

SCCRTC- 2021 Consolidated Call for Projects (RSTPX, STIP, HIP, & CRRSAA)

APPLICATION/PROJECT PROGRAMMING REQUEST

A. Project Information

Applicant/Implementing Agency		Public Agency Sponsor (if different)			
Santa Cruz Metropolitan Transit District (METRO)					
Project Title					
Santa Cruz METRO CNG Articulated Bus Replacements					
Brief Description/Scope of Work (attach extra pages to fully describe scope)					
The proposed project will enable METRO to replace two 2002 diesel-fueled articulated buses that reached the end of their useful life with two new Compressed natural gas (CNG) articulated buses. The project maintains METRO's fleet in a state of good repair (SGR) and reduces greenhouse gas (GHG) emissions. The project scope includes awarding a contract to a transit vehicle manufacturer to build two 60' CNG buses, hiring an in-plant build inspector, receiving, testing, accepting and operating new buses in revenue service.					
Location, Limits, Length (attach map(s)/photos on separate tab)					
Pacific Station-Route 15 – UCSC via West Gate - Laurel, increasing service on Routes 15, 19 and 22 and maintaining current service on Routes 10, 18 and 20 (See Attached Map).					
Summary of Project Benefits, Purpose and Need					
<p>Project Benefits: This project helps maintain METRO's fixed route fleet in a SGR and reduces GHGs emissions. These CNG vehicles, powered by recycled methane from landfills, will provide a clean fuel bridge as METRO transitions to 100% zero-emission vehicles by 2040. In keeping with FTA's alternative-fueled bus requirements, the 2022 model replacements are near zero-emission buses. Combined, the two diesel buses to be retired operate approximately 80,000 miles and consume 15,000 gallons of diesel fuel annually. The CARB Calculator Tool for the LCTOP indicates that the near-zero emission 60' CNG replacement buses will eliminate 317.28 metric tons (MT CO₂e) of GHG emissions over the 12-year life of the buses. Furthermore, deploying higher capacity articulated buses on routes serving the University of California, Santa Cruz (UCSC) would resolve overcrowding, pass-bys and stranded passengers. This would reduce GHG emissions, lower Vehicle miles traveled (VMT), reduce congestion, and improve transit performance for these key routes.</p> <p>Purpose and Need: METRO provides essential transit service to the UCSC community, accounting for more than one-quarter of all person-trips made to and from the campus each day. On average, more than 11,600 UCSC students, staff and faculty rode METRO each weekday during the 2018-19 academic year. UCSC affiliates made more than 2.51 million METRO boardings during FY2018, accounting more than 53% of METRO's total in-county ridership. Over the years, heavy passenger loads on METRO routes serving UCSC have often resulted in overcrowding, leading to pass-bys and stranded passengers. During peak times, buses can fill before reaching campus, leaving behind passengers at bus stops along routes. The two new CNG articulated buses will eliminate standing loads and pass-bys without increasing vehicle congestion. Increased ridership from larger bus will reduce VMT and derived GHG emissions from displaced private vehicle VMT.</p> <p>Furthermore, METRO currently has 23 buses with an average of 19.7 years and over 850,000 miles that need to be replaced as soon as possible; 12 of these are 20-year-old diesels averaging 850,259 miles and four 2002 diesel-fueled articulated buses serving UCSC, two of which 2021 Regional Transportation Funds would help replace.</p>					
Funds requested	\$1,770,600	Total Project Cost	\$2,013,000	Estimated # of Daily User	798
Was project previously programmed for funds by RTC? Yes			RTIP ID	MTD-P04	
Project Cost by Mode (list approximate percentage of total project costs)					
Mode		% of Total Cost			
Pavement Preservation (rehab, overlay, etc.)					
Road-Auto serving (not rehab)					
Bicycle					
Pedestrian					
Transit		100%			
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other:		100%			
Priority	Project is priority #	1	of	2	applications submitted
Contact Name		Phone		E-mail Address	
Wondimu Mengistu		831-420-2580		wmengistu@scmtd.com	

Today: Wednesday, 09/22/2021
Operating: Mon-Fri Schedule

Route:

