

1. Overall Project Summary and Approach

The Santa Clara Valley Transportation Authority (VTA) is pleased to submit this grant application for the Environmental Protection Agency (EPA) Climate Pollution Reduction Grant (CPRG) program, outlining our workplan focused on sustainable transportation solutions aligned with the CPRG program goals. As a regional transit agency dedicated to enhancing our community's environmental resilience, VTA acknowledges the importance of addressing climate change and is committed to playing a pivotal role in reducing greenhouse gas (GHG) emissions. Our application centers on a comprehensive approach to climate pollution reduction, encompassing two key measures outlined in the County of Santa Clara's Priority Climate Action Plan (PCAP). These measures include:

- **T-2: Implement the VTA Visionary Transit Network**
- **T-4: Implement Transit Signal Priority Programs to Reduce Wait Times and Idling for Public Transit**

Each of these measures aligns with and surpasses the expectations set by the EPA CPRG program. Employing strategic and innovative approaches, our goal is to achieve substantial carbon emission reductions while promoting sustainable transportation modes, engaging the community, and fortifying a resilient transportation infrastructure. The following pages will provide detailed insights into our workplan for each measure, including key milestones, timelines, and anticipated outcomes.

T-2: Implement the VTA Visionary Transit Network

Within this measure, VTA has partnered with seven cities to help with the expansion and operations of their microtransit networks. If awarded, VTA will be the recipient of the grant and will delegate the appropriate funding to each project as outlined throughout this application.

City of Cupertino, Silicon Valley (SV) Hopper Microtransit Program

a) Description of GHG Reduction Measures

Project Overview: Seeking funding for the SV Hopper Microtransit Program's expansion from year three to four, this collaborative effort between Cupertino and Santa Clara enhances the app-based, designated-stop rideshare service. The project aims to increase the service area from 21 sq mi to 27 sq mi, emphasizing inclusive accessibility, multimodal integration, and sustainability to reduce GHG emissions. In alignment with the EPA CPRG Program, it promotes decarbonization, aids low-income communities, leverages existing funding, and ensures project accountability.

Ensuring Success: Strategic features like app-based technology, dedicated stops, and inclusive services drive the project's success, reducing reliance on single-occupancy vehicles and lowering GHG emissions. Critical milestones, including preserving existing services and expanding coverage, play a crucial role in achieving significant reductions.

Assumptions and Risks: While minimal risks are associated with program features, success depends on Cupertino's financial management. With 50% Transit and Intercity Rail Capital Program (TIRCP) grant funding and the need for City Council approval for the remaining balance, potential funding challenges

are addressed by Cupertino's proven budget management, Via partnership, and community responsiveness.

GHG Emission Reductions: Risks tied to annual General Fund approval may impact timely delivery and GHG emission reductions. Delays could hinder program expansion and disrupt planned milestones, jeopardizing the project's effectiveness.

Prioritizing Measures: This project significantly benefits diverse community members, supporting ambitious GHG reductions and improving education access and regional commuter connections. Emphasizing safer, more affordable commutes aligns with CPRG's community benefit goal, complementing other funding sources for maximum GHG reductions. The technology-focused approach makes it replicable as a potential model for broader environmental solutions.

b) Demonstration of Funding Need

Funding Gap: Despite actively pursuing federal, state, and local grants, the \$8.5M from TIRCP Cycle 5 only covers half of the program's expenses, leading to reliance on the General Fund. To secure full implementation without straining the City's finances, seeking CPRG funds aligns with the White House Bipartisan Infrastructure Law Guidebook and Inflation Reduction Act website recommendations, bridging the financial gap and ensuring successful implementation.

Diverse Funding Exploration: Cupertino sought federal and state grants, tax incentives, and other sources for its GHG reduction measure, securing \$8.465 million from California State Transportation Agency's (CalSTA) TIRCP Cycle 5. However, this falls short of covering the entire budget, emphasizing the need for additional support, particularly from the CPRG program, to bridge the financial gap and ensure comprehensive implementation.

Critical Need for CPRG Funds: With half of the measure's budget unsecured and pending City Council approval, justifying the need for CPRG funds becomes essential. This clear and pressing need underscores the importance of securing CPRG funds to ensure the program's longevity and success.

c) Transformative Impact

The SV Hopper Microtransit project brings about transformative impacts by shifting from single-occupancy vehicles to shared rides and promoting electric vehicles (EVs). With an all-electric vehicle fleet and real-time General Transit Feed Specification (GTFS) data in the SV Hopper app, the program ensures convenient, zero-emission transportation, directly reducing CO₂, NO_x, and PM emissions. An educational component informs users about EV benefits, fostering market transformations and influencing personal vehicle choices. Strategic marketing and engagement plans, coupled with GTFS data integration, enhance rider experience, encouraging regular service use.

City of Milpitas, SMART Fleet Conversion and Expanded Service

a) Description of GHG Reduction Measures

Project Overview: The project involves transitioning Milpitas SMART to EVs and expanding its fleet, accompanied by extended service hours. The focus is on reducing GHG emissions, achieved through

strategic milestones such as EV procurement, charging infrastructure installation, and deployment of the expanded fleet.

Ensuring Success: Converting gas-powered minivans to EVs and introducing a new electric transit van enhance service capacity, promote ridesharing, and encourage sustainable commuting. Extending service hours to 5:30 am further contributes to GHG reduction by optimizing ridesharing efficiency and supporting public transit use.

Assumptions and Risks: Potential delays in EV procurement and charging infrastructure installation pose risks, requiring contract amendments, and securing a new vehicle operator. Fleet expansion may not guarantee a substantial increase in ridesharing, and extended service hours might face challenges in boosting ridership, emphasizing the need for detailed planning and mitigation strategies.

GHG Emission Reductions: Implementation of EVs, fleet expansion, and extended service hours will contribute to GHG emissions reductions. However, delays in EV conversion or limitations in the effectiveness of service expansions could impact the magnitude of these reductions.

Prioritizing Measures: The selected project prioritizes both GHG emissions reduction and community benefits. Milpitas SMART, known for affordability and convenience, serves disadvantaged communities with reduced fares. Expanding service hours complements existing fixed route services, positioning SMART as a comprehensive first- and last mile solution. The replicable model aligns with CPRG goals, allowing other cities to implement similar services, and fostering regional solutions.

b) Demonstration of Funding Need

Funding Gap: Milpitas SMART faces a monthly operational cost of \$80,000, with fare revenue averaging only \$5,000 due to low fares and promotional efforts. With external funding depleting within a year and an impending monthly gap of \$75,000, the urgency is compounded by the anticipated increase in the vehicle revenue hour rate. Direct vehicle purchase is key for cost reduction and long-term financial sustainability, emphasizing the imperative need for CPRG implementation funding.

Diverse Funding Exploration: SMART's current funding, including VTA's 2016 Measure B grant, developer impact fees, and the City's general fund, is insufficient. Additional State funding is expected to be depleted by fiscal year 2024-2025, sooner with service improvements. The pursuit of federal transportation grants and future Measure B grant applications is planned to address the looming funding shortfall.

