

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

Project Information:

Lead Agency:	Sacramento Regional Transit District	
Project Name:	South Line Phase 2 Light Rail Extension Project	
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance transit service	
Description of Project (Short):	Operation of a 4.3 mile Light Rail segment extending from the Meadowview Station south/south east to Cosumnes River College. Trains run every 15 minutes on weekends before 7:30 pm, and on weekends and holidays every 30 minutes.	
Project Location:	Sacramento, CA	
Project Start Date (anticipated):		Jul-16
Project End Date (anticipated):		Jul-17

Funding Information:

Funding Year:	FY 2015-16	
Requested Amount of PUC 99313:	\$	688,620
Requested Amount of PUC 99314:	\$	751,813
Total LCTOP Funding:	\$	1,440,433
Total Project Cost:	\$	4,629,484

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	855.87 (MTCO _{2e})	
Project Life:	1 year	
Estimated Total GHG Reduction:	855.87 (MTCO _{2e})	

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 2D: Project provides improved intercity rail (and related feeder bus service), commuter bus or rail transit connectivity for riders using stations or stops in a ZIP code that contains a disadvantaged community census tract or within ½ mile of a disadvantaged community.	
Qualitative Description of DAC Benefit?	New rail access from Meadowview to Cosumnes River College (CRC), connected to rest of Blue Line. Improves regional and intercity rail travel. Reduces parking demand, highway congestion; provides greater public transit access for adjacent DACs, DACs of other transit lines feeding into Blue Line.	
Describe the DAC Need Project Addresses?	Greater access to educational facilities (CRC), employment, training, healthcare, social services & recreation south of prior terminus at Meadowview Rd. Mobility alternative to use of congested highways. Supports local economic land dev. goals by increasing transit service to current and future corridor activity centers	
Total GGRF \$ Allocated to DAC Benefits	\$	1,440,433

Co-benefit

Critical Air Pollution Reduction:	855.87 (MTCO _{2e})	
VMT Reduction:	8,923,243	
Ridership Increase	1,000,258	
Fuel Use Reduction:		
Energy Use Reduction:		



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:	\$688,620	\$0	\$0	\$0
Request Amount per PUC 99314:	\$751,813	\$0	\$0	\$0
Total Project Allocation Request:	\$1,440,433	\$0	\$0	\$0
Project Title:	South Line Phase 2 Light Rail Extension Project			
Project Location/Address:	Sacramento, CA			

Table 1: Project Lead Information

	Legislative District Numbers
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: jpaglieroni@sacrt.com	Amount: PUC Funds Type:
Address: 1400 29th St. PO Box 2110	\$ 751,813 PUC 99314
Sacramento, CA 95812-2210	\$

Table 2: Contributing Sponsor Information

Name: SACOG	Amount :	PUC Fund Type:
Contact: Azadeh Doherty	\$ 688,620	PUC 99313
Contact Phone #: 916-340-6221	\$	
Email Address: adoherty@sacog.org		
Address: 1415 L St. Sacramento, CA 95814		

<i>Other Contributing Sponsors: (Attach sheet with contact information)</i>	Amount:	PUC Fund Type:
Name: _____	\$	
Name: _____	\$	
Name: _____	\$	

TOTAL \$1,440,433

(*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		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.

RT started operating the newly constructed 4.3 mile light rail extension of the South (Blue) Line south from Meadowview Rd. to Cosumnes River College (CRC) on August 24, 2015. RT received FY 2014/15 LCTOP funding to operate the extension between September 2015 and June 2016.

RT is now seeking funding to operate service in year 2 (July 1, 2016 to June 30, 2017) along the SLP2 Project corridor. Service span of service and frequency is the same as year 1:

Light rail trains will operate and be open to the public from the Cosumnes River College Station between 5 a.m. and midnight on weekdays. On weekdays, trips will operate in both directions every 15 minutes before 7:30 p.m. and every 30 minutes after 7:30 p.m. Light rail service will be available from the Cosumnes River College Station between 5:30 a.m. and midnight on Saturdays with trips running every 30 minutes in both directions of travel. On Sundays and Holidays, RT will operate trains from the Cosumnes River College Station between 6 a.m. and 10 p.m. every 30 minutes in both directions.

Service along the SLP2 Project corridor is forecasted to increase ridership on RT's Blue Line by over 13% or nearly 2,900 passenger boardings per weekday. Increased access to and impacts on other services is forecasted to result in an additional increase of several hundred boardings per weekday on other area transit services. Based on ridership growth experienced with RT's Green Line (the latest extension/line to open), RT expects a net ridership increase over the first year of service as a result of this project.

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 (Exhibits 1, 2 & 3). Maps have been provided that show the SLP2 Project corridor service in relation to the communities identified by the California Environmental Protection Agency (CalEPA) as disadvantaged (Exhibit 1) and in relation to "minority" (Exhibit 2) and "low-income" (Exhibit 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

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 2008 Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report that was prepared for the SLP2 Project included an air quality analysis in-keeping with environmental review and FTA's requirements at the time. The estimates were prepared by Terry A. Hayes Associates using the EMFAC2007. The 2008 Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report estimated that the operation of service along the SLP2 Project corridor would reduce greenhouse gas (CO₂) emissions by over 6,500 tons annually.