15 - UCSC via West Gate - Laurel

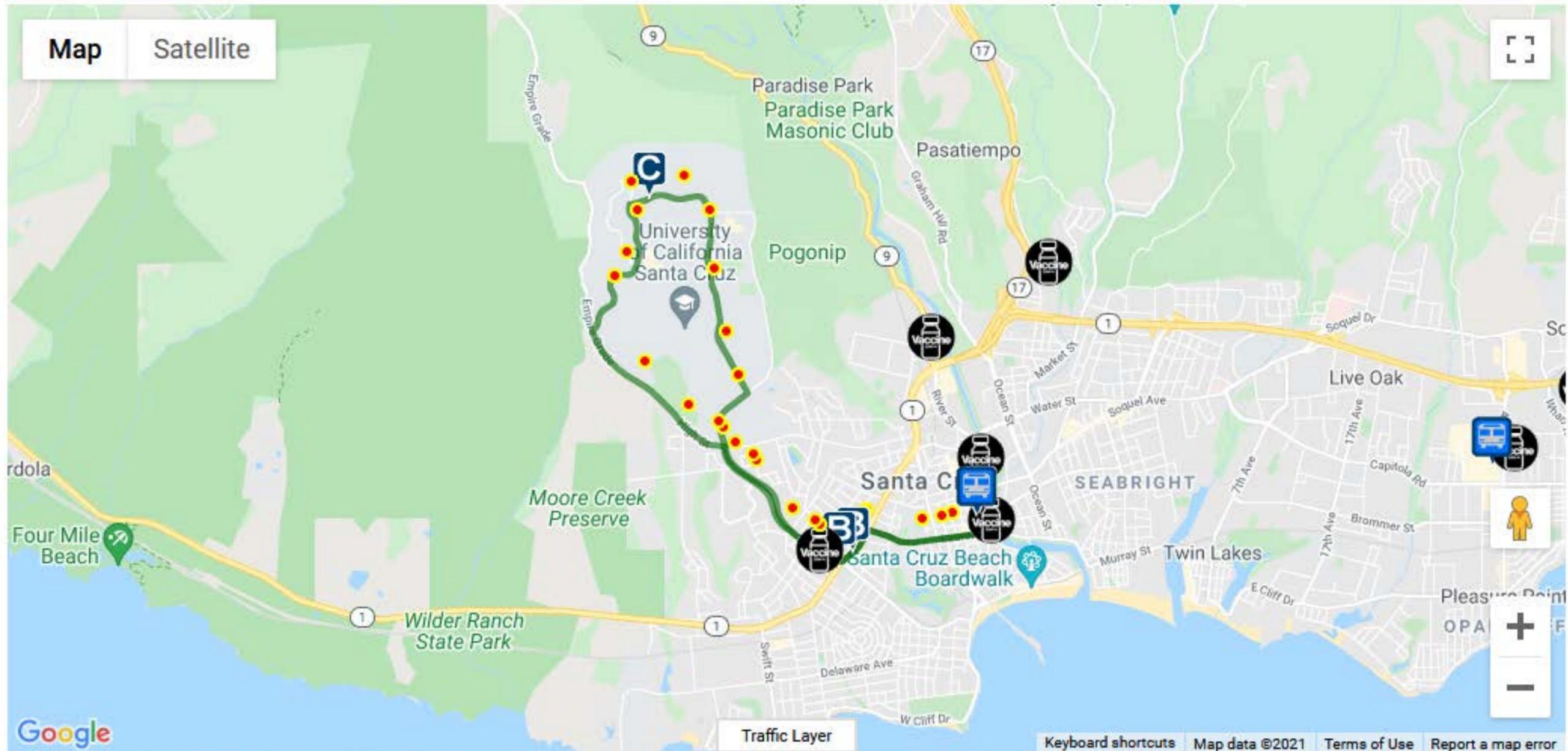
Fall Route 15 Alerts

Quarterly Service Updates

Route 15 - UCSC via West Gate - Laurel

Weekdays: Service will operate every 30 minutes from 7:15am - 9:15pm, plus one supplemental trip at 8:33pm.