Critical Need for CPRG Funds: As SMART explores modest fare increases, uncertain developer impact fees, and limited general fund allocations, the City Council's constraints hinder additional support. Modest fare increases yield minimal revenue, making the dependence on developer impact fees uncertain. In this financial landscape, where existing funding expires, CPRG funds emerge as a crucial lifeline, providing predictable external support necessary for sustaining SMART beyond current funding constraints.

c) Transformative Impact

Expanding and preserving SMART's operations not only promises significant GHG emission reductions but also introduces a model replicable throughout Santa Clara County and the broader Bay Area. The inherent scalability of SMART's approach makes it a pioneering example for microtransit services. The potential for creating a regional microtransit network linking Bay Area cities further amplifies its positive impact. Demonstrated by community demand for rides beyond City boundaries, such as San Jose International Airport, this expansion aligns seamlessly with broader transportation needs. Furthermore, the transition to EVs within SMART could act as a catalyst, not just within the microtransit sector but potentially accelerating the widespread adoption of EVs.

City of Morgan Hill, Electrified Microtransit Service (E-MoGo)

a) Description of GHG Reduction Measures

Project Overview: Morgan Hill's electrified microtransit service, expands the existing pilot last mile rideshare initiative. The conversion to electric power guarantees immediate GHG reductions. With a dynamically routed, virtual stop-based on-demand system and stops within walking distance for all residents, the program targets 180+ rides on weekdays. This aims to reduce annual vehicle miles traveled by 33,000 miles, contributing significantly to GHG emission cuts.

Ensuring Success: Electrifying the service ensures nearly carbon free transportation by leveraging the City's purchase of nearly carbon free energy through SV Clean Energy. This strategic approach maximizes GHG savings for each mile traveled, with increasing benefits as ridership grows, ensuring the program's overall success.

Assumptions and Risks: The assumption for increased GHG reductions is linked to the expected continued growth and utilization of the service. If ridership goals aren't met, GHG reductions may fall short of expectations.

GHG Emission Reductions and Risks: Lower service use would result in fewer GHG reductions than estimated, while higher-than-expected service utilization would lead to increased GHG reductions.

Prioritizing Measures: This project prioritizes equity across the community, reducing GHG emissions. Providing affordable access to public transportation from any area within the City, especially for those with lower incomes, ensures comprehensive coverage and aligns with the CPRG Program goal of reducing GHG emissions.

b) Demonstration of Funding Need

Funding Gap: Morgan Hill and South Santa Clara County urgently require CPRG implementation funding due to limited regional transportation funding and suburban challenges. The existing MoGo microtransit pilot program, serving 45,000 residents, faces expiring local grant funding. With a remarkable 42% increase in average weekday passengers in its first year, securing CPRG funding is critical to sustaining and expanding services. The proposed expansion aims for a 25% increase in service hours and vehicles, accommodating 180 average weekday passengers and contributing to GHG reduction targets through zero-emission fleet conversion. This funding is vital to addressing diverse community needs, including students, seniors, disabled residents, and vulnerable populations.

Diverse Funding Exploration: While Morgan Hill has actively pursued GHG reduction through its Climate Action Plan, funding for public transportation on a smaller scale has been challenging. The City's collaboration with VTA offers an opportunity to apply for the CPRG program, providing a crucial avenue for obtaining the necessary funding.

Critical Need for CPRG Funds: As of now, there is no secured GHG reduction funding associated with public transportation for this program. The need for CPRG funds is justified by the absence of such funding to date, emphasizing the essential role CPRG can play in enhancing GHG reduction measures for Morgan Hill's microtransit initiative.

c) Transformative Impact

Electrified microtransit offers transformative opportunities by promoting increased usage of Regional Public Transportation. This facilitates convenient access to regional bus and rail routes, making public transportation affordable and accessible. The result is a substantial enhancement in GHG emission reductions within the community by directly adopting clean energy technologies, promoting ridesharing efficiency, encouraging sustainable commuting choices, and facilitating better connectivity to existing public transportation options.

City of Gilroy, Zero-Emission (ZE) Microtransit Service

a) Description of GHG Reduction Measures

Project Overview: This is a new microtransit last mile on-demand rideshare service. The proposed electrified fleet will result in immediate GHG reductions as it is expected to replace auto trips mostly by single occupants. The dynamically routed, virtual stop-based, on-demand service ensures virtual stops within walking distance of higher density and key traffic generators, promoting efficient rideshare options and seamless connections to regional transportation including the fixed routes bus service provided by VTA and the rail service provided by Caltrain. This microtransit service is estimated to reduce the annual vehicle miles traveled by 1,523,790 miles (87,760 trips), which will result in significant GHG emissions reduction.

Ensuring Success: The proposed electrified fleet of vans will provide for nearly carbon free transportation. Utilizing The City's purchase of nearly carbon free energy through its community choice aggregator (SV Clean Energy) ensures all electricity used in charging vehicles will maximize GHG savings. It should be noted that this new service will build upon successes of similar microtransit services offered in neighboring cities and reduce the use of private automobiles of the various types of trips. For example, a Morgan Hill resident could utilize a sequence of microtransit, VTA bus, then microtransit to reach the shopping outlets or medical facilities in Gilroy. Each mile traveled by an individual opting for rideshare participation will result in reduced GHG. As ridership increases so do the benefits of the program.

Assumptions and Risks: The assumption for GHG reductions is directly tied to the anticipated use of the new microtransit service within Gilroy, and building upon and enhancing the effectiveness of similar services in neighboring cities over time. Ultimately, should ridership goals not be attained, GHG reductions may be less than anticipated.

GHG Emission Reductions and Risks: Lower use of the new service would result in less GHG reductions than estimated, however, use of the service at levels above the estimates would result in increased GHG reductions. It should be noted that majority of the Gilroy neighborhoods are designated as Equity Priority Communities. Providing this new first/last mile microtransit service is expected to also support and potentially increase ridership of the VTA fixed route buses, thereby further increasing the GHG emission reductions.

Prioritizing Measures: The microtransit measure provides equity to all areas of the community in an effort to reduce GHG emissions. Microtransit and first/last mile service ensures those at the lowest-income levels can reach public transportation that is affordable from any areas within Gilroy.

b) Demonstration of Funding Need

Funding Gap: Funding for traditional transportation services is limited in Gilroy, despite regional attractions. To address this, an on-demand microtransit program is proposed, targeting residents and visitors. The service, currently unfunded, would operate via an app or call center, connecting passengers to virtual stops throughout the City. It offers first/last mile options and intra-city transportation, catering to various demographics. The requested funding would sustain the service for five years, with GHG reductions achieved through an electric fleet. Riders would gain convenient access to local and regional transit routes, potentially boosting ridership.

Diverse Funding Exploration: Funding for GHG reduction in public transportation has not been available for cities in South Santa Clara County. The City's ability to partner with VTA in this vital microtransit service has provided the opportunity to apply for this CPRG program.

