

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Sacramento Regional Transit District
Project Name:	Bus Route 25 Enhancement - Operations
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance transit service
Description of Project (Short):	Beginning Sept. 2015 improvement of headways from every 60 min to every 30 min on a portion of the route on Fair Oaks Blvd by extending trips from Marconi Ave & Fair Oaks Blvd to a new terminus further north to Manzanita Ave and Locust Ave.
Project Location:	Sacramento, CA
Project Start Date (anticipated):	Jul-16
Project End Date (anticipated):	Jun-17

Funding Information:

Funding Year:	2015-16
Requested Amount of PUC 99313:	\$ 69,000
Requested Amount of PUC 99314:	\$ -
Total LCTOP Funding:	\$ 69,000
Total Project Cost:	\$ 96,037

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	7.1 MTCO ₂ e
Project Life:	1 year
Estimated Total GHG Reduction:	7.1 MTCO ₂ e

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	Yes
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	TP 2A: Project provides improved local bus transit service for riders using stations or stops that are accessible by walking within ½ mile of a DAC.
Qualitative Description of DAC Benefit?	Greenhouse gas reduction from less auto use; greater access to grocery and retail stores in the vicinity of the enhanced route.
Describe the DAC Need Project Addresses?	The additional, more frequent service will allow individuals more access options to public transportation thereby eliminating the need to operate personal automobiles, which will contribute to an overall reduction in greenhouse gas.
Total GGRF \$ Allocated to DAC	69,000

Co-benefit

Critical Air Pollution Reduction:	Enhancement of service will reduce vehicle miles traveled and greenhouse gas
VMT Reduction:	Per capita average of 12.5 miles per one-way trip; 500 fewer VMT per weekday.
Ridership Increase	Net increase of 40 boardings per day
Fuel Use Reduction:	BR25 expansion project utilizes 40ft. Compressed Natural Gas (CNG) fueled buses
Energy Use Reduction:	BR25 expansion project promotes active transportation (walk, bike)

Low Carbon Transit Operations Program (LCTOP)

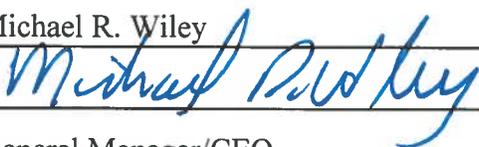
PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

Regional Entity: SACOG	
Project Lead: Sacramento Regional Transit District	County: Sacramento
Project Title: Bus Route 25 Enhancement - Operations	

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: Michael R. Wiley

Signature: 

Title: General Manager/CEO

Agency: Sacramento Regional Transit District

Date: _____ **Amount:** \$69,000 (PUC 99313)

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: _____ (signed letter attached)

Signature: _____

Title: _____

Agency: _____

Date: _____ **Amount:** _____

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

	<i>LCTOP Allocation</i>	<i>15/16</i>	<i>16/17</i>	<i>17/18</i>
Request Amount per PUC 99313:	\$69,000	\$0	\$0	\$0
Request Amount per PUC 99314:	\$0	\$0	\$0	\$0
Total Project Allocation Request:	\$69,000	\$0	\$0	\$0
Project Title:	Bus Route 25 Enhancement - Operations			
Project Location/Address:	Sacramento, CA			

Table 1: Project Lead Information

	<i>Legislative District Numbers</i>
Agency Name: Sacramento Regional Transit District	Assembly: 6,7,8,9
Contact Person: Joe Paglieroni	Senate: 1,3,4,6,8
Contact Phone #: 916-321-2956	Congressional: 3,4,6,7
Email Address: jpagliari@sacrt.com	Amount: PUC Funds Type:
Address: 1400 29th St. PO Box 2110	\$
Sacramento, CA 95812-2210	\$

Table 2: Contributing Sponsor Information

Name: SACOG	Amount :	PUC Fund Type:
Contact: Azadeh Doherty	\$ 69,000	<i>PUC 99313</i>
Contact Phone #: 916-340-6221	\$	
Email Address: adoherty@sacog.org		
Address: 1415 L St. Sacramento, CA 95814		
Other Contributing Sponsors: (Attach sheet with contact information)	Amount:	PUC Fund Type:
Name: _____	\$ _____	
Name: _____	\$ _____	
Name: _____	\$ _____	
TOTAL \$69,000		

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

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)).

Operations Projects			Capital Projects			
	A1		Ai			Bi
X	A2		Aii			Bii
	A3		Aiii			Bii
	A4		Aiv			
	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.

Category A-2, Expand/Enhance transit service

The enhancement of service on Route 25 implemented September 2015, improves headways from every 60 minutes to every 30 minutes on a portion of the current route (on Fair Oaks Blvd. in Carmichael) by extending trips that currently terminate at Marconi Ave. and Fair Oaks Blvd. to a new terminus on Manzanita Avenue and Locust Avenue near the Bel Air shopping center. This increase of service began in September of 2015; service will continue to operate Monday through Friday, and on Saturdays. Spans of service will remain the same. Performance goals include maintaining, if not improving the level of on-time performance (80.6% prior to implementation), and increasing ridership by an additional 40 boardings per day (assumes the level of service doubles for the existing 112 daily riders of this segment and a +0.35 headway elasticity).