[All Alerts and News Bulletins](#)



Click any vaccine icon for details  Note: exclusively drive-up vaccination sites are not included in the map

Map Satellite

Use Satellite button to see landmarks



Zoom in to see your stop's side of the street



Click on any stop for links and info or search for a stop with Schedule by Stop

B. Project Benefits/Evaluation Criteria

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See **Attachment 2** of the call for projects for examples of type of information to demonstrate benefits.

Project Title:	Santa Cruz METRO CNG Articulated Bus Replacements
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Generally, what are the benefits of this project?

(ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)

The proposed project will enable METRO to replace two 2002 diesel-fueled articulated buses with two CNG articulated buses. Ridership exceeds the maximum load on some UCSC trips and exceeds seated capacity on many. New 60-foot articulated CNG bus can hold up to 100 passengers and will eliminate standing loads and pass-bys without increasing vehicle congestion on routes serving UCSC. The project will contribute to a sustainable transportation system that reduces VMT, reduces GHG emissions and congestion, improves the transit and active transportation network, and serves communities that are transportation disadvantaged.

	Benefit Category <i>(see Attachment 2 of Call for Projects for additional information and supporting data)</i>	How does this project address any of the following? <i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	Safety (reduce fatal or injury collisions)	New buses have a longer mean time between failure, which will reduce the number of in-service breakdowns.
2	System preservation (maintain existing transportation infrastructure,	The project will reduce percentage of transit vehicles that have met or exceeded their useful life benchmark.
3	System Performance	The time savings and improved transit reliability will improve the transit rider experience and attract new riders to transit, as well as reducing transit operating costs by increasing speeds and improving reliability.
3a	Reduce emissions and/or vehicle miles traveled	Will eliminate 317.28 metric tons (MT CO ₂ e) of GHG emissions and VMT reduction over the 12-year life of the buses.
3b	Improve travel times, travel time reliability; reduce delay	Increased transit frequency and improved travel time and reliability will promote the use of transit reducing the necessity for personal vehicle.
3d	Improve freight or goods movement efficiency	N/A

4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	By providing more and safer choices for how people travel, improves the transit and active transportation network, and serves communities that are transportation disadvantaged.
5	Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	Clean vehicle technology will decrease the impact of exhaust emissions on persons with chronic respiratory and cardiovascular health problems. UCSC campus are assumed to comprise much of the AB 1550 Low-income communities at UCSC (Census Tract 6087100400, Map 4) and in downtown Santa Cruz (Tract 6087101000).
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	A common need of AB 1550 populations is to reduce health harms due to air pollutants. Diesel motors emit GHG and particulate matter known to aggravate chronic respiratory and cardiovascular ailments. By replacing two, 2002 diesel 60' buses with near-zero emission 2022 model CNG buses, air pollutants and harm to AB 1550 populations will be reduced.
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	Transit-dependent students living in neighborhoods near and at UCSC are assumed to comprise much of the AB 1550 Low-income communities at UCSC (Census Tract 6087100400) and in downtown Santa Cruz (Tract 6087101000).

Additional Considerations in Project Evaluation:

A.	RTP Consistency: If project is included in the 2040 or Draft 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	The proposed project is included in the constrained or priority project list MTD-P04 in the 2040 RTP and is consistent with the identified needs and the vision for the region.
B.	Consistency with Complete Streets guidelines and policies:	The project addresses Santa Cruz County's transportation goal of working toward a sustainable and multimodal transportation system now and into the future.
C.	Consistency with other plans. What other plans is this project listed in, if any?	The proposed project is included in the constrained or priority project list MTD09SC in the 2040 AMBAG MTIP and is consistent with the identified needs and the vision for the region.

