



Coastal Region Metropolitan Planning Organization

Surface Transportation Block Grant (STBG) Urban Attributable (Z230) Funds

APPLICATION

DECEMBER 2018

Send the electronic copy
of the completed application by:

January 15, 2019, 5:00 p.m.

to:

Wykoda Wang, Transportation Administrator
Chatham County-Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401

Contact info:

912-651-1466

wangw@thempc.org

Coastal Region Metropolitan Planning Organization
Surface Transportation Block Grant (STBG) Program

CHECKLIST FOR APPLICANTS

- Have you answered all applicable questions in the application?

- Has the appropriate person signed the application?

- Have you filled out the detailed budget table on the last page of this application?

- Have you attached a letter from your governing board or official able to commit to the local match?

- Have you attached a project location map?

- Have you attached information demonstrating the basis of your project's cost estimate?

- Have you attached other information that is applicable to the answers in your application?

Coastal Region Metropolitan Planning Organization (CORE MPO)

Surface Transportation Block Grant Program (STBG) Urban Attributable (Z230) Funds

FY 2019 CALL FOR PROJECTS

The Coastal Region Metropolitan Planning Organization (CORE MPO) is conducting a competitive project selection process to award unused FY 2019 Surface Transportation Block Grant (STBG) Program Urban Attributable (Z230) funds, provided through the act entitled Fixing America's Surface Transportation Act (also known as FAST Act).

- **Expected Available Funds in FY 2019 = \$1,128,585 (federal portion)**
- **Maximum Award = N/A**
- **Minimum Award = \$200,000 (federal portion)**
- **At least 20% of the eligible costs of the proposed project must be locally funded.** (Previously incurred costs cannot be counted as part of the 20% match for the newly awarded federal funds.)

An applicant may request for *at least \$200,000 of federal funds*. The federal funding request in this application can represent no more than 80% of the total cost of the applicant's proposal. For example, if an applicant requests \$1,000,000, and provides no more than the required 20% local match, he/she would be submitting a proposal totaling \$1,250,000.

- **Federal Requirements**

Applicants should keep in mind that using the STBG funds involves adherence to federal requirements, as applicable, such as the National Environmental Policy Act (NEPA), prevailing wage rates (Davis-Bacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway.

- **Projects funded through this selection process must be located within the CORE MPO's Metropolitan Planning Area (MPA) boundary.**

The CORE MPO administered STBG Urban Attributable funds can only be spent within the MPO's Metropolitan Planning Area which includes all of Chatham County, the portion of Effingham County and Bryan County located within the Savannah Urbanized Area, as well as Richmond Hill.

- **Projects, if awarded funds, will be programmed in FY 2019 in the CORE MPO's FY 2018 – 2021 Transportation Improvement Program (July 1, 2017 – June 30, 2021).**

Once the project is programmed in the TIP and the awarded federal funding is authorized in FY 2019, the funds must be obligated within two years, otherwise the funds will be rescinded for use by other selected priority projects.

Please see CORE MPO Surface Transportation Block Grant Program Manual for additional information.

Applicant and Project Information

Eligible Entities

Please indicate which type of eligible entity is the primary project sponsor: (Select one.)

- Local government

- Regional transportation authority

- Transit agency

- Other local or regional governmental entity with responsibility for oversight of transportation improvements that the State of Georgia determines to be eligible.

Eligible Projects

Please indicate **all** applicable categories your proposal falls under. **Please see CORE MPO Surface Transportation Block Grant Program Manual for information on project eligibility.**

- Highway Improvements

- Bridge Improvements

- Transit Improvements

- Operational/Safety Improvements

- Bicycle / Pedestrian /Non-Motorized Improvements

- Planning Studies

- Other

Applicant Information		
Agency Name (i.e. agency that will manage implementation) Chatham Area Transit Authority (CAT)		Date 1/15/2019
Street Address 910 E. Gwinnett St.	City, State Savannah, Georgia	Zip Code 31401
Contact Person's Name Aidan Quirke	Title Transit Planner	
Contact Person's Phone Number (912) 629-3933	Contact Person's Email Address aidan.quirke@catchacat.org	
Project Manager's Name (if awarded) Aidan Quirke	Title Transit Planner	