This addition of service improves frequency and allows individuals more opportunities to travel to grocery stores and retail destinations in Carmichael along Fair Oaks Blvd. LCTOP funds are being requested for this project because the additional, more frequent service will allow individuals more access options to public transportation thereby eliminating the need to operate personal automobiles, which will contribute to an overall reduction in greenhouse gas.

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>.

Please see the provided maps (Attachment 1, 2 & 3). Maps have been provided to show the Bus Route 25 Enhancement in relation to the communities identified by the California Environmental Protection Agency (CalEPA) as disadvantaged (Attachment 1), and in relation to "minority" (Attachment 2) and "low-income" (Attachment 3) census tracts as defined by the Federal Transit Administration (FTA).

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 enhancement of service on Route 25 will reduce vehicle miles traveled (VMT) and greenhouse gas emissions by replacing auto trips with transit trips. The per capita generated average weekday VMT is 25 miles, which is cumulative vehicle travel by residents in the region, or round trip travel (<http://sacog.org/mtpscs/files/MTP-SCS/5B-VMT%20Final.pdf>). Ridership estimates indicate that the enhancement of service will result in an additional 40 boardings per day. Should each additional boarding replace the average weekday VMT of 12.5 miles per one-way trip, the Bus Route 25 enhancement will result in approximately 500 fewer VMT per weekday, ultimately reducing greenhouse gas emissions. According to the Greenhouse Gas Emission Reduction Calculator for LCTOP, the expected amount of greenhouse gas reductions resulting from this project is approximately 7.10 (MTCO_{2e}).

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

The Bus Route 25 Enhancement improves transit service by increasing service frequency along the portion of the route that operates between Marconi Ave. and Fair Oaks Blvd. and Manzanita Ave. and Locust Ave. This increase in frequency will improve access to retail establishments along Fair Oaks Blvd. and Manzanita Ave., and allow individuals to travel to and connect with RT's Route 23 which provides a connection to RT's Sunrise Mall Transit Center. Transit mode share is expected to increase because service frequency, access to retail businesses, and connectivity to other routes is increased which provides a more competitive alternative (than existing transit service) to travel by personal automobile.

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)).

<u>Low Carbon Transportation Projects</u>				<u>Transit Projects</u>				
	1A		2A		1A		1G	
	1B		2B		1B		1H	
	1C		2C		1C	X	2A	
	1D				1D		2B	
					1E		2C	
					1F		2D	
								2E
								2F
								2G
								2H
								2I

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.

Category 2A, Project provides improved local bus transit service for riders using stations or stops that are accessible by walking within ½ mile of a DAC (e.g., more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, bus rapid transit service).

Community members residing within one-half mile of the six stops on Route 25 that are located within DACs (between Bell Street and Fulton Ave) will experience a doubling in direct, one-seat ride, no transfer service on weekdays to or from the route segment identified for increased frequency (that operates along Fair Oaks Blvd in Carmichael). The Fair Oaks Blvd segment of Route 25 provides access to numerous shopping and employment opportunities. In addition to the stops located within DACs along Route 25, all connecting transit services that also serve DACs will also have increased access to Fair Oaks Blvd north of Marconi Ave.

RT conducts a Title VI and Environmental Justice analysis for every formally proposed major service and fare change. This analysis which considers both minority and low-income populations seeks to identify any change that may result in a disparate impact on minority populations or disproportional burden on low-income populations. While RT regularly prepares maps for general consideration that show the geospatial relationship between census tracts that are considered to be "minority" or "low-income" and services and service access points, RT's formal analysis is based on the FTA's preference that, when possible, demographic estimates of actual riders are used (rather than populations within a specified distance of transit access points). As such, RT uses estimates from on-board surveying efforts to estimate current and future use of service by minority and low-income populations. Impacts to disadvantaged groups are evaluated in relation to RT's system-wide use by demographic group.

Using RT's more detailed and FTA-approved process for evaluating impacts to disadvantaged communities, service operation along the Bus Route 25 Enhancement is estimated to have a positive impact on low-income populations. RT's Title VI analysis for this service estimated that approximately 56% of riders on the service enhancement will be minority persons and over 51% of riders will be low-income persons (the predicted percentage of riders from these disadvantaged communities is well-over the threshold of 25% of new riders being from disadvantaged communities that is identified in Attachment B, Step 2-E for transit projects). This service will improve fixed-route bus travel for disadvantaged communities by providing more frequent connection to another transit service which, in-turn, provides many other connections to transit services. The improved connectivity for disadvantaged communities resulting from implementation of the Bus Route 25 Enhancement is in-keeping with criteria identified in Attachment B, Step 2-B for transit projects. Furthermore, many of the personal automobile trips that will be supplanted by the additional frequency of trips on Bus Route 25 may be trips that are currently traveling through communities identified as disadvantaged by the CalEPA.

Based on the analysis described above, RT found that service pertaining to the Bus Route 25 Enhancement considers the service to be beneficial to disadvantaged communities.

**The FTA defines "minority" census areas as areas where the percentage minority population exceeds the percentage minority population in the service area. RT voluntarily uses the same definition for "low-income" census tracts.