D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	METRO participates in a continuing, coordinated, comprehensive planning process with regional transportation planning agencies, including their respective public advisory committees. The AMBAG's long-range Metropolitan Transportation Plan/Sustainable Communities Strategy, the Santa Cruz County Regional Transportation Plan 2040.
E.	Scale of Benefits- How many users are expected to use the facility, service or program? What is the source of this estimate?	with this grant award, METRO will operate two trips to UCSC in the peak hour using two 57-passenger articulated buses, for 200 passenger-seats per hour, based on METRO's FY23 Ridership and Revenue Hours estimate. On average, more than 11,600 UCSC students, staff and faculty rode METRO each weekday during the 2018-19 academic year. UCSC affiliates made more than 2.51 million METRO boardings during FY 2018, accounting more than 53% of METRO's total in-county ridership.
F. Potential Risks (and plans to mitigate them)		
F1	Funding - Is this project fully funded?	No. METRO is requesting \$1,770,600 in 2021 Regional Transportation Funds and METRO would provide \$244,400 in local funds toward the project.
	How will potential cost increases be funded?	If cost increases are identified during project implementation, METRO will work with its partners to secure these or other alternate funding sources.
F2	Schedule: Describe any potential delays to schedule	No. METRO will be ready to initiate an allocation request for RTC funds to begin procurement immediately upon award.
F3	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	METRO has demonstrated its ability to build federally funded projects as shown not only by the \$70 million relocation and rebuild of all of its transit facilities, but also by the successful delivery of multiple federally funded bus procurements, planning and facilities design projects. METRO's project delivery team takes a proactive approach to delivering projects by closely monitoring the scope, budget, schedule and risks on a regular basis, and takes steps toward mitigating risk in a timely manner. Regular review of project risks are documented in a risk register which scales the qualitative probability and quantitative impacts of project risks.

F4	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	In accordance with 23 CFR 771.11, replacement buses are categorically exempt from environmental review and the project will begin with phase four, construction/capital procurement.
F5	Other: Describe any other potential risks and plans to mitigate risks	Over the last year, the purchasing department has developed bus specifications for a 60' buses and the project will be ready to implemented as early as December, 2021. Therefore, METRO doesn't anticipate delays in awarding a contract to a transit vehicle manufacturer to build two 60' CNG buses, hiring an in-plant build inspector, receiving, testing, accepting and operating new buses in revenue service.

C.i. Capital Projects: Schedule, Cost and Funding Summary

Non-infrastructure projects/programs - see NI tab

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Project Schedule/Milestone		Date
Project Cost Estimates/Scope Developed		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/22
End Construction Phase (Construction Contract Acceptance Milestone)		01/15/23
Begin Closeout Phase		01/31/23
End Closeout Phase (Closeout Report)		02/28/23

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	15	0	0	0	0	15
R/W	0	0	0	0	0	0	0	0
CON	0	0	2,000	0	0	0	0	2,000
TOTAL	0	0	2,015	0	0	0	0	2,015

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC								SCCRTC is expected to consider proposals for new RTC Discretionary funds at its December 2021 meeting
Fiscal Year									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0
PS&E									0
R/W SUP (CT)									0
CON SUP (CT)									0
R/W									0
CON			1,771						1,771
TOTAL	0	0	1,771	0	0	0	0	0	1,771

Fund No. 2:	Bus Replacement Fund								note funding status here
Component									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0
PS&E									0
R/W SUP (CT)									0
CON SUP (CT)			15						15
R/W									0
CON			229						229
TOTAL	0	0	244	0	0	0	0	0	244

Secured? Yes/No; Risks to funds?

E. Certification and Assurances - After reading each item, initial and sign to certify your agency agrees to each.

Project Title: Santa Cruz METRO CNG Articulated Bus Replacements

INITIALS

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

- | | |
|--|----|
| <p>1 The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;</p> | AC |
| <p>2 This project is among the highest priorities for this agency;</p> | AC |
| <p>3 The proposed transportation investments have received the full review and vetting required by law;</p> <p style="padding-left: 20px;">Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer</p> | AC |
| <p>4 funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;</p> <p>The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California</p> | AC |
| <p>5 Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;</p> | AC |
| <p>6 If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;</p> | AC |
| <p>7 The agency will give RTC and California Department of Transportation’s representative access to and the right to examine all records, books, papers, or documents related to the project;</p> <p>Work on the project shall commence within a reasonable time after receipt of notification that funds</p> | AC |
| <p>8 have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;</p> <p>The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the</p> | AC |
| <p>9 Interior’s Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations; and</p> | AC |
| <p>10 The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;</p> | AC |
| <p>11 The agency will commit the funds necessary to ensure this project is fully funded.</p> | AC |

Implementing Agency Representative:

Signed Alex Clifford CEO/General Manager Date 9/30/2021
 Printed (Name and Title) Enter Name/Title
 Implementing Agency Enter Implementing Agency Name