost Model). There is little doubt that the smart card system will play a key role in the increased transit ridership. However, it is difficult to have an exact estimate of this increase and it may vary for individual operators and transit agencies. We attribute a moderate 1% increase per year in ridership to the Connect Card project. This estimate is based on anecdotal evidence and results found in similar regions that implemented a Smart Card/Connect Card program.

d) Describe the assumptions and process for how the operating cost projections were developed.

Connect Card is a Consortium of ten public agencies that are implementing the smart card system. Project participants are SACOG, Yolo County Transportation District, Sacramento Regional Transit, Folsom Stage Lines, Elk Grove Transit, Yuba-Sutter Transit, El Dorado Transit, Roseville Transit, Placer County Transit, and SCT Link. SACOG is the primary project sponsor and is the managing partner during implementation for all funding and contracting. The annual operating cost for the region is estimated at \$991,000. The initial operating cost for the system involves deployment, training of the staff to use new technology, marketing and unforeseen technical problems. Future operating costs will include the ongoing cost for operational staff and maintenance of the system. Costs are projected based on number of vehicles that are operational during the peak hours. Unit operating cost is driven from the information available from other existing smart card systems in the United States, i.e., San Francisco

Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) Azadeh Doherty Phone: 340-6221 Date: 1/28/16

Approval Authority: Sign and date
Azadeh Doherty 1/28/16
 Typed name and phone number: Azadeh Doherty, Senior Planner(916) 340-6221

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	FY	FY	FY	FY	FY	FY	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	0	991,000	0	0	0	0	0	991,000
TOTAL	0	991,000	0	0	0	0	0	991,000

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY16/17	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		126,847						126,847
TOTAL	0	126,847	0	0	0	0	0	126,847

Funding Source: variety of other sources								
Component	Prior	FY	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		864,153						864,153
TOTAL	0	864,153	0	0	0	0	0	864,153

Funding Source:								
Component	Prior	FY	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

Funding Source:								
Component	Prior	FY	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

**Low Carbon Transit Operations Program (LCTOP)
AUTHORIZED AGENT**

AS THE Chief Executive Officer
(Chief Executive Officer / Director / President / Secretary)

OF THE Sacramento Area Council of Governments
(Name of County/City Organization)

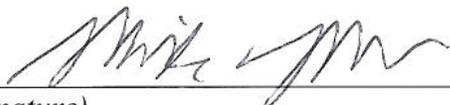
I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Kirk Trost, Chief Operating Officer/Chief Legal Counsel *OR*
(Name and Title of Authorized Agent)

Matt Carpenter, Director of Transportation Services *OR*
(Name and Title of Authorized Agent)

Azadeh Doherty, Senior Analyst
(Name and Title of Authorized Agent)

Mike McKeever Chief Executive Officer
(Print Name) (Title)


(Signature)

Approved this _____ day of _____, 20____

Attachment: Board Resolution approving Authorized Agent

Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: SACOG

Agency Name: SACOG

Effective Date of this Document: 2/1/2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
- a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
- a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