Project Overview		
Project Name CAT Electric Bus and Infrastructure Project		
Project Location Description (please also attach a location map) 900 E. Gwinnett St.		
County (or counties) in which project is located Chatham County	City (or cities), if any, in which project is located Savannah, Garden City	
<p>Proposal Description Summary</p> <p>Chatham Area Transit (CAT) is requesting funds to retire and replace a heavy-duty diesel transit vehicle with a zero-emission, battery-powered electric transit vehicle. As CAT's old fleet of diesel vehicles continues to age and break down, maintenance staff have struggled to keep buses in service. Converting CAT's fleet to battery-powered electric vehicles will not only reduce the community's carbon footprint, but it will also reduce maintenance costs over the lifespan of the vehicles. CAT proposes to use the Z-230 funding to replace the oldest and least reliable bus in its fleet, which was delivered in 2003. CAT also proposed to use project funds to purchase associated vehicle charging equipment. A reliable on-site charger is the backbone of any electric bus fleet, necessary for buses to deploy and complete their trips on schedule. With a primary stationary charger such as the one proposed in this project, CAT will be able to support a fully electric fleet as it intends, fulfilling its day to day responsibilities to the community as an environmentally-friendly transit provider.</p> <p>The electric transit vehicle industry has grown over the last few years as battery capacities have significantly improved and costs have dramatically decreased. Most promising, though, is that lifetime maintenance costs of these vehicles are projected to be significantly lower than their diesel counterparts. Some early adopters of these vehicles have reported savings of as much as 50%. With CAT in desperate need of bus replacement funding, this project aims to fill the immediate need for more vehicles, reduce long-term maintenance costs, decrease greenhouse gas emissions, and attract more "choice" riders to use transit.</p> <p>CAT proposes to match the Z-230 funding at a 20% rate.</p>		
Total Estimated Project Cost*	Federal Z230 Funds Requested	Local Match Available
\$1,000,000	\$800,000	\$200,000

**Please also be sure to fill out the Budget Detail Table at the end of this application.*

Who is providing the local match?

Name of Agency or Organization	Source (e.g. particular CIP fund)
Chatham Area Transit	SPLOST

Please attach a letter signed by either your governing board or an official who can commit to the stated local match.

Has your agency managed and completed other federal-aid transportation projects before?

(Choose one)

- 0 completed federal-aid projects

- 1 completed federal-aid project

- 2 completed federal-aid projects

- 3 or more completed federal-aid projects

Please list as many as three federal-aid projects completed by your agency, *preferably for projects that are similar to your proposal*:

P.I. No.	Project Name	Sponsor's Project Manager
N/A	FY2018 5307 Capital and Operating Assistance	Grant Sparks
N/A	FY2017 5307 Capital	Grant Sparks
N/A	FY2016 5339(b) Bus and Bus Facilities (Paratransit Vehicles)	Grant Sparks

What agency will maintain the project after completion?

___ Chatham Area Transit Authority _____

If a maintenance agreement is necessary, has it been executed? (Chose one) Y / **N** / NA
 If yes, please attach the agreement.

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations.

N/A. This project will reduce operational funding through lower maintenance and fuel costs.

Will your project require purchase(s) or easement(s) for right-of-way (Choose one) Y / **N** / Maybe
 Additional information:

N/A

If other agencies or organizations are partnering with you on this application or on implementation of your proposal, please list and describe the nature and the status of any agreements (e.g. ROW donations or easements):

Organization #1	
N/A	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

Organization #2	
N/A	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

Organization #3	
N/A	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

If funding were available today, how much time do you estimate would be needed for any phases of your project that would be funded by this request:

Phase(s) to be Z230-funded	No. of Months
Bus and Charging Equipment Purchase	2

Please list any necessary preliminary work that already *has been completed*, and provide dates (e.g. GDOT concept approval, FHWA environmental approval or categorical exclusion, etc.):

Steps Completed	Date
N/A	

Please describe status of any non-Z230 funded work that *still needs to be completed before the project or phase that would be funded by this request can begin* (e.g. if Z230 funds + Local Match will fund only the construction phase, what is the status and schedule for the incomplete preliminary engineering and ROW phases?).