RT recently worked with the Sacramento Area Council of Governments (SACOG) to update air quality benefit estimates in-keeping with the methodology specified in the Transit and Intercity Rail Capital Program (TIRCP) and using emissions factors from the Air Resources Board's (ARB) Mobile-Source Emission Factor model (EMFAC2011). These updated estimates yielded a more modest, but still significant impact on air quality. The updated estimate predicts that operation of service along the SLP2 Project corridor (as previously identified) will reduce greenhouse gas emissions by approximately 3,300 tons per year in 2017 and 2,600 tons per year by 2035 with a lifetime GHG reduction of just over 44,500 metric tons.

In 2015 RT contracted with DKS Associates for updated ridership estimates that are referenced in this application. As the newly generated ridership estimates are not included in a formally approved and vetted document, and are not consistent with the assumptions used in the environmental documents finalized in 2008, the former and updated air quality impact estimates referenced above use ridership projections from the 2008 environmental work, although the more recent estimates reflect changes to other known conditions and use a more current methodology.

The increase in transit service availability along the corridor of the SLP2 Project will increase area ridership and reduce vehicle miles traveled (VMT), thereby resulting in an increase in transit mode share and air quality benefits.

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

Ridership estimates provided by DKS Associates in March 2015 predict an increase of nearly 2,900 passenger boardings per weekday on RT's Blue Line due to the operation of service along the SLP2 Project. The DKS Associates estimates also considered impacts to other transit services. The net impact to all area transit services, including RT's Blue Line is estimated to increase transit ridership by approximately 3,300 boardings per weekday. The estimated increase of 3,300 passenger boardings per weekday excludes the increase in ridership anticipated solely from the realignment of RT's Route 65 (for which RT is submitting a separate allocation request), but includes increases to Route 65 anticipated due to the implementation of service along the SLP2 Project corridor.

This significant increase in regional transit ridership is anticipated to increase transit mode share and decrease VMT in the region.

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

<input type="checkbox"/>	1A	<input type="checkbox"/>	2A
<input type="checkbox"/>	1B	<input type="checkbox"/>	2B
<input type="checkbox"/>	1C	<input type="checkbox"/>	2C
<input type="checkbox"/>	1D		

Transit Projects

<input type="checkbox"/>	1A	<input type="checkbox"/>	1G	<input checked="" type="checkbox"/>	2E
<input type="checkbox"/>	1B	<input type="checkbox"/>	1H	<input type="checkbox"/>	2F
<input type="checkbox"/>	1C	<input type="checkbox"/>	2A	<input type="checkbox"/>	2G
<input type="checkbox"/>	1D	<input type="checkbox"/>	2B	<input type="checkbox"/>	2H
<input type="checkbox"/>	1E	<input type="checkbox"/>	2C	<input type="checkbox"/>	2I
<input type="checkbox"/>	1F	<input checked="" type="checkbox"/>	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.

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 SLP2 Project corridor is estimated to have a positive impact on both minority and low-income populations. RT's Title VI analysis for this service estimated that over 80% of riders on the service extension will be minority persons and over 60% 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). The service along the SLP2 Project corridor is also shown to operate adjacent to both "minority" and "low-income" census tracts for the complete length of the service extension. This service will improve intercity rail travel for disadvantaged communities along the Blue Line and throughout the region by providing more and better rail connections to other transit services such as bus routes serving the Cosumnes River College. The improved intercity connectivity for disadvantaged communities resulting from implementation of service along the SLP2 Project corridor is in-keeping with criteria identified in Attachment B, Step 2-D for transit projects.

Furthermore, many of the personal automobile trips that will be supplanted by trips on light rail service provided along the SLP2 Project corridor 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 along the SLP2 Project corridor created neither a disproportional burden or disparate impact, and considers all of 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.

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 checked="" type="checkbox"/> Improved Public Health	<input checked="" 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.

In addition to the air quality benefits anticipated from implementation (year 2) of service along the SLP2 Project corridor, this service is also likely to improve public health and promote active transportation through increased pedestrian and bicycling activity that will result from passengers accessing the new service. Several stations will have bike parking accommodations. The service will also promote public health by expanding RT's service coverage, thereby allowing for increased access to services that operate in close proximity to medical facilities.

The southern terminus of this new service will be at Cosumnes River College (CRC). CRC is an accredited college in the Los Rios Community College District and currently services more than 14,500 enrollees. CRC opened nearly 45 years ago and currently offers approximately 176 degrees and certificates. Frequent service on all service day types to CRC will greatly ease access to education opportunities in the Sacramento region.

This service will greatly enhance regional connectivity through expanded, interconnected light rail services along the primary corridors in Sacramento County by connecting the project area with service along Interstate 80 (existing Northeast Light Rail Line) and US 50 (existing Folsom Light Rail Line).

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	7/1/2016
End expanded/enhanced transit services	6/30/2017
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.