Critical Need for CPRG Funds: The City has not received any GHG reduction funding associated with Public Transportation.

c) Transformative Impact

By providing electrified microtransit service to our residents, workers, and visitors offers the opportunity to increase use of the Regional Public Transportation by allowing the entire community to easily access regional bus and rail routes. The first/last mile connections will serve as a multiplying effect making public transportation available to all at an affordable cost structure.

San Benito County, Implementation of a Shuttle Bus Connection to San Jose

a) Description of GHG Reduction Measures

Project Overview: The GHG reduction measure entails launching a Shuttle Bus Connection managed by the Local Transit Authority (LTA), connecting Hollister to key employment hubs in San Jose. This service aims to alleviate traffic congestion and reduce GHG emissions by providing a comfortable and reliable alternative to personal automobiles. Featuring coach-style buses with enhanced amenities, the shuttle operates seven days a week, contributing to sustainability and reducing individual car usage.

Ensuring Success: Strategic tailoring of the bus service to meet commuters' needs ensures competitiveness and convenience compared to individual automobiles. The inclusion of coach-style buses with amenities enhances the service's appeal, making it an attractive option for potential riders.

Careful selection of bus stop locations in employment-centered areas ensures the service effectively addresses the travel needs of the target demographic, maximizing success.

Assumptions and Risks: Anticipated success relies on a shift from personal vehicles to the bus service. Risks, including selecting inadequate bus stop locations, insufficient amenities, or an inconvenient schedule, may hinder the measure's effectiveness. Proactive risk management is crucial to addressing these potential challenges and ensuring the emission reduction measure's success.

GHG Emission Reductions and Risks: If the shuttle service usage falls below projections due to identified risks, the expected reduction in GHG emissions may not align with initial estimates. Proactive risk mitigation is essential to maximize environmental benefits and ensure the measure effectively contributes to emission reductions.

Prioritizing Measures: This project takes precedence due to the region's significant traffic congestion and associated environmental impacts. Recognizing the lengthy commutes of San Benito County residents to San Jose, implementing the Shuttle Bus Connection is a strategic step to address these challenges. It aligns with the CPRG program's goals of emission reduction and improved air quality in the region, making it a priority measure for environmental sustainability.

b) Demonstration of Funding Need

Funding Gap: The expansion of Can Benito's Shuttle Bus Service from Hollister to San Jose, presents a significant funding gap within their current financial structure. CPRG implementation funding is essential to procure charter buses, hire additional staff, and ensure the successful launch and operation of this service.

Diverse Funding Exploration: In pursuit of comprehensive funding, San Benito is actively engaged in applications for federal grants such as the 5339(c) Low or No Emission Grant Program and the 5339(b) Grants for Buses and Bus Facilities Competitive Program. Simultaneously, they are exploring alternative funding avenues, including California's Low Carbon Transit Operations Program funds, Federal 5311 Grants, and 5304 Sustainable Transportation Planning Grants. However, none of these sources currently provide the requisite funding magnitude for our planned Shuttle Bus service.

Critical Need for CPRG Funds: Despite ongoing efforts to secure federal and non-federal funds, the current landscape lacks the necessary support for the proposed Shuttle Bus service. To bridge the financial gap and ensure the successful implementation of this emission reduction measure, CPRG funds are crucial. No partial funding related to this specific service has been secured to date.

c) Transformative Impact

The proposed shuttle service from Hollister to San Jose is poised to pioneer a transformative shift in transportation behavior. The anticipated rise in demand, fueled by the service's amenities and convenience, is expected to lead individuals to choose the bus over personal automobiles. This heightened awareness and increased demand are likely to drive program expansion, enhancing accessibility and coverage and surpassing initial projections for significant GHG emissions reductions.

City of San Jose, ZE Microtransit Service

a) Description of GHG Reduction Measures

Project Overview: Introducing a ZE microtransit service in East San Jose, covering 14 sq mi with a focus on disadvantaged areas. Operating seven days a week, accommodating 3-5 passengers per vehicle revenue hour. Sustainability measures include acquiring 12 battery EVs, 12 EV chargers powered with 60% renewable energy, and affordable rates with extra discounts for low-income residents. Collaboration with a microtransit service provider, community co-design, and supporting the formation of a workers' cooperative that would assume operation of the service at the conclusion of the grant term. Milestones include plan finalization, equipment acquisition, service planning, launch, continuous improvement, and transitioning to a workers' cooperative. Commitments include program evaluation, meeting grant reporting requirements, and implementing a transition plan post-grant.

Ensuring Success: Intentionally co-designing this service with and for East San Jose residents will enhance its success. So will the City's partnership with well-respected community-based organizations, its commitment to hiring locally, and its use of Promotoras to lead community engagement and education around the service. The proposed service addresses needs identified by the community: accessible, affordable first/last mile connections to public transit and reliable transport to points not well served by public transit. The use of battery EVs and installation of City-owned EV chargers reduces emissions, promotes EV awareness in a community that as yet is not benefiting from electric transportation. Commitment to a living wage, live testing, and continuous data collection supports ongoing improvements aligned with CPRG goals. Informed transition to a worker cooperative ensures adaptability and long-term viability.

Assumptions and Risks: The City anticipates it will require 12 months to co-design the microtransit service design and operation with the community before it launches. Taking this time on the front end will ensure that the community's needs are met, and they have ownership in its success. It will reduce potential delays by providing sufficient time to identify potential problems and effective solutions. And, it will ensure that residents are aware of the program and are poised to make use of it when it launches, increasing its utilization.

GHG Emission Reductions and Risks: GHG reductions depend on maintaining the planned service term. Flexible timelines accommodate adjustments, ensuring the program meets projected targets.

Prioritizing Measures: Microtransit is prioritized to address community demand, filling gaps in public transit. Aligns precisely with CPRG Program goals, contributing to GHG reduction, addressing first/last mile gap, deploying EVs, and installing EV chargers.

b) Demonstration of Funding Need

Funding Gap: Limited funding sources exist for microtransit with comprehensive community engagement, EV purchases, and EV charger installations. Extensive community engagement is crucial for the project's success and helps prepare for a transition to a locally operated worker cooperative.

Diverse Funding Exploration: While San Jose applied for a state grant (Sustainable Transportation Equity Program) in 2023, the microtransit project was not funded. They are actively pursuing an EPA

Community Choice grant to secure funding for their microtransit service. They are also considering applying for VTA Measure B funds in the agency's next funding cycle. However, that program's funding restrictions would require the City to secure matching funds to fully fund the project.

Critical Need for CPRG Funds: Given the lack of suitable funding sources supporting the project's key elements, securing CPRG implementation funding becomes imperative. This funding will facilitate ongoing community engagement, EV acquisitions, and EV charger installations, aligning with their vision for a successful microtransit service in East San Jose.

c) Transformative Impact

Focusing on the first/last mile gap and introducing EVs with renewable energy-powered chargers promotes sustainable transportation and influencing commuter behavior, it aims to catalyze a cultural shift towards environmentally friendly modes, resulting in substantial GHG emission reductions.