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 type="checkbox"/> Coordination with Educational Institutions
<input checked="" type="checkbox"/> Improved Public Health	<input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12
<input type="checkbox"/> Reduced Operating/Maintenance Cost	<input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking)
<input 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.

The Bus Route 25 Enhancement improves public health and promotes active transportation through increased pedestrian and bicycling activity that will result from passengers utilizing the improved new service frequency. More passengers are expected to access the enhanced new service because of expanded frequency, which allows more coverage and more flexibility to actively travel by walking or biking to and from bus stops and destination(s).

The Bus Route 25 Enhancement promotes integration with other modes of transportation by providing more connectivity between fixed-route bus service. The improved service will allow more frequent connections to RT's Route 23 which provides a connection to several other bus routes which serve a number of different light rail stations.

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	

Operations Projects	
Begin expanded/enhanced transit services	Jul-16
End expanded/enhanced transit services	Jun-17
Begin Closeout Phase	7/1/2017
End Closeout Phase	8/31/2017

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.

The enhancement of service on Route 25 is being implemented to improve headways from every 60 minutes to every 30 minutes on a portion of the current route (on Fair Oaks Boulevard in Carmichael). Bus trips that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita Ave. and Locust Ave. near the Bel Air shopping center. This increase of service will provide additional service to grocery stores and retail destinations in Carmichael on Fair Oaks Blvd. Service will remain every 60 minutes the rest of the way to Sunrise Mall (from Manzanita Ave. and Locust Ave.) and is expected to begin in September of 2015. Service days and hours will remain the same and continue to operate Monday through Friday, and on Saturdays. Performance goals include maintaining, if not improving the level of on-time performance (80.6% prior to implementation), and increasing ridership by an additional 40 boardings per day (assumes the level of service doubles for the existing 112 daily riders of this segment and a +0.35 headway elasticity).

b) Describe the fare structure for this system.

RT offers a variety of fare payment options. Members of the general public may purchase single fare, daily, semi-monthly or monthly passes. Single fares allow for use of one-way travel on a given route or line. Daily, semi-monthly and monthly passes allow for unlimited system use during the indicated time frame. Single fare and daily passes may be purchased with cash just prior to boarding the system or in-advance via prepaid ticket books. The previously mentioned fare types are available at a base rate and discounts of 50% of the base price are provided to qualifying students, seniors and people with disabilities. RT allows for the use of discounted fare at any time of day.

RT's basic fares for single fares, daily passes and monthly passes are \$2.50, \$6.00 and \$100.00 respectively. Riders who qualify for the student, senior or disabled discount pay \$1.25, \$3.00 and \$50.00 for single fares, daily passes and monthly passes. Semi-monthly passes are offered at half of the cost of a monthly pass.

In addition to the previously mentioned fare payment options, RT offers several other pass types to agencies through pass agreements. RT currently has agreements with agencies such as the Sacramento County Department of Human Assistance, Francis House (a non-profit agency that helps low-income populations), the Los Rios Community College District and California State University, Sacramento to offer fares to program participants, clients and students at a discounted rate. RT provides significant discounts on several of the passes offered through fare agreements. Note: As of January 2016, RT is proposing increases to most fares. If approved, increases could take effect as early as July 2016.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

Ridership projections for the Bus Route 25 Enhancement project were developed by utilizing current ridership data and elasticity calculations. The estimated increase in daily boardings attributed to the Bus Route 25 Enhancement assumes a +0.35 headway elasticity and a doubling of service for 112 average weekday riders on the impacted segment. This method predicts that 40 additional boardings will occur per weekday on Route 25 as a result of Bus Route 25 Enhancement project.

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

Operating cost projections for the Bus Route 25 Enhancement were developed by calculating the net change in revenue hours per year for the route (892), and multiplying the net change in revenue hours per year with the direct cost per revenue hour for operating bus service (\$107.66) to yield an annual cost of \$ 96,037. Direct costs include bus operator salaries, benefits, materials, supplies, maintenance (labor, parts, supplies), fuel, insurance, and miscellaneous costs. Direct costs were divided by bus revenue hours to generate the direct cost per revenue hour rate. This is the operating cost for the Bus Route 25 Enhancement between July 2016 and June 2017 (see Attachment 4 - operating budget).



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.

Joe Paglieroni	916-321-2956	Date: January 22, 2016
Approval Authority: Sign and date <i>Michael R. Wiley 2/1/16</i>	Typed name and phone number: Michael R. Wiley, GM-CEO 916-321-2811	

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

Proposed Total Project Cost								Project
Component	Prior	FY 2015/16	FY 2016/17	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	69,000	27,037	0	0	0	0	96,037
TOTAL	0	69,000	27,037	0	0	0	0	96,037

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 2015/16	FY 2016/17	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		69,000						69,000
TOTAL	0	69,000	0	0	0	0	0	69,000

