

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Placer County
Project Name:	Rocklin Route Modification Year 2
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance transit service
Description of Project (Short):	Extend an existing fixed route service to two new significant retail centers in Rocklin.
Project Location:	Rocklin, CA
Project Start Date (anticipated):	1-Jul-16
Project End Date (anticipated):	30-Jun-17

Funding Information:

Funding Year:	FY 2015/16
Requested Amount of PUC 99313:	\$10,000
Requested Amount of PUC 99314:	\$0
Total LCTOP Funding:	\$10,000
Total Project Cost:	\$10,000

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	4.11
Project Life:	1
Estimated Total GHG Reduction:	4.11

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	No
Does the Project Benefit a DAC?	No
Identify the DAC Census Tracts?	
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	
Qualitative Description of DAC Benefit?	
Describe the DAC Need Project Addresses?	
Total GGRF \$ Allocated to DAC	

Co-benefit

Critical Air Pollution Reduction:	4.11
VMT Reduction:	38002
Ridership Increase	The added Saturday service is estimated to add 13,500 passengers per year
Fuel Ues Reduction:	
Energy Use Reduction:	

Low Carbon Transit Operations Program (LCTOP)
PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

Regional Entity: PCTPA

Project Lead: Placer County

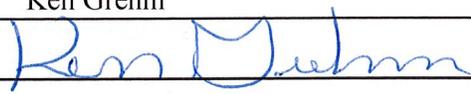
County: Placer

Project Title: Rocklin Route Modification Year 2

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Name: Ken Grehm

Signature: 

Title: Director of Public Works and Facilities

Agency: Placer County

Date: 2/1/2016

Amount:

Contributing Sponsor(s):

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

Name: Placer County Transportation Planning Agency

Signature: See Attached Letter

Title:

Agency:

Date:

Amount: \$ 10,000

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

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

<u>Operations Projects</u>				<u>Capital Projects</u>			
	A1		Ai		B1		Bi
x	A2		Aii		B2		Bii
	A3		Aiii		B3		Bii
	A4		Aiv		B4		
	A5						

Table 4: Project Summary

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

The purpose of this expanded transit service project is to add regularly scheduled fixed route service to two new significant shopping centers in Rocklin at I-80 and Sierra College Boulevard. The east end of the PCT Lincoln-Sierra College route would run in a one-way clockwise loop from Sierra Meadows Drive, north on Granite Drive serving the Commons bus stop on Granite Drive, continue to Sierra College Boulevard, turn south over the freeway, pull through the Crossings bus stop, return to southbound Sierra College Boulevard and then west on Rocklin Road. The bus would serve the Sierra College bus stop and then continue on the route back to Granite Drive and to Sierra Meadows Drive. The rest of the route heading west to the Galleria and then back through Rocklin and on to the Casino and Lincoln would remain unchanged.

This change adds the Commons and Crossings shopping centers to the Lincoln-Sierra College route. It would connect all of the locations on the bus route within Rocklin to these new destinations. The concept of this route change comes from the alternative recommended in the Rocklin Community Transit Study on pages 75 and 76.

Unfortunately, due to route run time constraints, the connection between the Commons & Crossings centers to Sierra College can only take place in one direction on this route. So, for example, a student who is attending classes at Sierra College and wishes to go to one of the centers for a job, to eat or to shop would only have a fast direct connection from the shopping centers to the College, but not in the other direction. Any other location on the route from Sierra Meadows to the west, would have a direct two-way connection.

To address this shortcoming, the Taylor Road Shuttle (TRS) would be modified to complete the full loop to make the connection from Sierra College campus to Commons & Crossings. The Taylor Road shuttle currently operates on 2-hour headway between Auburn and Sierra College. The TRS is designed to meet the PCT Light Rail-bound bus at 17 minutes past every-other hour and the PCT Auburn-bound bus at 40 minutes past every-other hour. This allows TRS passengers to transfer to and from the trunk line PCT route. During the 23 minute span between :17 and :40, the TRS bus is available to provide back-up to the Rocklin Dial-A-Ride, however it is not effective due to the lack sufficient time to serve dial-a-ride trips other than those that happen to be very close by. Therefore the TRS bus often sits idle during this 23 minute span.

The TRS could be changed to operate the one-way loop during this 23 minute span from the Sierra College campus, to the bus stop at Commons, to the bus at Crossings and back to Sierra College. This provides the connection from the campus to the shopping centers. And it also offers another connection from the shopping centers back to the Sierra College campus.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information,

<http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>. This added route is in Rocklin on Sierra College Boulevard, Rocklin Road and Granite Drive. A route map will be included in the application

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

Capital:
 Operations: 12 months

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

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

The added route service in Rocklin will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. The estimated ridership on this expanded service is 13,500, which, according to the LCTOP GHG emissions reduction calculator, will reduce GHG by 4.11 MTCO_{2e} and will displace 38,000 VMT.

