

**Request for Applications  
Targeted Green Infrastructure Fund (TGIF) –  
Transit Stop Improvement Program  
Fiscal Year 2019-20**

The Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) is now accepting applications for transit stop improvements under the Targeted Green Infrastructure Fund (TGIF). The purpose of TGIF is to reduce air pollution emissions and gain health and climate benefits from reducing single occupancy vehicle travel. TGIF supports the region's sustainable communities Blueprint principles by making 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 benefits of reduced vehicle travel, TGIF seeks to invest in capital projects throughout the region, using funding from multiple sources. The current funding cycling of TGIF offers reimbursement of up to \$40,000 for the improvement of transit stops with Americans with Disabilities Act (ADA) accessibility infrastructure, seating, shelter, shade trees and/or solar-powered lighting at transit stops or stations located in the **South Sacramento-Florin AB 617 Designated Community**. TGIF will provide reimbursement to public transit agencies for selected projects that demonstrate:

- potential to reduce vehicle miles traveled of single occupancy vehicles
- consistency with the region's sustainable communities Blueprint principles (Blueprint)
- political and practical feasibility

**Background**

The Sac Metro Air District 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 region's air pollution emissions. Most daily trips in the Sacramento region are made in private vehicles or single occupancy 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" reduce emissions of air pollutants and also reduce greenhouse gas (GHG) emissions that are cumulatively causing changes to the local and global climate.

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 region's sustainable communities Blueprint principles, a smart growth vision for the region that was adopted by the Sacramento Area Council of Governments in 2004. The Blueprint seeks to cut down on vehicle emissions and congestion to improve the quality of life for residents in 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.

The Community Air Protection Program (AB 617) was adopted by the state Legislature in 2017 to protect the neighborhoods most impacted by air pollution. Of the 10 priority communities identified by the Sac Metro Air District for Sacramento County, the California Air Resources Board designated the South Sacramento-Florin Community to receive enhanced air monitoring to identify pollutants. The 10 communities were originally selected based on an analysis of air pollution sources, air pollution-related health impacts, socio-economic factors, location of sensitive receptors (schools, child-care centers, hospitals and parks) and community feedback. The **South Sacramento-Florin AB 617 Designated Community** is indicated as Community C on the attached map.<sup>1</sup> The Sac Metro Air District is working cooperatively with community members, community groups, environmental organizations and other stakeholders by expanding existing air quality efforts to improve awareness and community level engagement to develop strategies that reduce air pollution exposure and improve health in Sacramento County communities. As part of the Community Air Protection process, the Sac Metro Air District is prioritizing TGIF grant projects in the **South Sacramento-Florin AB 617 Designated Community**.

### **Program Funding Cycle: Fiscal Year 2019-20**

**Objective:** From October 16, 2019 to June 30, 2021, enhance the use of transit by improving transit stops located in the **South Sacramento-Florin AB 617 Designated Community**, making the stops more serviceable to a wider range of riders.

**Rationale:** For many people, using public transit means facing uncomfortable conditions. Many transit stops in the region consist of a sign with no place to sit while waiting. Often transit stops are located in the open without protective shade, making them uncomfortable in the rain or hot sun. Many transit stops lack pavement, making them difficult for persons in wheelchairs. Transit shelter/stop transformations have significant potential for increasing transit ridership,<sup>2</sup> but transit systems frequently do not have funding for adequate facilities at all transit stops.

**Applicant Eligibility:** Public transit agencies or organizations that have or maintain transit stops or stations located in the **South Sacramento-Florin AB 617 Designated Community** are eligible to apply. Applications will be screened to assure that proposed projects meet the established criteria and that applicants have the ability to receive the funds, the rights to the property, and the ability to finish the project.

**Scope of Work:** The program will offer reimbursement of up to \$40,000 for the completion of transit stop improvements that support ADA accessibility, passenger safety and comfort.

---

<sup>1</sup> Sacramento Metropolitan Air Quality Management District AB 617 final assessment report can be viewed at [www.airquality.org/ProgramCoordination/Documents/SMAQMD%20Final%20Recommendations-Report.pdf](http://www.airquality.org/ProgramCoordination/Documents/SMAQMD%20Final%20Recommendations-Report.pdf)

<sup>2</sup> Liwag, K. E. (2011). *Increasing Bus Transit Ridership Through Technology and Aesthetic Innovations*. Dr. W. Drummond CP8990 Option Paper.

- The primary improvement is the installation of an ADA-compliant concrete pad and walking path to a transit stop that lacks ADA accessibility. This may include acquisition of right-of-way.
- For transit stops that already meet ADA accessibility standards, the installation of any of the following improvements is reimbursable:
  - Seating
  - Shelter and other passenger cooling amenities
  - 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, or another entity to provide the ongoing maintenance for trees planted on private property
  - Solar-powered lighting
  - Schedules and other passenger information

All improvements must be ADA-compliant, if applicable. The selection of the transit stop(s) 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” or “Funded by TGIF: Targeted Green Infrastructure Fund.” Labels will be provided by the Sac Metro Air District.

**Funding Available:** A total of \$40,000 will be available in Fiscal Year 2019-20. Eligible applicants can request the maximum amount of \$40,000 for one transit stop or the request may total \$40,000 to improve several transit stops. There is no minimum match requirement.

**Application Process:** Applications will be accepted by email from October 16, 2019 to November 20, 2019. Go to <http://www.airquality.org/Businesses/Incentive-Programs> to download the application form. Applicants must demonstrate eligibility to receive funds, identify the location of the transit stop improvements, describe the proposed improvements and identify the 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 prioritized and selected by a committee from applications that have been screened for completeness and conformity with the goals of the program. Up to \$40,000 is available to be awarded in Fiscal Year 2019-20.

Oct 16, 2019 First day applications accepted.

Nov 20, 2019 Final day applications accepted. Applications will be screened for completeness, clear definitions and addresses. Sac Metro Air District staff will call or email for clarifications on applications as needed.

Dec 31, 2019 A committee will prioritize and select the project(s) from applications that have been screened for completeness and conformity with the goals of the program. Awards will be assigned until the \$40,000 available for the fiscal year is reached. Here’s a possible scenario:

Project Ranking Order	Amount Requested	Amount Awarded	Program Action
1	\$ 30,000	\$ 30,000	Project awarded.
2	\$ 35,000	\$ 10,000	The next highest ranked project will be offered the remaining available funds, which may be a lesser amount than requested. The applicant has seven days to accept the funds.
3	\$ 20,000	\$ 0	If the higher ranked projects do not accept funding, then the process described above will continue until all funds are exhausted.

If, after all applicants have been successfully offered funding, a small amount of funds remain 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) to sign and return to Sac Metro Air District.

- Jan 31, 2020 Last day for MOUs to be signed. MOUs will be effective on dates that accommodate the needs of individual agencies. Awardees have 15 months available to complete work, unless an extension is requested and approved by Sac Metro Air District.
- Mar 31, 2021 Funded improvements must be completed, unless an extension has been granted and a new schedule is outlined in the individual MOU.
- Apr 30, 2021 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 15 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:**

Teri Duarte – Land Use & Health Planner, Sacramento Metropolitan Air Quality Management District

Phone: 916-874-4816 ♦ Email: [TDuarte@airquality.org](mailto:TDuarte@airquality.org)