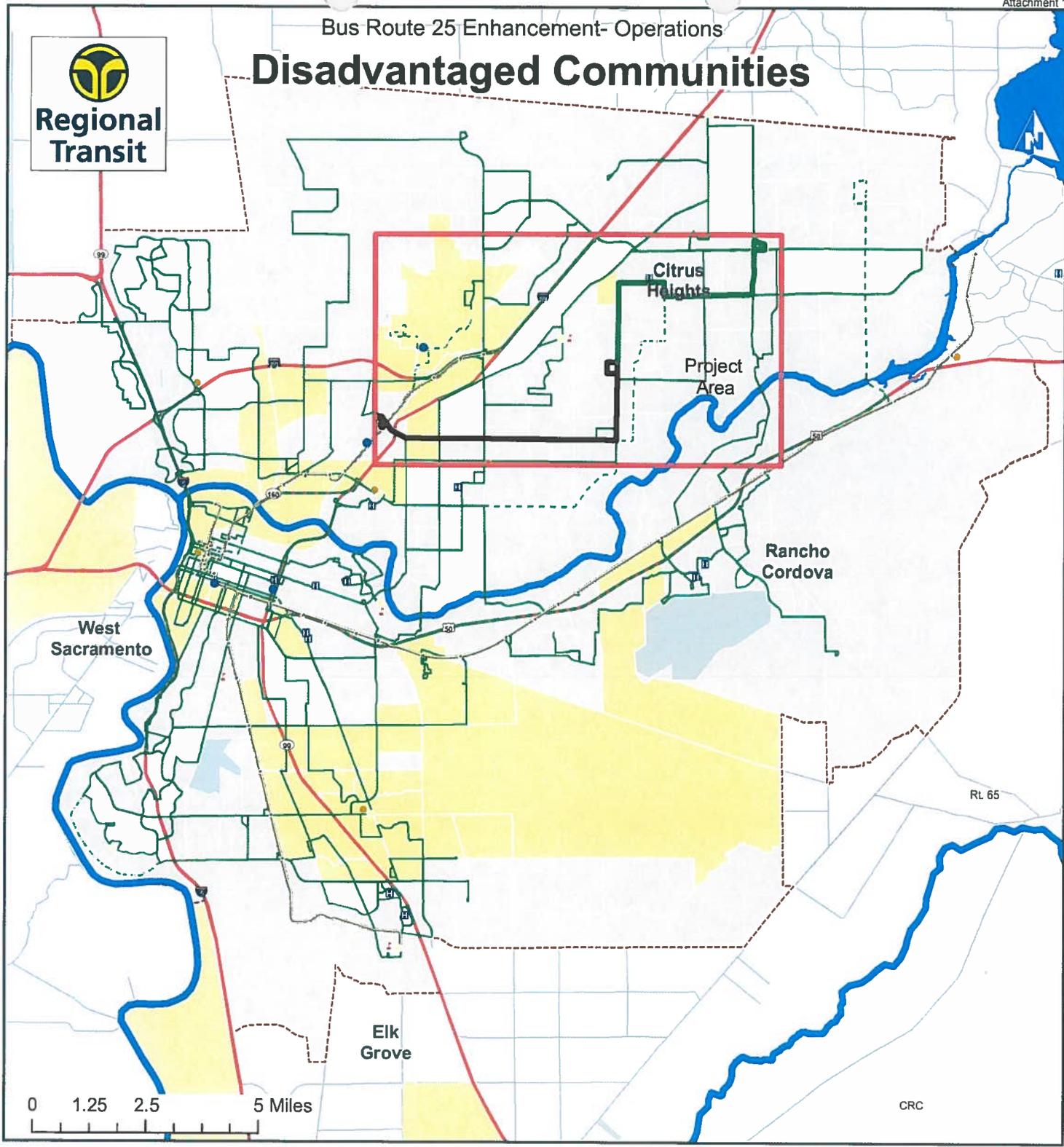
Funding Source: Fares								
Component	Prior	FY 2015/16	FY 2016/17	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other			10,963					10,963
TOTAL	0	0	10,963	0	0	0	0	10,963

Funding Source: Local: Measure, LTF, STA								
Component	Prior	FY 2015/16	FY 2016/17	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other			16,074					16,074
TOTAL	0	0	16,074	0	0	0	0	16,074

Funding Source:								
Component	Prior	FY 2015/16	FY 2016/17	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	0	0	0	0	0	0	0