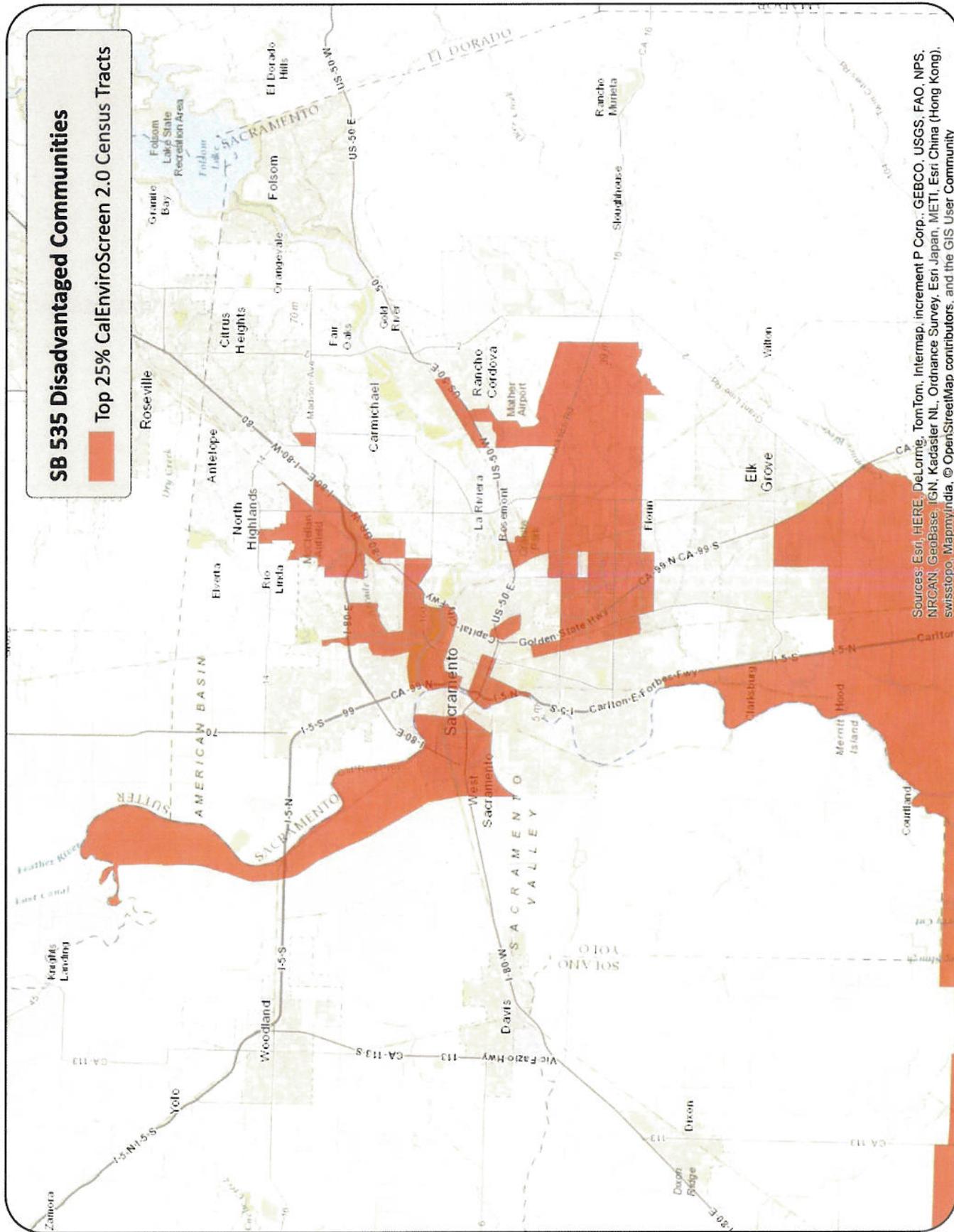
The Department may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at the Department’s discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY: Mike McKeever, Chief Executive Officer
AUTHORIZING OFFICER, Title
Unit/Department/Agency