Status of Steps to be carried out before Z230-funded work begins	Estimated completion date
N/A	

In 500 words or less, please describe what public benefits and efficiencies would be provided to our area by your proposed project. (For example, how does your project match the project ranking criteria such as freight connections, safety improvements, congestion reduction, multi-modal connection, impacts to environment and tourism, etc? **Please reference the CORE MPO Surface Transportation Block Grant Program Manual for project ranking criteria.**)

In 2017 the Chatham Area Transit Board of Directors passed a resolution with the goal of having a fleet entirely comprised of electric vehicles by 2030 pending available funds. To that end, CAT is aggressively pursuing comprehensive fleet conversion to low and no emission vehicles, which will help the Authority cut down on maintenance costs and reduce air and noise pollution.

State of Good Repair: Buses with an electric motor and drivetrain are typically composed of fewer moving parts than those with an internal combustion engine. Less moving parts mean less maintenance issues. On average, electric busses are noticeably less expensive to maintain than their diesel counterparts. A 2016 study conducted by Columbia University found that battery electric buses save roughly \$168,000 per unit over the course of their lifespan when compared to diesel vehicles. Researchers included the purchase price, fuel/electricity consumed, and maintenance expenses in the lifespan cost of the vehicles.

Environment: CAT recognizes the impact that greenhouse gases from the transportation industry has on the environment. Its fleet of vehicles are no exception to the cause of this impact. The electric vehicle that will be purchased through this project produces zero tailpipe emissions and will therefore contribute to improved air quality, noise pollution, and public health.

Congestion Reduction: High quality transit service can play a key role in a community's congestion management plan. To be successful, however, CAT must make its service an attractive option for "choice" riders who typically have access to personal automobiles. While there are many factors that can influence an individual's decision to use transit over a personal automobile, one of the most common characteristics is a frequent and reliable transit service. CAT will be deploying a transit system with more frequent service in the coming years, but vehicle reliability is remains a concern. This project will help address this issue by providing a more reliable, efficient vehicle.

Ladders of Opportunity: The current on-time performance of the CAT system is estimated to be at 65%. For many people who rely on CAT to make trips to work, school, and health appointments, this lack of reliability compromises their ability to access opportunities for economic advancement. A primary cause of this low level of reliability is the poor condition of the existing fleet. Electric vehicles have proven to be more reliable than diesel vehicles.

Bicycle and Pedestrian Needs: The electric bus that will be purchased through this project will come equipped with a bike rack and an ADA-accessible ramp for passengers with mobility devices.

Electric buses are also much quieter than diesel buses; in fact they run silently. This will add value to the pedestrian-friendly historic district and to the rest of Chatham County.

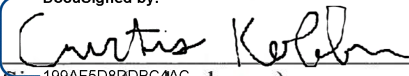
Safety: CAT provides critical evacuation transport services to the community during declared emergencies. During Hurricanes Matthew and Irma CAT helped transport thousands of Chatham County residents to safety. Included in this project is charging equipment and a mobile generator, which will allow CAT to fulfill its emergency evacuation responsibilities.



Surface Transportation Block Grant Program (STBG) Fund Application, December 2018

Project Sponsor Signature

SPONSOR

DocuSigned by:

Signature (on hard copy)

1/15/19
Date

Curtis Koleber
Print Name

CEO
Title

Please remember:

- To fill out the Detailed Budget Table, to the extent applicable, on the following page;
- To attach a letter from your governing board or other official who can commit the agency to the stated local match.
- To attach a Project Location Map;
- To attach information showing the Basis of your Cost Estimate.