Bus Route 25 Enhancement- Operations

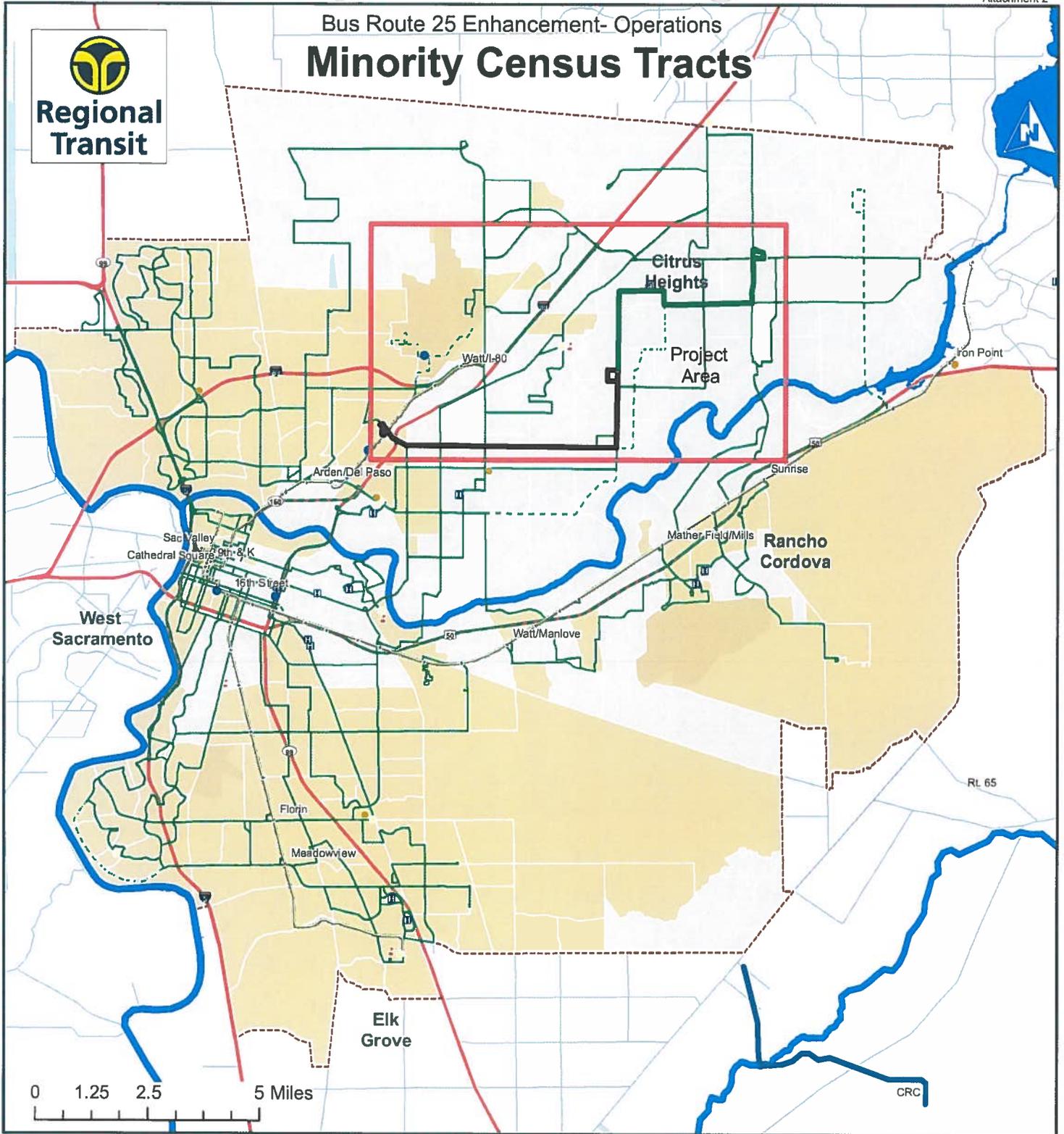
Disadvantaged Communities



	Service Area	Regional Features:
	Disadvantaged Communities	Hospitals
	Light Rail	College/University
	Bus Routes	Major Shopping Centers
	Peak-Only Bus Routes	Project Area:
	Light Rail Stations	Route 25 (30 min headways)
	Transit Center	Route 25 (60 min headways)
	RT Facility	