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

The connection to the new very large retail centers in Rocklin was previously unserved by transit. The addition of this portion of the route will provide regular connections to these locations at a very modest cost providing an alternative mode of transportation to and from these locations.

c) Disadvantaged Communities (DAC) Project Criteria

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

Low Carbon Transportation Projects

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

Transit Projects

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

1F

2D

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

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

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

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

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

This route will directly connect Sierra College with a major retail and job center. Sierra College is the largest higher education campus in Placer County and is currently well served by transit. The improved fixed route is a more reliable transit service than was provided prior to the route change, which was an on-request service only.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	
End Closeout Phase	

Effective 11/15

Operations Projects	
Begin expanded/enhanced transit services	1-Jul-16
End expanded/enhanced transit services	30-Jun-17
Begin Closeout Phase	1-Jul-17
End Closeout Phase	31-Jul-17

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

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

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

Table 7: Operations Project Description

a) Describe the operating plan for this system.

This service will be operated by Placer County Transit, which is a division of the Placer County Department of Public Works. Placer County Transit's fixed route service is directly operated by the County. The City of Rocklin and Placer County have an ongoing agreement for Placer County Transit to provide transit services within the City. The enhanced service is part of a route that is already in operation by Placer County and funded by the City of Rocklin.

b) Describe the fare structure for this system.

General Public One-Way \$1.25
 Senior/Youth/Disabled One-Way \$0.60
 General Public 24 Hour Pass \$2.50
 Senior/Youth/Disabled 24 Hour Pass \$1.25
 General Public 10 Ride Pass \$10.00
 Senior/Youth/Disabled 10 Ride Pass \$5.00
 General Public 14 Day Pass \$21.50
 Senior/Youth/Disabled 14 Day Pass \$10.75
 General Public 30 Day Pass \$37.50
 Senior/Youth/Disabled 30 Day Pass \$18.75

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request. The Placer County Transportation Planning Agency accepted the final Rocklin Community Transit Study. This study provided ridership estimates for multiple route improvement options. The proposed route improvement in this application is slightly different from the options outlined in the plan but is based on the same concept of extending the existing route to the Rocklin Crossings and Rocklin Commons shopping centers. Ridership estimates were based on Institute of Traffic Engineers (ITE) trip rates for commercial centers the size of Rocklin Commons and Crossings.

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

Costs are based on the current cost model used by Placer County Transit: \$29.52 of fixed costs per hour + \$61.57 per vehicle revenue hour + \$1.27 per vehicle revenue mile.



January 27, 2016

Jila Priebe
Office Chief Program Policy Management
Division of Rail and Mass Transportation, MS #39
P.O. Box 942874
Sacramento, CA 94274-0001

Re: PCTPA FY 2015/16 LCTOP Section 99313 Contributions

Dear Ms. Priebe:

The Placer County Transportation Planning Agency (PCTPA) is an eligible recipient of Low Carbon Transit Operations Program (LCTOP) PUC Section 99313 funds and is a contributing sponsor on multiple LCTOP projects. The PCTPA Board of Directors approved the FY 2015/2016 Low Carbon Transit Operations Program (LCTOP) Fund Allocation on January 27, 2016 that identifies the project leads and the distribution of funds. Through the PCTPA Board action, this letter serves to confirm PCTPA's contribution of PUC Section 99313 LCTOP funds to the following project leads in lieu of a signature on each allocation request:

- City of Auburn – Bus Stop Enhancement Plan for \$10,973
- City of Roseville – Route S Service Expansion for \$151,946
- Placer County Transit - \$78,573 for the following three projects
 - 2nd Year Funding for SR 267 Year Round Service – \$32,175
 - 2nd Year Funding for Saturday Fixed Route Service in the City of Lincoln – \$36,398
 - **2nd Year Funding for Expanded Service to Rocklin Commons and Rocklin Crossings Commercial Centers – \$10,000**

PCTPA will claim the remaining balance of \$43,104 of the countywide section 99313 allocation for use on a regional bus stop enhancement plan.

Should you have any questions, please feel free to contact Aaron Hoyt of my staff at (530) 823-4032.