City of Sunnyvale, Citywide On-Demand Microtransit Shuttle Service

a) Description of GHG Reduction Measures

Project Overview: The City of Sunnyvale aims to launch a citywide on-demand microtransit shuttle service, prioritizing transit connections, accessibility, and safety. The service, featuring on-demand shared rides with dynamic routing, operates a ZE fleet to align with sustainability goals. Key tasks include service planning, dynamic routing development, ZE fleet deployment, and the creation of a user-friendly mobile app. Milestones encompass planning completion, successful dynamic routing implementation, fleet deployment, app launch, and ongoing optimization for efficiency.

Ensuring Success: The program emphasizes identifying quality of service metrics, key destinations, and expected travel patterns to create an efficient, community-utilized service. Regular reviews of service metrics allow continuous improvement, ensuring the program's success throughout its lifespan.

Assumptions and Risks: Acknowledging potential risks such as low ridership and suboptimal vehicle allocation, the project employs strategies like a refined marketing plan, flexible implementation, and regular partner meetings to assess metrics, evaluate risks, and make necessary improvements. This approach ensures adaptability and minimizes delays or interruptions.

GHG Emission Reductions: Potential risks like low ridership and suboptimal vehicle allocation may impact the project's goal of reducing GHG emissions. Addressing these risks through strategic marketing, flexible implementation, and regular assessments is crucial for achieving and sustaining meaningful emissions reductions.

Prioritizing Measures: Selected as a priority, this project increases transit access to Sunnyvale's key transit hubs, reducing reliance on single-occupancy vehicles (SOVs) and improving accessibility to economic and social opportunities, aligning with the CPRG Program goal.

b) Demonstration of Funding Need

Funding Gap: Sunnyvale's limited bus services necessitate a reliable solution, and the proposed on-demand microtransit service aims to fill these gaps. With a population of 156,317 and 84,500 employment figures, CPRG funding is crucial to enhance transportation accessibility for the community.

Diverse Funding Exploration: City staff, directed by the City Council in January 2024, actively sought funding opportunities for a citywide on-demand microtransit service. While VTA Measure B funds were considered, there is currently no opportunity to utilize them. Future exploration includes potential funding from sources like the Transportation Fund for Clean Air Fund and CalSTA.

Critical Need for CPRG Funds: Despite no current applications or secured funding, the City emphasizes the critical need for CPRG funds to bridge financial gaps, ensuring comprehensive GHG reduction measures for maximum impact and long-term sustainability.

c) Transformative Impact

By providing a reliable and efficient alternative to SOVs, the project aims to spur a shift in commuting behavior. As popularity grows, the potential for increased service capacity and adoption emerges, leading to significant additional GHG emission reductions over time.

T-4: Implement Transit Signal Priority Programs to Reduce Wait Times and Idling for Public Transit

a) Description of GHG Reduction Measures

Project Overview: VTA responds to the climate change emergency with the Transit Reliability Improvement and Performance System (TRIPS), deploying Transit Signal Priority (TSP) on core routes. TRIPS addresses slow and unreliable transit, ensuring faster, cost-effective, and equitable mobility solutions for Santa Clara County.

Ensuring Success: TRIPS leverages a proven virtual TSP system, extending capabilities countywide. With a granted Systems Engineering Management Plan (SEMP), it ensures comprehensive planning, risk mitigation, and stakeholder consensus. Key tasks include procurement, controller upgrades, and Cooperative TSP (CTSP) system deployment by mid-2026, drawing lessons from San Jose's successful pilot.

Underlying Assumptions and Risks: Assumptions focus on prudent SEM development and risk identification. Procuring traffic signal equipment adhering to "Buy American" may pose delays, managed within the project's performance period. The CTSP system counters risks, contributing to GHG reductions despite potential delays.

GHG Emission Reductions and Related Risks: Post-pandemic, TRIPS addresses pre-existing intersection saturation risks, enhancing overall transportation system performance. While the CTSP system aids GHG reduction through improved transit performance, "Buy American" compliance risks may necessitate alternative strategies.

Prioritizing Measures: Prioritized as part of Santa Clara County's Climate Action Plan, TRIPS contributes to GHG reduction by addressing delays for transit vehicles on VTA's Frequent Network routes.

b) Demonstration of Funding Need

Funding Gap: The deployment of TRIPS on VTA's Frequent Network routes requires \$19.3 million, surpassing local funding. Seeking CPRG implementation funds is essential to bridge this financial gap.

Diverse Funding Exploration: TRIPS is currently backed by the USDOT's SMART grant for SEMP document development. To proceed with CTSP system procurement, VTA actively explores various grant sources, aiming to diversify funding streams for successful project deployment.

c) Transformative Impact

The TRIPS project revolutionizes CTSP deployment, minimizing infrastructure changes. This innovative strategy, using a centralized control system and existing traffic signals, enhances transit efficiency swiftly, reducing greenhouse gas emissions and fostering potential ridership growth on VTA's Frequent Network routes. TRIPS stands as a cost-effective and efficient model for sustainable transit practices.

2. Impact of GHG Reduction Measures

For this measure, we estimate CO₂-equivalent (CO₂-e) metric tons and cost effectiveness by using the fiscal year ending (FYE) 2025 "Cost Effectiveness Worksheet" developed by the Bay Area Air Quality Management District (BAAQMD).

T-2: Implement the VTA Visionary Transit Network

City of Cupertino, SV Hopper Microtransit Program

CO₂ saved annually 1,326 CO₂-e

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 7,958 CO₂-e. The requested years of service is 2 years, resulting in reductions of 2,653 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 34,486 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$1,241/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$9,879,978 / 7,958 CO₂-e = \$1,241/MT CO₂-e.

City of Milpitas, SMART Fleet Conversion and Expanded Service

CO₂ saved annually 765 CO₂-e

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 4,591 CO₂-e. The requested years of service is 5 years, resulting in reductions of 3,826 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 19,893 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$2,109/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$9,680,750 / 4,591 CO₂-e = \$2,109/MT CO₂-e.

City of Morgan Hill, E-MoGo

CO₂ saved annually 412 CO₂-e

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 2,469 CO₂-e. The requested years of service is 5 years, resulting in reductions of 2,058 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 10,699 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$3,227/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$7,968,777 / 2,469 CO₂-e = \$3,227/MT CO₂-e.

City of Gilroy, ZE Microtransit Service

CO₂ saved annually 430 CO₂-e

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 2,579 CO₂-e. The requested years of service is 5 years, resulting in reductions of 2,149 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 11,176 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$3,836/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$9,893,597 / 2,579 CO₂-e = \$3,836/MT CO₂-e.

San Benito County, Implementation of a Shuttle Bus Connection to San Jose

CO₂ saved annually 497 CO₂-e

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 2,984 CO₂-e. The requested years of service is 1 year, resulting in reductions of 497 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 12,932 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$212/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$631,275 / 2,984 CO₂-e = \$212/MT CO₂-e.

City of San Jose, ZE Microtransit Service

CO₂ saved annually 1,468 CO₂-e

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 8,810 CO₂-e. The requested years of service is 5 years, resulting in reductions of 7,342 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 38,176 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$1,979/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$17,432,353 / 8,810 CO₂-e = \$1,979/MT CO₂-e.