Bus Route 25 Enhancement- Operations Minority Census Tracts



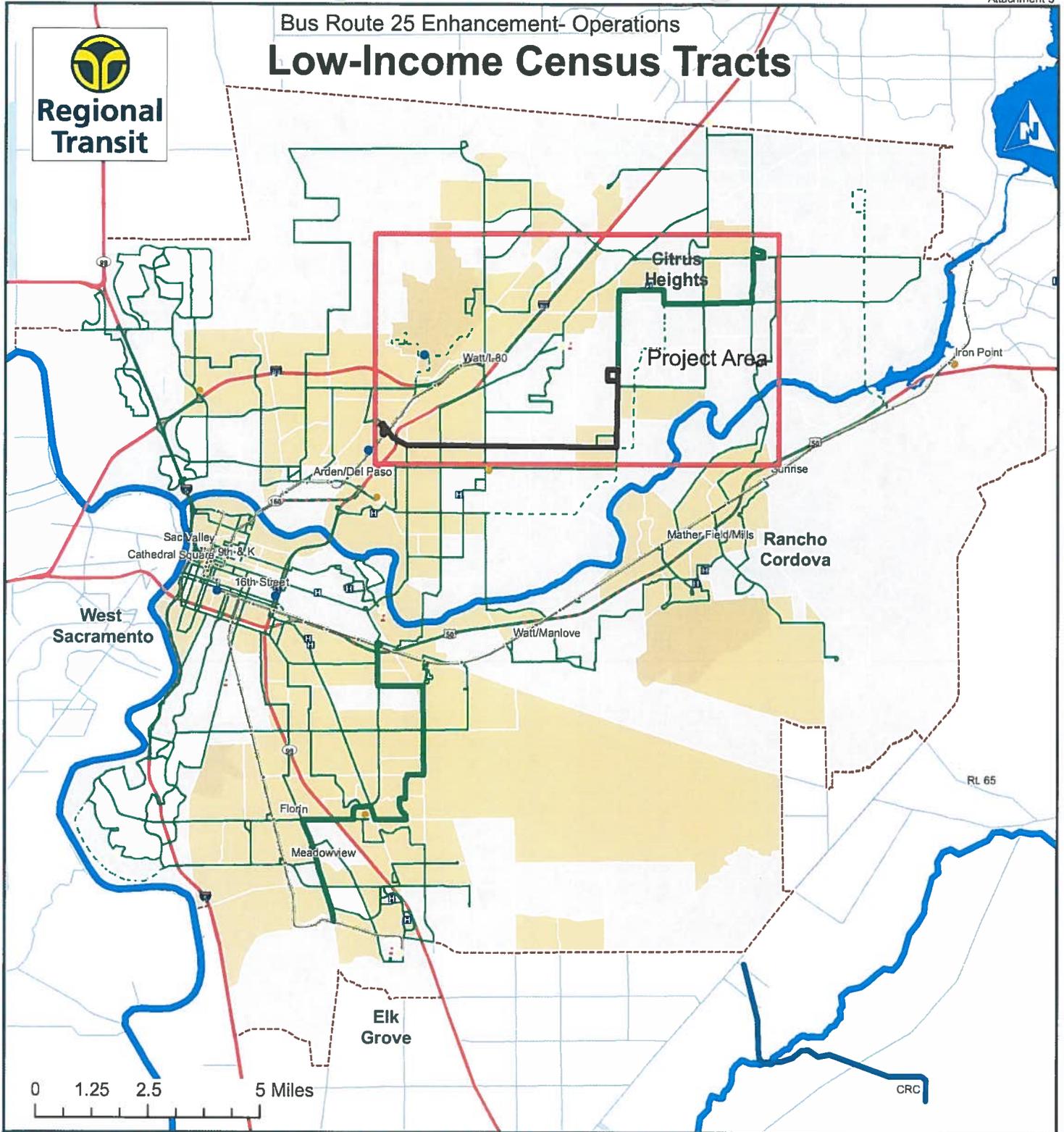
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|--|------------------------|----------------------|----------------------------|
| | Service Area | | Hospitals |
| | Minority Census Tracts | | College/University |
| | Light Rail | | Major Shopping Centers |
| | Bus Routes | | |
| | Peak-Only Bus Routes | Project Area: | |
| | Light Rail Stations | | Route 25 (30 min headways) |
| | Transit Center | | Route 25 (60 min headways) |
| | RT Facility | | |

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Minority = 581,172
 Shaded Census Tracts exceed 51.1% minority

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi



Bus Route 25 Enhancement- Operations Low-Income Census Tracts



- | | | | |
|--|-------------------------|--|----------------------------|
| | Service Area | | Hospitals |
| | Low Income Census Tract | | College/University |
| | Light Rail | | Major Shopping Centers |
| | Bus Routes | | |
| | Peak-Only Bus Routes | | |
| | Light Rail Stations | | |
| | Transit Center | | |
| | RT Facility | | |
| | Project Area: | | Route 25 (30 min headways) |
| | | | Route 25 (60 min headways) |

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Low-Income = 184,720
 Shaded Census Tracts exceed 16.4% low-income**

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi
 **Percent low-income is computed using a total population of only 1,124,238 for which Low Income is actually determined.



**California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16**

**Updated Emission factors on December 18, 2015.

The California Air Resources Board (ARB) is responsible for providing the quantification methodology to estimate greenhouse gas (GHG) emission reductions from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF).

This GHG emission reduction calculator accompanies the quantification methodology for the fiscal year (FY) 2015-16 GGRF Low Carbon Transit and Operations Program (LCTOP) available at: http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final_lctopgm.pdf

Applicants must use this calculator to estimate the GHG reductions associated with the LCTOP projects. **Refer to the quantification methodology document for background, step by step detailed instructions and examples.** To use this calculator, follow these steps:

Step 1 Identify the LCTOP proposed project type(s): The applicant must select at least one eligible project type from Tables 1 or 2 and may select additional project types from Tables 3 or 4.

Step 2 Determine the inputs needed: The applicant will use Tables 5 and 6 to determine the required project details needed for input into this calculator tool for the applicable project type selected in Step 1.

Step 3 Estimate GHG emission reductions: The applicant will enter the project details identified in Step 2 into this calculator tool to calculate the GHG emission reductions of the proposed project.

Read Me Tab (this page):

Enter the Project Name, Project ID and the contact information for person who can answer project specific questions from staff reviewers on the quantification calculations. The Project ID is assigned by Caltrans. This file will be submitted with other documentation requirements. Please use the following file naming convention: "[Project ID]_[Project Name]" not to exceed 20 characters. For example, if the application ID is "1-1C_001," the project name is "Transit BRT," and the file is the input file, the file name may be "1-1C_001Transit BRT." Project names may be abbreviated.