Sincerely,

Celia McAdam, AICP, CTP
Executive Director

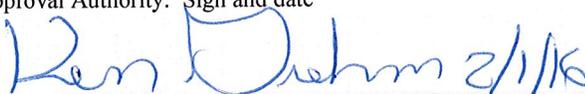
Enclosures: 1. PCTPA Board of Directors Agenda, Consent Calendar (see item #F2), January 27, 2016



Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

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

Person preparing this form (please type or print) Will Garner Phone: 530-745-7582 Date: 2/1/16

Approval Authority: Sign and date
 2/1/16
 Typed name and phone number: Ken Grehm 530-745-7500

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

Proposed Total Project Cost								Project
Component	Prior	FY 16/17	FY	FY	FY	FY	FY	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	0	10,000	0	0	0	0	0	10,000
TOTAL	0	10,000	0	0	0	0	0	10,000

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 16/17	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		10,000						10,000
TOTAL	0	10,000	0	0	0	0	0	10,000

Funding Source:								
Component	Prior	FY 16/17	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

Funding Source:								
Component	Prior	FY 16/17	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

Funding Source:								
Component	Prior	FY 16/17	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							



Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

Funding Source:								
Component	Prior	FY 16/17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

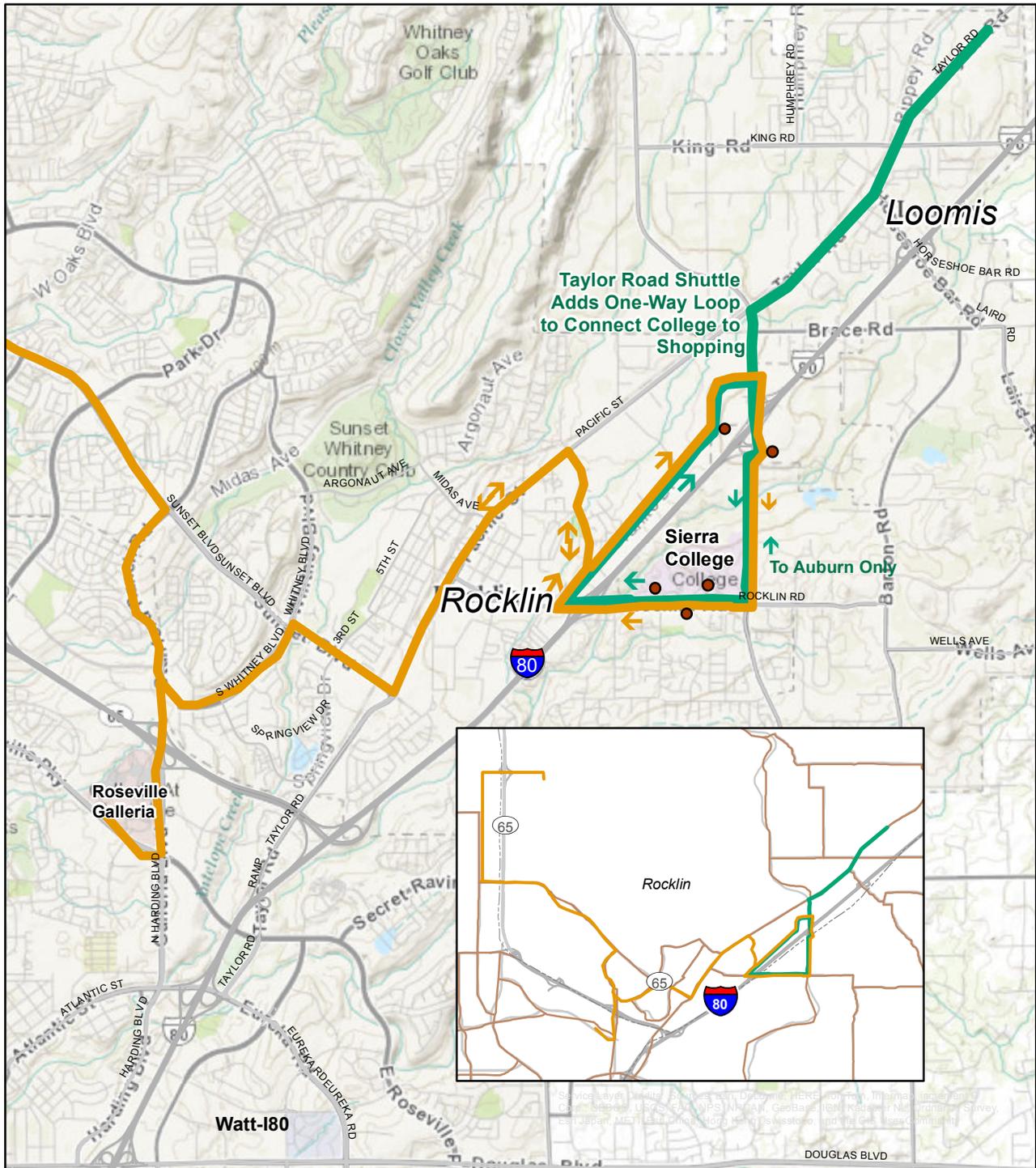
Funding Source:								
Component	Prior	FY 16/17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