City of Sunnyvale, Citywide On-Demand Microtransit Shuttle Service

CO₂ saved annually 1,511 CO₂-e

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 9,065 CO₂-e. The requested years of service is 5 years, resulting in reductions of 7,554 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 39,282 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$2,538/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$23,002,746 / 9,065 CO₂-e = \$2,538/MT CO₂-e.

T-4: Implement TSP Programs to Reduce Wait Times and Idling for Public Transit

VTA's Climate Action and Adaptation Plan has conducted an analysis of the estimated GHG (Greenhouse Gas) emission reductions for various climate action measures spanning different horizon years. One of

these measures, the TSP along with other associated measures is projected to have specific reductions in carbon dioxide emissions as described in the following.

a) Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2030 is 942 CO₂-e. Each year of service results in reductions of 948 CO₂-e.

b) Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-e emission reductions resulting from the measure from 2025 through 2050 is 948 CO₂-e.

c) Cost Effectiveness of GHG Reductions

The cost effectiveness is \$20,537/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$19,346,120 / 942 CO₂-e = \$20,537/MT CO₂-e.

d) Documentation of GHG Reduction Assumptions for all Measures

For a comprehensive understanding of the assumptions and methodology used to determine the estimated GHG emission reductions for each measure, please refer to the Technical Appendix (Techappx_VTA) attached to the Project Narrative Form.

Total GHG Reductions Resulting from all Measures

Magnitude of GHG Reductions from 2025 Through 2030

The estimated metric tons of CO₂-equivalent emission reductions resulting from the measure from 2025 through 2030 is 39,398 CO₂-e.

Magnitude of GHG Reductions from 2025 Through 2050

The estimated metric tons of CO₂-equivalent emission reductions resulting from the measure from 2025 through 2050 is 167,592 CO₂-e.

Cost Effectiveness of GHG Reductions

The cost effectiveness is \$2,483/MT CO₂-e during the project from 2025–2030. This is calculated by dividing the requested CPRG implementation total grant dollars by the quantified GHG emission reductions for the period 2025–2030: \$97,835,610 / 39,398 CO₂-e = \$2,483 MT CO₂-e.

3. Environmental Results – Outputs, Outcomes, and Performance Measures

T-2: Implement the VTA Visionary Transit Network

City of Cupertino, SV Hopper Microtransit Program

a) Expected Outputs and Outcomes

Project Evaluation: Expected outputs include expanded service coverage, improved accessibility, integration with multimodal transportation, and sustainability initiatives. Anticipated GHG outcomes

involve reduced emissions, decreased reliance on SOVs, mitigation of carbon dioxide emissions, and support for underserved communities. Additionally, the project may contribute to reducing co-pollutants such as CAPs and HAPs, enhancing air quality in the project area.

b) Performance Measures and Plan

Tracking Progress: The GHG reduction measure relies on robust metrics, including completed rides, average proposal ETAs, unmet demand percentage, driver hours utilization, and fleet availability. The Via-Tableau dashboard facilitates real-time access to performance data, aiding adaptability and data-driven decisions. An upcoming GHG calculator within the dashboard, slated for spring 2023, will quantify emissions avoided by the EV service, aligning with CPRG goals.

Progress Tracking Plan: The project utilizes the Via-Tableau dashboard to assess real-time data, tracking the program's impact on reducing individual automobile usage. Regular reports and reviews enhance transparency, ensuring stakeholders are informed and goals align with environmental sustainability objectives. Emphasizing continuous monitoring, this approach enables informed decisions to optimize the service for maximum environmental benefits.

c) Authorities, Implementation Timeline, and Milestones

Implementation Matrix: The City of Cupertino, in collaboration with the City of Santa Clara, oversees the program through a service contract with Via, managing strategic planning, implementation oversight, and community engagement. Via, as the primary operator, handles day-to-day management. Local community groups, schools, and businesses play a crucial role in community engagement to boost ridership.

Authority and Collaboration: The City of Cupertino has complete authority to implement all aspects of the measure, emphasizing a centralized approach.

Strategic Timelines: The implementation journey includes sustaining current service in the existing area for the first three years (FY 25) and expanding coverage by 7.5 sq mi in the fourth year (FY 26).

City of Milpitas, SMART Fleet Conversion and Expanded Service

a) Expected Outputs and Outcomes

Project Evaluation: This project is expected to encourage ride sharing, boost public transit ridership, reduce vehicle miles traveled (VMT), and mitigate local traffic congestion. Additionally, the project will enhance access to education, particularly benefiting students, and provide an affordable transportation option for communities with limited access to parks, open space, and recreational facilities, promoting greater mobility and community connectivity.

b) Performance Measures and Plan

Progress Tracking: Evaluating the conversion to EVs involves measuring time and costs for EV procurement, charging infrastructure installation, and commissioning. Fleet and service expansion are assessed by procurement time and costs for new EV transit vans, ridership during extended hours, and the percentage of rides to educational and recreational facilities, including monitoring BART and VTA

light rail ridership. This collective evaluation ensures an efficient assessment of the implemented measures.

Progress Tracking Plan: The City, in collaboration with RideCo, will track, monitor, and analyze performance metrics to assess progress and explore further GHG reductions. Prioritizing metrics such as VMT and ridership, the City will disclose this data on the SMART website, promoting community engagement and encouraging participation in the program.

c) Authorities, Implementation Timeline, and Milestones

Implementation Matrix and Authority: City of Milpitas is the lead agency and program manager, responsible for purchasing and maintaining EVs, installing charging infrastructure, managing new EV transit vans, and overseeing commissioning. RideCo supports microtransit software, operational planning, and customer support.

Strategic Timelines: The EV conversion involves hiring a Microtransit Program Coordinator in the Fall of 2024, engaging a consultant in the Winter of 2024, and completing key tasks by Spring of 2025. Summer 2025 focuses on infrastructure installation, EV commissioning, and biannual reporting. The expanded fleet and service hours timeline includes purchasing an EV van and developing a plan in Spring 2025, implementing extended hours in Summer 2025, with reports ensuring systematic progress and compliance.

City of Morgan Hill, E-MoGo

a) Expected Outputs and Outcomes

Project Evaluation: 1,350 MT CO₂e over 25 years from 2025-2050, with 260+ MT CO₂e directly attributable to reductions from CPRG grant-funded vehicles from 2025-2030. Grant funds will also allow the continuation of an already successful program that encourages ridesharing and resulting in inherent GHG reductions.

b) Performance Measures and Plan

Tracking Progress and Progress Tracking Plan: Performance measures are vital for monitoring and reporting GHG reduction measures, including ridership, rideshares, and connections to public transportation. Estimating GHG reductions at regular intervals ensures a comprehensive evaluation. The City will utilize these measures to track reductions in the EPA GHG Calculator Tool and evaluate real-world program metrics.

c) Authorities, Implementation Timeline, and Milestones

Implementation Matrix, Authority, and Collaboration, Strategic Timelines: The City of Morgan Hill, as a sub-awardee, will manage contractors, coordinate outreach, and report to the VTA. Leveraging existing contract service providers, the City can swiftly initiate the program upon award notification, ensuring a timely and efficient implementation process.