Project Name:	Bus Route 25 Enhancement - Operations
Project ID:	
Contact Name:	Joe Paglieroni
Contact Phone Number:	916-321-2956
Contact Email:	jpaglieroni@sacrt.com
Date Completed:	

Inputs Tab:

Headers in red indicate input needed by the project applicant. For each row, applicants must work from left to right and enter all relevant data. Some cells may not be applicable to the project. These cells will turn black and be locked based on inputs. Applicants should use as many rows as necessary to characterize all relevant features of the proposed project. Definitions are provided in the definitions tab, including how to determine Year 1, Year F, and adjustment factors. Inputs must be substantiated in the documentation provided to ARB; see Section C. Documentation of the quantification methodology.

Submit documentation: Save file for submittal. See Section C. Documentation of the quantification methodology for additional documentation requirements.

For more information on ARB's efforts to support implementation of GGRF investments, see: www.arb.ca.gov/auctionproceeds

Questions on this document should be forwarded to GGRFProgram@arb.ca.gov
Questions on the LCTOP program should be forwarded to LCTOPcomments@dot.ca.gov



California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16

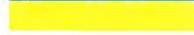
California Environmental Protection Agency
Air Resources Board

Project Name:	Bus Route 25 Enhancement - Operations
Project ID:	0

Inputs in **RED** must be filled out

Results	GHG Emissions (MTCO ₂ e)	Description
Net GHG Benefits	7.10	Total GHG Emission Reductions (MTCO ₂ e)
LCTOP Funds Requested (\$)	69,000.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
Total LCTOP Funds Requested (\$)	138,000.00	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amounts to estimate the subsequent funding allocations.
Total GGRF Funds Requested (\$)	138,000.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
Total GHG Emission Reductions / Total GGRF Funds Requested (\$)	0.0001	The metric to be reported in the application.

Input Var	Variable Explanation	RT Specific		Caltrans/CARB	
		Local Bus	Long-distance Commute / Rail	Local Bus	Long-distance Commute / Rail
A	Adjustment Factor for Transit Dependency			50%	83%
L	Length (miles) of average auto trip reduced (all days of service calc)	12	12		
AA	Adjustment Factor for Auto Trips Used to Access Transit Service	10%	25%		
LL	Length (miles) of average trip for auto access to transit			2	5
L	Length (miles) of average auto trip reduced (weekdays only)	12.5	12.5		

 Input used for Bus Service
 Input used for Rail Service

Route 25 Enhancement Operating Statement July 2016- June 2017)

Annual

REVENUE**Fares**

Expected (new) daily ridership	40		
Total expected new ridership per year	10,160		
Expected fare revenue (Avg fare = \$1.079)	\$ 10,962.64	\$	10,963

FY 2015-16 LCTOP requested - 99313		\$	69,000
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Local: Measure, LTF, STA		\$	16,074
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TOTAL REVENUE		\$	96,037
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COST

Revenue Hours (RH) for enhanced Route 25 (per day)	53.8		
RH for enhanced Route 25 per year	13,665		

Total revenue miles per day (before enhancement)	637.2		
Total revenue miles per day (after enhancement)	681.7		

Net change in RM per day	44.50		
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% of net change for Route 25	7.0%		
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Net change in RH per year	892		
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Direct cost (\$107.66) of net change in Route 25 service	\$ 96,036.67	\$	96,037
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REVENUE LESS COST		\$	(0)
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January 29, 2016

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

Re: SACOG FY 2015/16 LCTOP Section 99313 Contributions

Dear Ms. Priebe:

The Sacramento Area Council of Governments (SACOG) is an eligible recipient of Low Carbon Transit Operations Program (LCTOP) PUC Section 99313 funds and is a contributing sponsor on multiple LCTOP projects. On January 21, 2016, the SACOG Board of Directors approved the FY 2015/2016 Low Carbon Transit Operations Program (LCTOP) fund allocation which identifies the project leads and distribution amounts (see attachment). This is to confirm SACOG's contribution of PUC Section 99313 LCTOP funds to the following project leads in lieu of a signature on each allocation request:

*Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County*

Sacramento Regional Transit District

Connect Card-Operations - \$45,000
Bus Route 25 Enhancements (Operations) - \$69,000
Bus Route 65 Expansion (Operations) - \$130,000
South Line Phase 2 Light Rail Operations - \$688,620
Golden 1 Center Special Event LRT service - \$206,632

Yolo County Transportation District

Connect Card Project - \$138,233

SACOG

Connect Card Project - \$126,847

Elk Grove

Service frequency improvements for Route 156 (2nd Year) - \$157,074

Yuba Sutter Transit

Transit Stop Enhancements - \$165,582

City of Davis/Unitrans

Bike e-lockers at the Davis Multimodal Terminal (Amtrak Station)- \$65,238

If you have any questions, please contact Azadch Doherty, Senior Planner, at (916) 340-6221.

Sincerely,



Matt Carpenter
Director of Transportation Services

Attachment



Low Carbon Transit Operations Program (LCTOP) AUTHORIZED AGENT

AS THE Chairman of the Board of Directors
(Chief Executive Officer / Director / President / Secretary)

OF THE Sacramento Regional Transit District
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Michael R. Wiley, General Manager/CEO

(Name and Title of Authorized Agent) OR

(Name and Title of Authorized Agent) OR

Jay Schenirer

Chairman of the Board

(Print Name)

(Title)



(Signature)

Approved this 25th day of January 2016

Attachment: Board Resolution approving Authorized Agent



Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: Sacramento Regional Transit District

Agency Name: Sacramento Regional Transit District

Effective Date of this Document: January 25, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to



verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.