Funding Source:								
Component	Prior	FY 16/17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

Funding Source:								
Component	Prior	FY 16/17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

Funding Source:								
Component	Prior	FY 16/17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0							

Proposed Route Modification



Taylor Road Shuttle Adds One-Way Loop to Connect College to Shopping

To Auburn Only



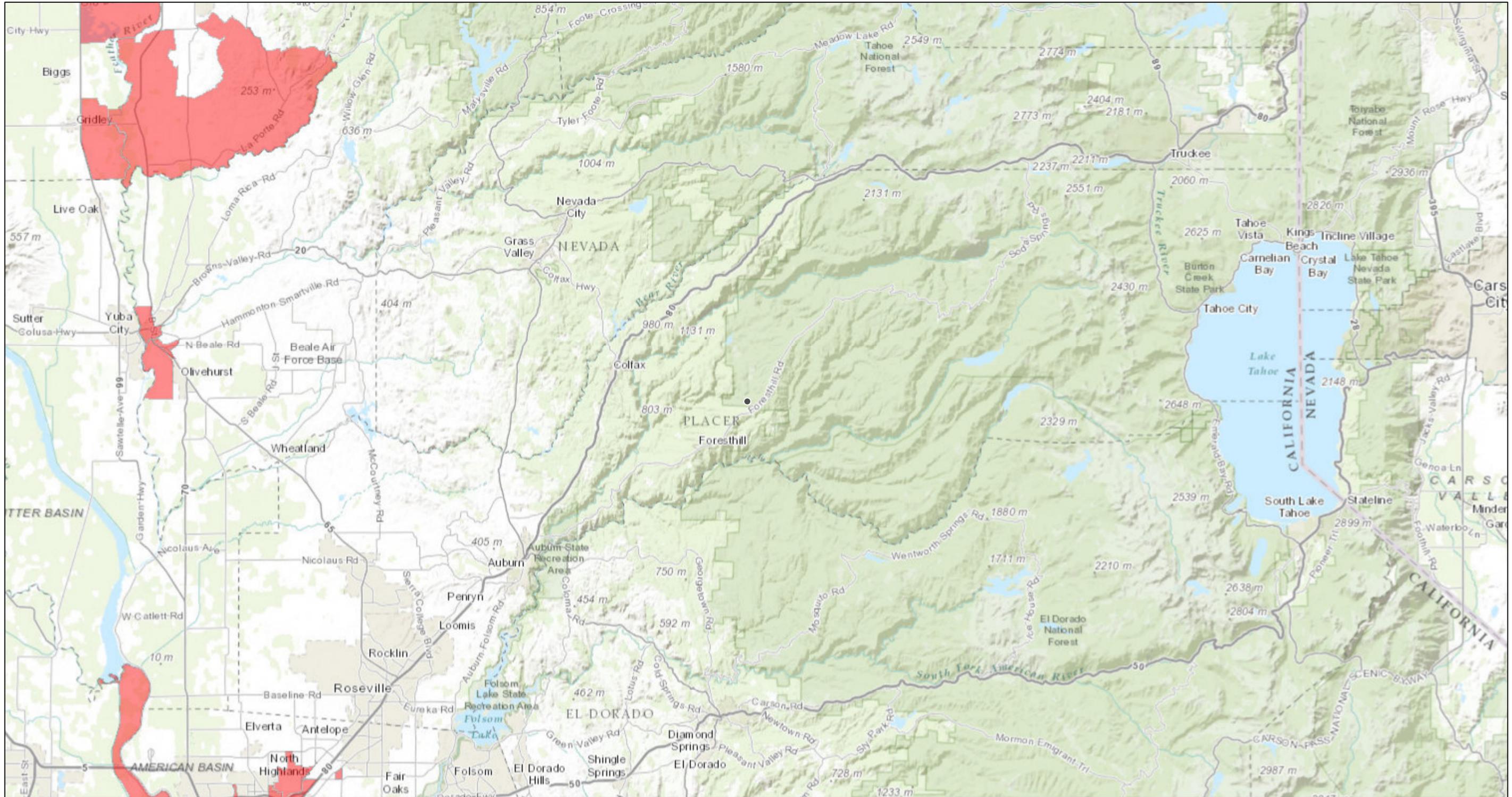
— Lincoln/Sierra College Route

— Taylor Shuttle

● Bus Stop

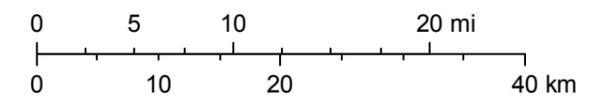


SB 535 Disadvantaged Communities



April 13, 2015

1:577,791



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