City of Gilroy, ZE Microtransit Service

a) Expected Outputs and Outcomes

Project Evaluation: The grant funding will enable the establishment of a new microtransit service in Gilroy, including unincorporated areas, with anticipated reductions in CO₂ emissions by 403.1367 tons per year and co-pollutants such as ROG, NO_x, and PM by 0.9211 tons per year. These reductions are projected to total 2,015.683 tons and 4.606 tons respectively over the first five years (2025-2030). Additionally, the increase in ridership on local and regional VTA fixed routes and Caltrain regional rail services is expected to contribute to further emission reductions. The microtransit service will connect Gilroy neighborhoods designated as "Equity Priority Communities," providing affordable and safe transportation options for residents of all ages, physical abilities, and financial resources. It will also offer convenient access to VTA and Caltrain services, enhancing connectivity to job opportunities in SV and the Bay Area.

b) Performance Measures and Plan

Progress Tracking: Proposed performance measures for tracking GHG reduction progress include tracking the number of riders, rideshares, connections to regional public transportation, ridership miles, and estimated GHG reductions on a daily, weekly, and monthly basis. Additionally, ongoing assessments of the microtransit service will be conducted to identify peak conditions and high-demand areas for necessary adjustments and enhancements throughout the grant-funded five-year period, ensuring long-term success and sustainability.

Progress Tracking Plan: The City will track GHG emission reductions using relevant performance measures listed above, employing the EPA GHG Calculator Tool and real-world program metrics. Coordination with other Santa Clara County jurisdictions, particularly those involved in the grant application, will ensure consistency in tools and reporting methods. Additionally, the City plans an educational and promotional campaign to inform the community about the new microtransit service and its connections to regional transit services. A yearly survey of riders, accessible on the City's website, will gather feedback from the community to make necessary adjustments and enhance the service, with the goal of increasing ridership and associated reductions in GHG emissions.

c.) Authorities, Implementation Timeline, and Milestones

Implementation Matrix and Authority: As a sub-awardee and with coordination with VTA (awardee), the City of Gilroy will take responsibility of managing contractors and entities, coordinating communications and outreach, and fully reporting as required to VTA. This new microtransit service will be initiated under the City's Public Works Department. In addition to the oversight and support by the Public Works (PW) Director, experienced engineer and the City's public information officer and team, the program will also add a Microtransit & TDM Coordinator to manage the service on the City's behalf and oversee external contractor/operator.

Strategic Timelines: The City of Gilroy will manage the microtransit service through a contracted rideshare, with oversight by City staff. Coordination with Morgan Hill is essential to assess the use of their existing service providers. An implementation timeline outlines purchasing electric vans, service fine-tuning, hiring a coordinator, and service commencement in the first year. Regular evaluations over the subsequent four years will optimize ridership in collaboration with VTA.

San Benito County, Implementation of a Shuttle Bus Connection to San Jose

a) Expected Outputs and Outcomes

Project Evaluation: The Shuttle Bus service is anticipated to yield reduced traffic congestion, cleaner air, safer streets, and improved access to eco-friendly transportation for San Benito. This project is estimated to result in a substantial net GHG emissions reduction of 3,318 metric tons in its first year. Additionally, it is expected to decrease emissions in low-income and disadvantaged communities near U.S. Route 101, downtown San Jose, and Hollister.

b) Performance Measures and Plan

Tracking Progress: Employing key performance measures, such as ridership rates, on-time performance, safety incidents, and customer satisfaction, will facilitate the monitoring of the Shuttle Bus service's progress in achieving GHG reduction goals. Monthly reporting ensures prompt identification of any inefficiencies.

Progress Tracking Plan: Utilizing Transtrack software and rider satisfaction surveys, the Shuttle Bus service will track progress towards desired outcomes. This information enables more accurate GHG emissions reduction calculations through adjustments in methodology inputs, such as ridership.

c) Authorities, Implementation Timeline, and Milestones

Implementation Matrix: The LTA, managed by the Council of San Benito County Governments, holds responsibility for operating the Shuttle Bus service from Hollister to San Jose employment centers.

Authority and Collaboration: The LTA, staffed by the Council of San Benito County Governments, possesses the authority to execute and manage the Shuttle Bus service.

Strategic Timelines: Initiating with stakeholder meetings and a pre-awarded Quality Assurance Plan, the Shuttle Bus service timeline includes procurement from October to December 2024, trial runs in December 2024 and January 2025, and an official launch in February 2025. Ongoing monitoring and reporting ensure transparency and accountability in achieving GHG reduction goals.

City of San Jose, ZE Microtransit Service

a) Expected Outputs and Outcomes

The East San Jose Microtransit Service aims to bridge first/last mile gaps to public transit, enhancing residents' access to destinations poorly served by existing transit while reducing traffic congestion, air pollution, and promoting street safety. Additionally, it introduces the benefits of electric transportation to a historically disadvantaged community. Annually, the project is projected to reduce GHG emissions by 5,177,580 miles of vehicle travel, 266,520 trips, 0.4645 tons of ROG emissions, 0.3426 tons of NOx emissions, and 2.0970 tons of PM emissions, as per BAAQMD TFCA cost effectiveness calculator. Progress

towards these goals will be measured by tracking the number of trips eliminated (i.e., displaced SOV trips) and the number of trips connecting to fixed route transit lines (bus and rail).

b) Authorities, Implementation Timeline, and Milestones

Implementation Matrix: The City of San Jose will contract a microtransit service provider to deploy and operate the microtransit service. The City and SOMOS Mayfair will co-manage the overall project. The City's responsibilities will include grant administration, project management and community engagement. SOMOS Mayfair's responsibilities will focus on community engagement and sustainability. As grant administrator, the City will ensure that all grant commitments are met.

Authority and Collaboration: The City of San Jose has the authority to execute an agreement with a microtransit operator, purchase EVs and install EV chargers on City property, and serve as grant administrator. It will collaborate with SOMOS Mayfair on managing the overall project.

Strategic Timelines: Community engagement starts right after the kick-off meeting, with multiple cycles in the first year informing the microtransit workgroup's efforts. Procurement will be sped up by using a recent federally-compliant Request for Proposal (RFP) from another agency. Vehicle and EV charger procurement begins soon after the kick-off. The system aims to launch within 12 months of the grant initiation, with ongoing engagement, monitoring, and reporting for transparency and improvement throughout the grant duration.

City of Sunnyvale, Citywide On-Demand Microtransit Shuttle Service

a) Expected Outputs and Outcomes

The citywide on-demand microtransit shuttle service is anticipated to provide first and last mile to/from key transit hubs and other destinations within the City. It will reduce reliance on SOVs and improve accessibility to economic and social opportunities.

b) Performance Measures and Plan

Tracking Progress: Includes assessing transportation service usage, performance, and environmental impacts. Metrics for transportation service usage encompass ridership patterns, rides per day and time, and top pick-up and drop-off destinations. Transportation service performance will be evaluated through on-time arrival rate, average pick-up ETA, wait time, ride time, cancellation rate, and rider ratings. Environmental impacts will be assessed by measuring congestion reduction, decreased single-occupancy vehicle dependency, increased public transit use, and GHG emissions reduction based on ridership and trip length.