E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at the Department’s discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY:

Michael R. Wiley
General Manager/CEO

RESOLUTION NO. 16-01- 0008

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

January 25, 2016

AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) AND DELEGATE AUTHORITY TO THE GENERAL MANAGER/CEO TO SERVE AS RT'S AUTHORIZED AGENT FOR LCTOP FUNDS.

WHEREAS, the Sacramento Regional Transit District is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various guidelines and regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

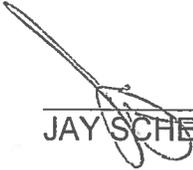
WHEREAS, the Sacramento Regional Transit District Board desires to delegate authorization to execute any action necessary for the purpose of obtaining LCTOP funds including executing these documents and any amendments thereto to Regional Transit's ("RT") General Manager/CEO.

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Board of Directors of the Sacramento Regional Transit District hereby agrees that it will comply with all conditions and requirements set forth in the LCTOP Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

THAT, the Board of Directors of the Sacramento Regional Transit District hereby authorizes the Sacramento Regional Transit District's General Manager/CEO to execute for and on RT's behalf any actions necessary for the purpose of obtaining LCTOP funding by the California Department of Transportation, Division of Rail and Mass Transportation, including LCTOP Certifications and Assurances document.

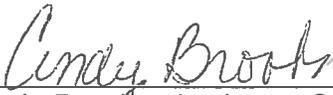
THAT, the RT Board Chair is hereby authorized and directed to execute the LCTOP Authorized Agent Designation Form designating RT's General Manager/CEO, RT's authorized agent.



JAY SCHENTRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: 

Cindy Brooks, Assistant Secretary

RESOLUTION NO. 16-01- 0009

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

January 25, 2016

AUTHORIZING THE SUBMITTAL OF PROJECT NOMINATIONS AND ALLOCATION REQUESTS TO CALTRANS FOR FISCAL YEAR 2015/16 LOW CARBON TRANSIT OPERATIONS PROGRAM

WHEREAS, the Sacramento Regional Transit District is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Sacramento Regional Transit District wishes to implement the LCTOP project(s) listed in Exhibit A.

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

THAT, the Board hereby authorizes the submittal of the project nomination(s) and allocation request(s), to the Department in FY 2015-16 LCTOP funds for the projects listed in Exhibit A.



JAY SCHENIRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: Cindy Brooks

Cindy Brooks, Assistant Secretary

**SACRAMENTO REGIONAL TRANSIT DISTRICT
FY 2015/16 LOW CARBON OPERATIONS PROGRAM (LCTOP)
ALLOCATION REQUEST PROJECT LIST**

- 1) **South Line Phase 2 Light Rail Expansion**
LCTOP Funds requested: \$1,341,868
Description: Operate the Phase 2 segment in FY 2015/16 and FY 2016/17.
Contributing Sponsor: SACOG

- 2) **Bus Route 65 Realignment**
LCTOP Funds requested: \$ 130,000
Description: Operate the realigned portion of Bus Route 65 in FY 2016/17.
Contributing Sponsor: SACOG

- 3) **Bus Route 25 Enhancement**
LCTOP Funds requested: \$ 69,000
Description: Operate enhancement of Bus Route 25 in FY 2016/17.
Contributing Sponsor: SACOG

- 4) **Connect Transit Card**
LCTOP Funds requested: \$45,000
Description: Operate universal fare card system in the Sacramento region in FY 2016/17
Contributing Sponsor: SACOG

- 5) **Golden 1 Arena Special Event Service**
LCTOP Funds requested: \$206,632
Description: Operate Light Rail Service after major events at the downtown Golden 1 Center from September 2016 to June 2017.
Contributing Sponsor: SACOG

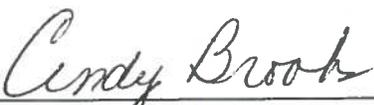
- 6) **Folsom Late Night Light Rail Service Enhancement projects**
LCTOP Funds requested: \$98,565
Description: Light Rail Service in Folsom 7pm to 11:30 pm
Weekdays, 7:00 pm to 9:30 pm Sundays, from September 2016 to June 2017
Contributing Sponsor: SACOG

CERTIFICATE OF RESOLUTION OF BOARD OF DIRECTORS
OF SACRAMENTO REGIONAL TRANSIT DISTRICT

The undersigned, duly qualified Assistant Secretary to the Board of Directors of the SACRAMENTO REGIONAL TRANSIT DISTRICT, certifies that the attached document is a true and correct copy of Resolution No. 16-01-0008, adopted at a legally convened meeting of the Board of Directors of the Sacramento Regional Transit District held on the 25th day of January, 2016.

The foregoing resolution has not been modified or rescinded and is in full force and effect at the date of this certificate.

DATE: January 26, 2016


CINDY BROOKS, Assistant Secretary