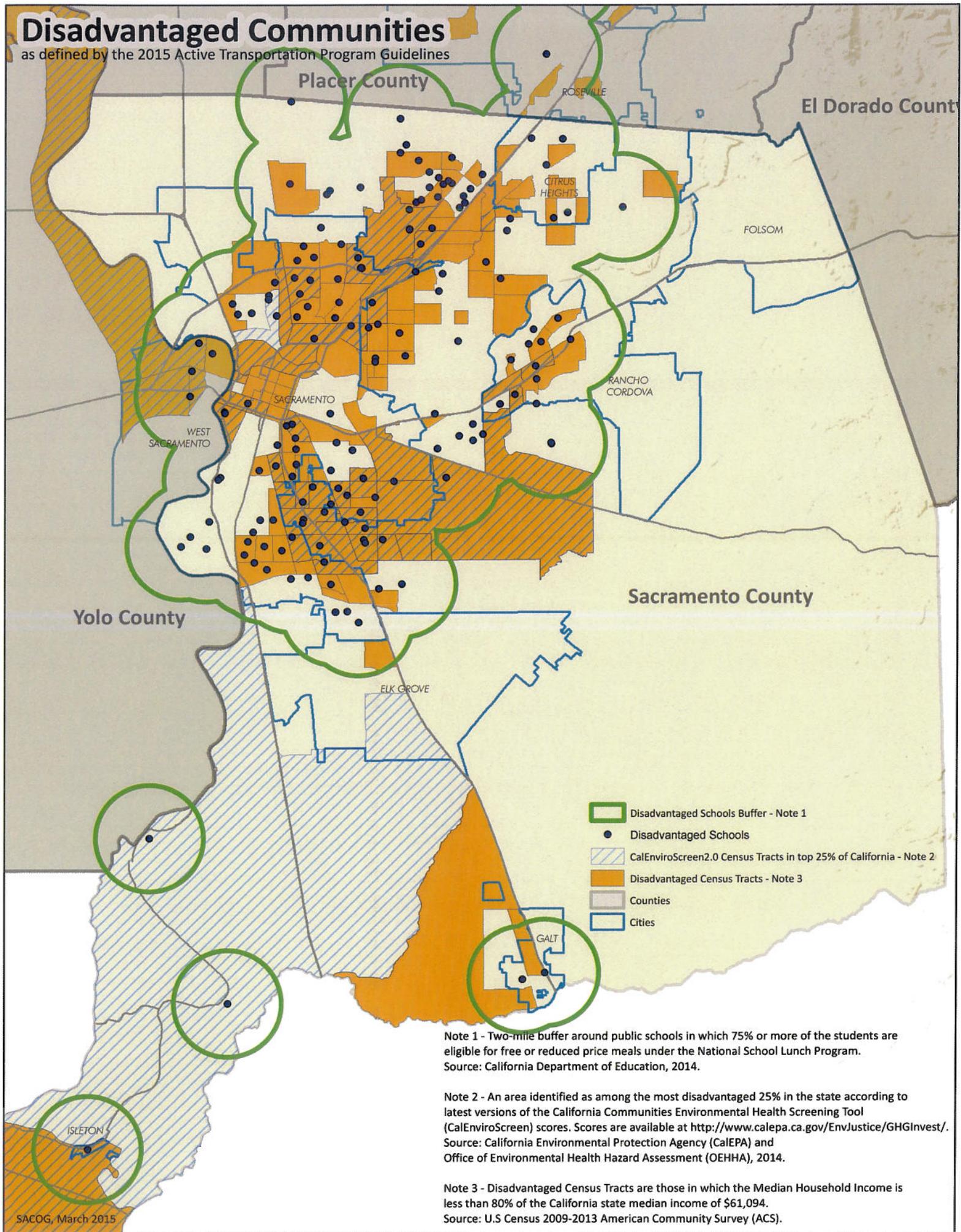
Sacramento Area



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Disadvantaged Communities

as defined by the 2015 Active Transportation Program Guidelines



Note 1 - Two-mile buffer around public schools in which 75% or more of the students are eligible for free or reduced price meals under the National School Lunch Program.
Source: California Department of Education, 2014.

Note 2 - An area identified as among the most disadvantaged 25% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.
Source: California Environmental Protection Agency (CalEPA) and Office of Environmental Health Hazard Assessment (OEHHA), 2014.

Note 3 - Disadvantaged Census Tracts are those in which the Median Household Income is less than 80% of the California state median income of \$61,094.
Source: U.S Census 2009-2013 American Community Survey (ACS).



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. XX – 2016

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

WHEREAS, SACOG is an eligible project sponsor and may receive state funding from the LCTOP for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, SACOG wishes to delegate authorization to execute these documents and any amendments there to Mike McKeever, Chief Executive Officer.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the SACOG that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Mike McKeever, Chief Executive Officer be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED this 18th day of February 2016, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Susan Rohan
Chair

Mike McKeever
Chief Executive Officer



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. XX – 2016

**AUTHORIZATION FOR THE EXECUTION OF THE
THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) PROJECT:
CONNCECT CARD PROJECT, \$126,847**

WHEREAS, SACOG is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, SACOG wishes to implement the LCTOP project listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of SACOG that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of SACOG that it hereby authorizes the submittal of the following project nomination(s) and allocation request to the Department in FY 2015-16 LCTOP funds

*Project Name: Connect Card Implementation; Amount of LCTOP funds requested: \$126,847
Short description of project: Deployment of electronic, contactless fare media system.*

PASSED AND ADOPTED this 18th day of February 2016, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Susan Rohan
Chair

Mike McKeever
Chief Executive Officer