Progress Tracking Plan: The plan involves extracting data from completed trips across various metrics for each GHG measure. Metrics related to transportation service usage, performance, and environmental impacts will be derived from the number, duration, and survey responses of completed rides.

c) Authorities, Implementation Timeline, and Milestones

Implementation Matrix: The City of Sunnyvale will contract a service provider for deploying and operating the on-demand shuttle service, with City staff overseeing program management and ensuring goal fulfillment.

Authority and Collaboration: The City of Sunnyvale possesses the authority to execute the GHG reduction measure independently.

Strategic Timelines: The monitoring plan involves extracting data from completed trips across various metrics for each GHG measure. Metrics related to transportation service usage, performance, and environmental impacts will be derived from the number, duration, and survey responses of completed rides.

T-4: Implement TSP Programs to Reduce Wait Times and Idling for Public Transit

a) Expected Outputs and Outcomes

Initial estimates indicate a significant reduction of 942 million tons by 2030, but a decline is expected post-2030 due to VTA's bus fleet electrification. The project also addresses co-pollutant emissions in low-income communities, improving access to essential services and contributing to pollution reduction. Focusing on major arterials, TRIPS anticipates outcomes such as decreased traffic congestion, fewer VMT, and reduced pollutants like carbon monoxide and nitrogen oxides. Encouraging public transportation usage, the project aligns with broader environmental and public health objectives.

b) Performance Measures and Plan

The project, emphasizing a performance system, plans to track key measures of effectiveness (MOE), including intersection delay, route travel times, and the percentage of arrival on green indication. Regular monitoring of these MOEs ensures continued operational gains and identifies areas for improvement throughout the project's lifecycle. The plan for tracking progress involves annual GHG inventory updates for VTA's internal operations, aligning with existing sustainability reporting, while the countywide transportation emissions inventory will be updated every 5-10 years.

c) Authorities, Implementation Timeline, and Milestones

Implementation Matrix: Implementation involves collaborative efforts between VTA and local agencies. VTA manages the grant, oversees project delivery, and maintains the CTSP system. Local agencies install compatible traffic signals, collaborate on integration, and actively participate in a monitoring program to preserve operational gains. The specific roles and responsibilities will be formalized through a memorandum of understanding as part of the SEMP for effective CTSP system deployment and continued success.

4. Low-Income and Disadvantaged Communities

T-2: Implement the VTA Visionary Transit Network

City of Cupertino, SV Hopper Microtransit Program

a) Community Benefits

The SV Hopper program prioritizes equity with discounted fares and cash vouchers for unbanked individuals, ensuring accessibility for low-income and disadvantaged communities. Multilingual outreach and ongoing engagement foster inclusivity and feedback for improvement. Risk mitigation measures address potential negative impacts, emphasizing community upliftment. Continuous assessment

quantifies benefits, including environmental impacts, while workforce development opportunities enhance economic growth and skills within served communities.

b) Community Engagement

SV Hopper prioritizes low-income and disadvantaged communities in Cupertino and Santa Clara through multilingual outreach, community events, surveys, and focus groups. This ongoing dialogue shapes services, from routing to fare structures, resulting in an accessible transportation solution. The sustained engagement plan for GHG reduction measures emphasizes careful planning, diversity inclusion, collaboration, transparency, and trust, ensuring meaningful participation and ongoing quality engagement.

City of Milpitas, SMART Fleet Conversion and Expanded Service

a) Community Benefits

SMART's service enhancements target over 50% of Milpitas, addressing environmental and socioeconomic challenges while promoting ride sharing and improving public transit usage. The plan aims to alleviate traffic congestion, enhance educational access, and provide an affordable option for communities with limited recreational access, mitigating flood and wildfire risks. Ongoing assessments will track data to quantify benefits, including GHG reductions, with no anticipated negative impacts on vulnerable communities. Additionally, the program creates job opportunities, supporting workforce development in low-income areas.

b) Community Engagement

During the SMART program, City staff collaborated with RideCo to conduct extensive outreach, utilizing various methods such as bus shelter ads, signage, brochures, and in-person engagement at transit hubs and ethnic supermarkets. Feedback received led to adjustments in virtual stop locations, Americans with Disabilities Act (ADA) equipment improvements, and reduced fares for specific populations. Plans for expansion include enhanced marketing efforts targeting low-income communities with multilingual print materials and social media assets, along with additional in-person outreach at recreational facilities and affordable housing developments. Continuous engagement with the Milpitas Unified School District will ensure free rides for immigrant students with limited resources and smartphones.

City of Morgan Hill, E-MoGo

a) Community Benefits

The program in Morgan Hill aims to provide transportation to the most disadvantaged members of the community, addressing the significant need for last mile service in areas with dispersed affordable housing. This service not only facilitates access to destinations within the City but also connects residents to locations outside the City through regional transit connections. Anticipating no negative impacts, the ongoing community impact assessment involves routine monitoring through rideshare service management software to demonstrate adequate service provision to residents in low-income housing areas.

b) Community Engagement

The City has actively engaged its low-income residents through regular outreach initiatives, including the adoption of a Community-Based Transportation Plan in May 2021 and ongoing efforts during the development of the Transportation Master Plan. This outreach, including specific efforts in Spanish, aims to identify transportation needs and discuss options for improved microtransit. Additionally, the City's Public Services Department and Housing Division regularly meet with managers and residents of higher density affordable housing sites to ensure inclusive input and monitor pick-up locations, addressing the needs of the most disadvantaged community members.

City of Gilroy, ZE Microtransit Service

a) Community Benefits

The new microtransit last mile on-demand rideshare service is poised to benefit low-income and disadvantaged communities directly and indirectly. Directly, it will enhance transportation accessibility and affordability while indirectly improving air quality and reducing traffic congestion, thereby enhancing public health and quality of life. To mitigate potential negative impacts, equitable access will be ensured, language and cultural barriers addressed, and extensive outreach and education conducted. CEJST Census tract IDs will target communities, with ongoing assessment and reporting of benefits and disbenefits, including co-pollutant impacts. Workforce development opportunities will also be explored to create employment within these communities.

b) Community Engagement

Low-income and disadvantaged communities have actively contributed to this application through community meetings, surveys, and consultations with community-based organizations. Meaningful engagement with these communities will remain a priority, ensuring diverse perspectives are included throughout the grant's duration. Strategies for ongoing engagement include regular community meetings, targeted outreach efforts, and involvement of community representatives in decision-making.