Budget Detail for Proposal

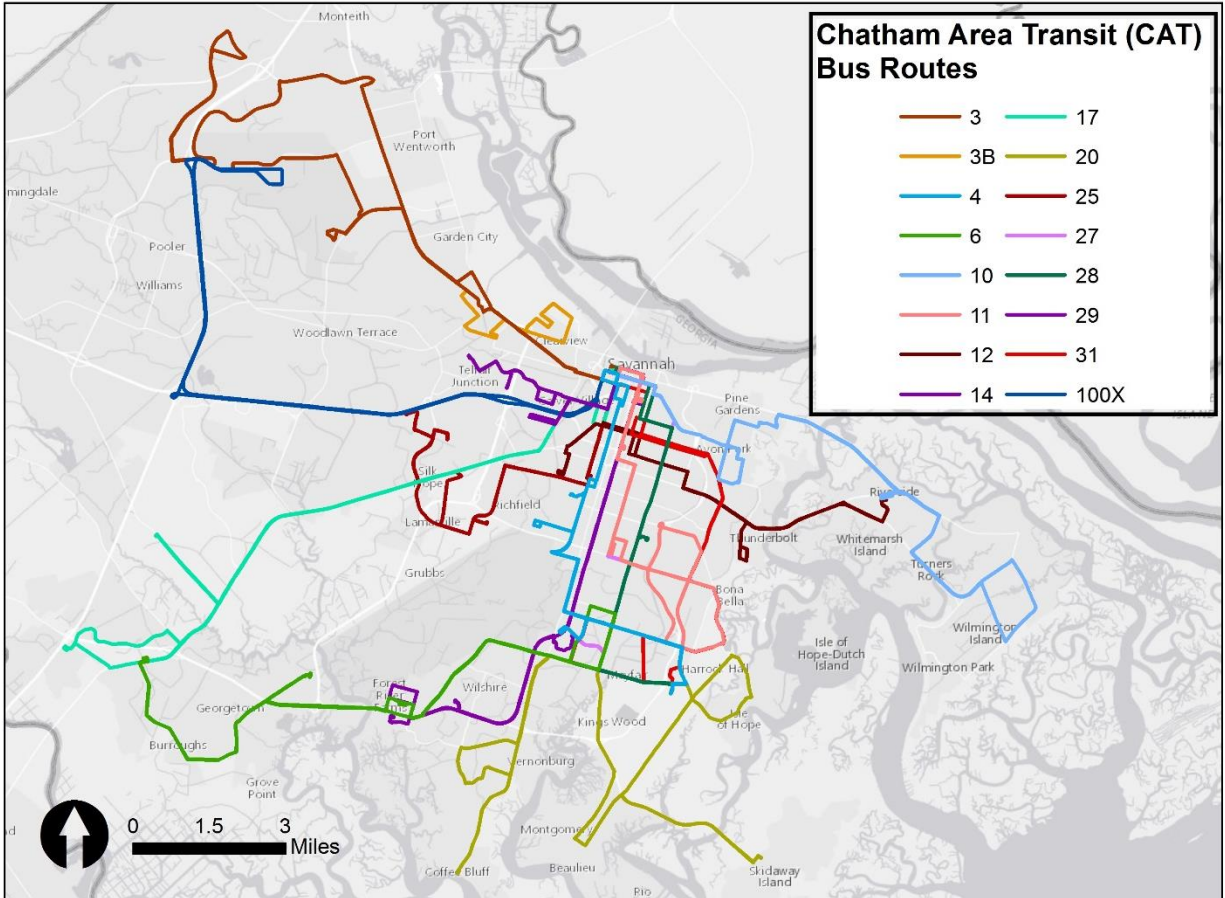
Project Name: CAT Electric Bus Project

Activity	Desired Fiscal Year for TIP Programming (GDOT Fiscal Year) *	Total Estimate	Requested CORE MPO Z230 Federal Funds (Maximum allowed is 80% of your total eligible costs.)	Local Match (Minimum required is 20% of your total eligible costs.)	Local Match Breakdown (by source)					
					Amount A	Source A	Amount B	Source B	Amount C	Source C
PE										
ROW										
Utilities										
Construction										
Other activity Specify: Acquisition	FY19	\$1,000,000	\$800,000	\$200,000	SPLOST					
Other activity Specify:										
Other activity Specify:										
Total Amounts										

Please use this area to explain whether other grants or sources (not already shown above) are dedicated either to the proposed phase or to future phases, of your project.
 CAT will likely use other FTA funds and local match to cover cost overruns of bus charging equipment.

*The first GDOT fiscal year in the MPO’s next TIP is FY 2018, which begins July 1, 2017. The last year of the next TIP is FY 2021, which begins July 1, 2020.

Attachment 1: Project Map



May 30, 2018

Mr. Steve Boatright
Maintenance Manager
Chatham Area Transit
900 E. Gwinnett St
Savannah, GA 31412

Re: 40' LOW FLOOR PLUS ELECTRIC BUS PRICE QUOTE

Dear Steve,

Thank you for your interest to purchase FOUR (4) 40' LOW FLOOR PLUS ELECTRIC buses off the State of Virginia contract # E194-75548-MA2274. Please reference the price summary dated May 30, 2018 for complete details.

Gillig is pleased to quote the following:

Low Floor Plus Electric Bus

\$914,566.00 Each

Pricing valid for Thirty (30) days and is FOB Savannah, FL. Prices exclude any taxes and license fees. Production scheduling will be determined after receipt of purchase order.

We thank you very much for this opportunity and appreciate your continued partnership. Should you have any questions, please do not hesitate to contact us.

Sincerely,

Butch Sibley
Regional Sales Manager
Gillig LLC
510-589-9430
bsibley@gillig.com

A RESOLUTION OF THE CHATHAM AREA TRANSIT AUTHORITY OF CHATHAM COUNTY, GEORGIA, ADOPTING A NEAR-TERM AND LONG-TERM EMISSION REDUCTION STRATEGY

WHEREAS, the Board of Directors of the Chatham Area Transit Authority of Chatham County, Georgia, wish to retire its diesel and hybrid bio-diesel transit fleet and replace it with low and no emission vehicles in an effort to improve air quality, reduce carbon emissions, and provide cost-effective public transportation to the community; and

WHEREAS, Authority staff researched the costs and benefits of converting its fixed route fleet to low and no emission vehicles, concluding that that while upfront costs for low and no emission vehicles are greater than conventional diesel vehicles, lifetime costs of the cleaner vehicles are expected to be less; and

WHEREAS, the Board of Directors approved staff recommendations on November 15, 2016 to purchase three electric transit vehicles and related charging equipment; and

WHEREAS, the Board of Directors will commit to purchasing additional low and no-emission vehicles in lieu of diesel-fueled vehicles; and


WHEREAS, the Board of Directors wish to make advancements on the goals set forth in the "Greenest County in Georgia" initiative adopted through resolution by the Chatham County Board of Commissioners on October 5, 2007;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CHATHAM AREA TRANSIT AUTHORITY THAT:


Section 1. The strategy for reducing carbon emissions through the purchase of low and no-emission transit vehicles pending the availability of funds is adopted.

Section 2. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE CHATHAM AREA TRANSIT AUTHORITY ON May 16, 2017, AT 10:00 AM.


Howard French, Chairman
Chatham Area Transit Authority

ATTEST


Curtis Koleber
Chatham Area Transit Authority



ISSUE

To request Board Adoption of a Near-Term and Long-Term Emission Reduction Strategy.

BACKGROUND

The Chatham County Board of Commissioners adopted a resolution in October, 2007 wishing to make advancements toward goals set forth in the "Greenest County in Georgia" initiative.

FACTS AND FINDINGS

In 2011, CAT purchased hybrid bio-diesel buses, in part, to participate in the "Greenest County in Georgia" initiative.

Recently, the Board approved the purchase of three electric transit vehicles and related charging equipment.

When diesel and hybrid bio-diesel transit fleet are in need of replacement, the CAT wishes to replace them with low and no emission vehicles in an effort to improve air quality, reduce carbon emissions and provide cost-effective public transportation to the community.

Staff has researched the costs and benefits of converting its fixed route fleet to low and no emission vehicles, concluding that that while upfront costs for low and no emission vehicles are greater than conventional diesel vehicles, lifetime costs of the cleaner vehicles are expected to be less.

FINANCIAL IMPACT

N/A

RECOMMENDATION

Staff recommends that the Board adopt a Near-Term and Long-Term Emission Reduction Strategy.



CHATHAM AREA TRANSIT

912.233.5767

610 W. Oglethorpe Avenue
Savannah, Georgia 31401

www.catchacat.org

January 10, 2019

Coastal Region Metropolitan Planning Organization (CORE MPO)

Attn: Wykoda Wang

110 East State Street

Savannah, GA 31401

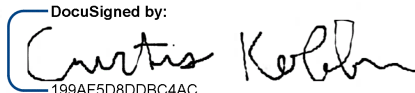
Subject: Chatham Area Transit (CAT) FY19 Z-230 Application

Dear Wykoda:

This letter confirms that CAT will be responsible for the local match amount listed in its "CAT Electric Bus and Infrastructure" application.

On behalf of the Chatham Area Transit Authority, we appreciate your consideration of our FY19 Z-230 application and we look forward to hearing from you.

Sincerely,

DocuSigned by:

199AF5D8DDBC4AC...
Curtis Koleber, CEO