San Benito County, Implementation of a Shuttle Bus Connection to San Jose

a) Community Benefits

The Shuttle Bus service between Hollister and San Jose addresses environmental justice concerns by reducing vehicle traffic through low-income and disadvantaged communities, improving air quality, and decreasing health hazards. The service aims to enhance economic mobility by connecting these communities to key economic hubs in San Jose, providing increased access to employment opportunities and essential services. To mitigate potential negative impacts, careful land use planning will prevent housing shortages and affordability challenges in San Benito County. Continuous evaluation involves monitoring ridership rates, assessing road conditions, and traffic rates, and estimating emission reductions, ensuring ongoing benefits for disadvantaged communities.

b) Community Engagement

The Council of San Benito County Governments actively involves low-income and disadvantaged communities in the Shuttle Bus service development by delivering presentations to key institutions and distributing Unmet Needs Transit Surveys. To ensure continuous engagement, the annual survey,

complemented by public hearings, seeks input from these communities. Comprehensive advertising and publications, both virtual and physical and bilingual, will further promote awareness and inclusivity for the new service within the community.

City of San Jose, ZE Microtransit Service

a) Community Benefits

The ZE microtransit service aims to enhance access to resources, reduce GHG emissions, and empower the community. Mitigation strategies include resident employment and reduced car dependency to address potential displacement risks. Continuous evaluation will quantify benefits and avoid disbenefits, including co-pollutant impacts. Workforce development opportunities involve resident hiring as drivers and Promotoras, community engagement and education training for Promotoras, and the development of an East San Jose microtransit workers cooperative for post-grant operations.

b) Community Engagement

Community input, particularly from low-income areas, has significantly influenced this application, shaped by recommendations from Council Districts 5 and 8 through EMAP and Move San Jose initiatives. The proposed microtransit service aligns with EMAP's guidelines, emphasizing collaboration with Community Based Organizations (CBOs) and community members. Meaningful engagement with local residents, led by residents and supported by Community Partners, remains a priority throughout the grant. A microtransit work group will implement the service, with community engagement beginning immediately and continuing throughout the grant term, including compensated community members on work groups. Plans for a microtransit workers cooperative post-grant are integrated into the transition plan.

City of Sunnyvale, Citywide On-Demand Microtransit Shuttle Service

a) Community Benefits

The City of Sunnyvale is set to launch a citywide on-demand microtransit shuttle service, with a focus on improving transit access and safety for low-income and disadvantaged communities. The initiative aims to boost connectivity to fixed route transit, increase ridership, and address specific transportation needs. Strategies for mitigating potential negative impacts, such as housing demand, include careful planning and local hiring practices. Continuous assessment and reporting will monitor ridership rates and greenhouse gas emissions, while workforce development opportunities seek to empower the community economically.

b) Community Engagement

The City of Sunnyvale has integrated input from low-income and disadvantaged communities into its on-demand microtransit shuttle service project to improve transit access, safety, and ridership for these groups. Continuous engagement throughout the grant period ensures diverse perspectives are considered, with a single point of contact available for feedback during implementation. Furthermore, plans for a post-grant microtransit workers cooperative demonstrate a commitment to sustainability beyond the grant period.

T-4: Implement TSP Programs to Reduce Wait Times and Idling for Public Transit

a) Community Benefits

The TRIPS project prioritizes TSP deployment in Highly Disadvantaged Communities (HDCs), aiming to enhance transit speed and reliability, increase job access, and address inequities for non-drivers. Covering VTA's Frequent Network, the project serves all HDCs in the county, with minimal anticipated negative impacts and a focus on air quality improvement. Continuous monitoring ensures effectiveness, with workforce development opportunities including training programs for software maintenance and bus operator impact awareness. VTA's commitment to fair labor standards, diversity in hiring, and providing internship opportunities contributes to long-term positive impacts on the community.

b) Community Engagement

The SMART grant-funded initiative emphasizes robust community engagement involving key stakeholders such as VTA, local jurisdictions, CBOs, HDCs, riders, and emergency responders. Leveraging partnerships with traffic signal control vendors and Google, Inc., VTA has secured commitments from key partner jurisdictions and prioritizes racial equity through the Government Alliance on Race and Equity cohort. HDCs are actively involved in community participation to build trust and shift perceptions, led by CBOs employing diverse engagement strategies. VTA ensures accessibility, inclusivity, and accountability by providing translation services, accommodating various schedules, and evaluating session success with community experts, empowering residents to shape public transit.

5. Job Quality

VTA ensures CPRG implementation grant funds support high-quality jobs with a diverse workforce by complying with federal regulations such as Buy America and ADA provisions. Through local hiring preferences, linkage agreements, and harassment prevention plans, VTA retains underrepresented communities in well-paying jobs. Collaboration with unions, project labor agreements, and prevailing wage requirements further demonstrate VTA's commitment to workforce diversity. The organization also promotes business diversity through various programs, ensuring equitable opportunities in contracts and subcontracts.

6. Programmatic Capability and Past Performance

This section highlights VTA's historical accomplishments, expertise, and track record, particularly focusing on relevant projects that demonstrate their ability to meet reporting requirements, handle large-scale transportation endeavors, and adhere to regulatory standards.

a) Past Performance

Federally or Non-Federally Funded Assistance Agreements

Project Title	Forty-foot Hybrid and Electric Bus Procurement
Assistance Agreement	CA-32022-146-00
CFDA # Or Non-Federal Listing #	None
Description Of The Agreement	On September 12, 2022, FTA awarded VTA \$42,337,143 for 54 hybrid and electric replacement buses. Costs must be incurred by 9/4/2024.

Point of Contact for Grantor	Jean Mazur
Status	Ongoing
Reporting Requirements	VTA has been submitting quarterly reports in FTA's Transit Award Management System. Reports are due 30 days after each reporting cycle.

Project Title	Eastridge to BART Regional Connector Project
Assistance Agreement	Allocation Instruction #24459601
CFDA # Or Non-Federal Listing #	None
Description Of The Agreement	MTC's Resolution #4596 on 7/26/2023, allocated \$130 million of RM3 funds to assist VTA with construction costs for the 2.4-mile extension of the Orange Light Rail Line to Eastridge Transit Center. Costs must be incurred by 7/30/2029.
Point of Contact for Grantor	Craig Bosman
Status	Ongoing
Reporting Requirements	Semi-annual progress reports are due on January 1st and July 1st. VTA will start submitting these reports in 7/2024.

b) Reporting Requirements

VTA, an independent special district in Santa Clara County, manages transportation responsibilities with a substantial annual budget and capital program. Operating across a 346-square-mile urban area, VTA oversees a significant fleet of buses and light rail systems, employing about 2,000 individuals. Notable projects like the BART SV Extension Program underscore VTA's capability for large-scale initiatives. The organization adheres to federal regulations and demonstrates expertise in managing grants, consistently delivering projects on schedule and within budget.

c) Staff Expertise

With over 2,000 professionals, VTA spearheads transit development in Santa Clara County, collaborating for innovative transportation solutions. Prioritizing post-pandemic recovery and sustainable transit, VTA supports green programs outlined in this grant. With its experienced staff and successful track record in grant management, VTA is well-positioned to achieve project goals and GHG reduction measures through internal expertise and external partnerships.

7. Budget

For a comprehensive understanding of the budget used to determine total project cost for each Measure, please refer to the Budget Narrative (BudgetVTA) and Budget Spreadsheet (Budgetcalcs_VTA.xlsx) attached to the Project Narrative Attachment Form.