Light rail service on the SLP2 Project corridor will function as one operational line with existing service on RT's Blue Line. Trains will travel from the Cosumnes River College Station to the Watt/I-80 Station through downtown Sacramento, providing a one-seat ride opportunity to passengers wishing to travel between the furthestmost northern station and furthestmost southern station on RT's light rail system.

The service on RT's Blue Line will be extended from its current southern terminus at the Meadowview Light Rail station along the length of the South Line Phase 2 Light Rail Expansion Project to the Cosumnes River College Station thereby increasing the line and each trip by 4.3 miles.

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.

RT contracted with DKS Associates in March of 2015 for updated ridership estimates for SLP2 service operations. These updated estimates are based on more recent conditions and plans than those assumed for estimation purposes in the 2008 Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report.

The updated estimate used the Sacramento Activity-Based Travel Simulation Model (SACSIM) with a base year of 2012. SACSIM is an "activity based" travel demand model that was developed by the Sacramento Region's Municipal Planning Organization, the Sacramento Area Council of Governments. SACSIM is used for statutory planning purposes.

DKS Associates estimates for net change in boardings on RT (bus and rail) services resulting from the implementation of service along the project segment was adjusted to estimate ridership in the second year of service operation based on RT's past experience with new rail service.

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

The SLP2 Project will increase track miles by 10% and light rail fleet mileage by 17%. Additional staff will be needed to run/maintain the trains, maintain the track and other equipment (e.g., additional fare vending machines/connect card equipment), and perform crossing/OCS inspections. Additionally, there will be commensurate increases in supplies and services costs, including additional security services (1 police, 1 guard), and electricity consumption (traction power).

Staff have determined that 27 new positions will continue to be needed to operate South Line Phase 2 Light Rail Expansion. Wage and benefit amounts are calculated for each position. Year 2 operations start date is July 2016. Labor and non labor costs cover the period July 2016 to June 2017. See exhibit 4.



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 27, 2016
Approval Authority: Sign and date <i>Michael Dewley 1/29/16</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								
Component	Prior	FY 2015/16	FY 2016/17	FY	FY	FY	FY	Project 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	1,440,433	3,189,051	0	0	0	0	4,629,484
TOTAL	0	1,440,433	3,189,051	0	0	0	0	4,629,484

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		1,440,433						1,440,433
TOTAL	0	1,440,433	0	0	0	0	0	1,440,433

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			1,079,278					1,079,278
TOTAL	0	0	1,079,278	0	0	0	0	1,079,278

Funding Source: CMAQ								
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			2,000,000					2,000,000
TOTAL	0	0	2,000,000	0	0	0	0	2,000,000

Funding Source: Measure A/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			109,773					109,773
TOTAL	0	0	109,773	0	0	0	0	109,773

Exhibit 4

September 2016- June 2017 Operating Budget - Southline Phase 2

Dept: 35 Light Rail

	Amount (a)
REVENUE	
Fares (see Exhibit 5)	\$1,079,278
Federal- Congestion Mitigation Air Quality (CMAQ)	\$2,000,000
FY 2015-16 LCTOP 99313	\$688,620
FY 2015-16 LCTOP 99314	\$751,813
Measure A, LTF, STA	\$109,773
Total Revenue July 1, 2016-June 30, 2017	<u>\$4,629,484</u>

COSTS		
	Total # of Positions Southline Phase 2	Amount (a)
RT Labor		
Light Rail Assistant Mechanic	2	\$151,113
Light Rail Operator	8	\$664,504
Light Rail Vehicle Technician	6	\$562,705
Line Worker III	4	\$461,850
Maintenance Supervisor - Light Rail	2	\$306,842
Maintenance Supervisor - Wayside	2	\$312,256
Senior Rail Maintenance Worker	1	\$91,385
Transportation Supervisor	2	\$306,687
Total- RT Labor	27	<u>\$2,857,341</u>

Non Labor		
Services		
	Laundry	\$8,568
	Outside Services	\$45,288
	Physicals	\$1,224
	Non-revenue Services	\$12,240
	Security Services	<u>\$213,991</u>
Total Services		\$281,311
Supplies		
	Light Rail Vehicle Parts	\$507,960
	Fare Vending Machine Parts	\$42,840
	Wayside Spares	\$24,480
	Other Supplies	\$1,836
	Consumables	\$73,440
	Metro Tools	<u>\$12,240</u>
Total Supplies		<u>\$662,796</u>
Traction Power (Electricity)		<u>\$828,036</u>
Total Non Labor Costs		<u>\$1,772,143</u>

Total Operating Costs- Sept 2016-June 2017 **\$4,629,484**

Revenue less Operating Costs **\$0**

(a) RT Labor Cost includes salary + benefits

Exhibit 5

Blue Line to CRC - Ridership Changes

	Yr 1 Ridership (a) Change- Daily (unless indicated otherwise)	Annualized	Yr 2 Ridership (a) Increase 26%	
LRT Ridership Blue Line				
Average Fare Revenue				\$1.08
Weekday	2,718	690,372		
Saturday	1,115	57,956		
Sun/Hol	755	44,560		
Annual	4,588	792,888	1,000,258	\$ 1,079,278 Annual

NET FISCAL IMPACT

\$1,079,278 Net annual fare revenue- year 2

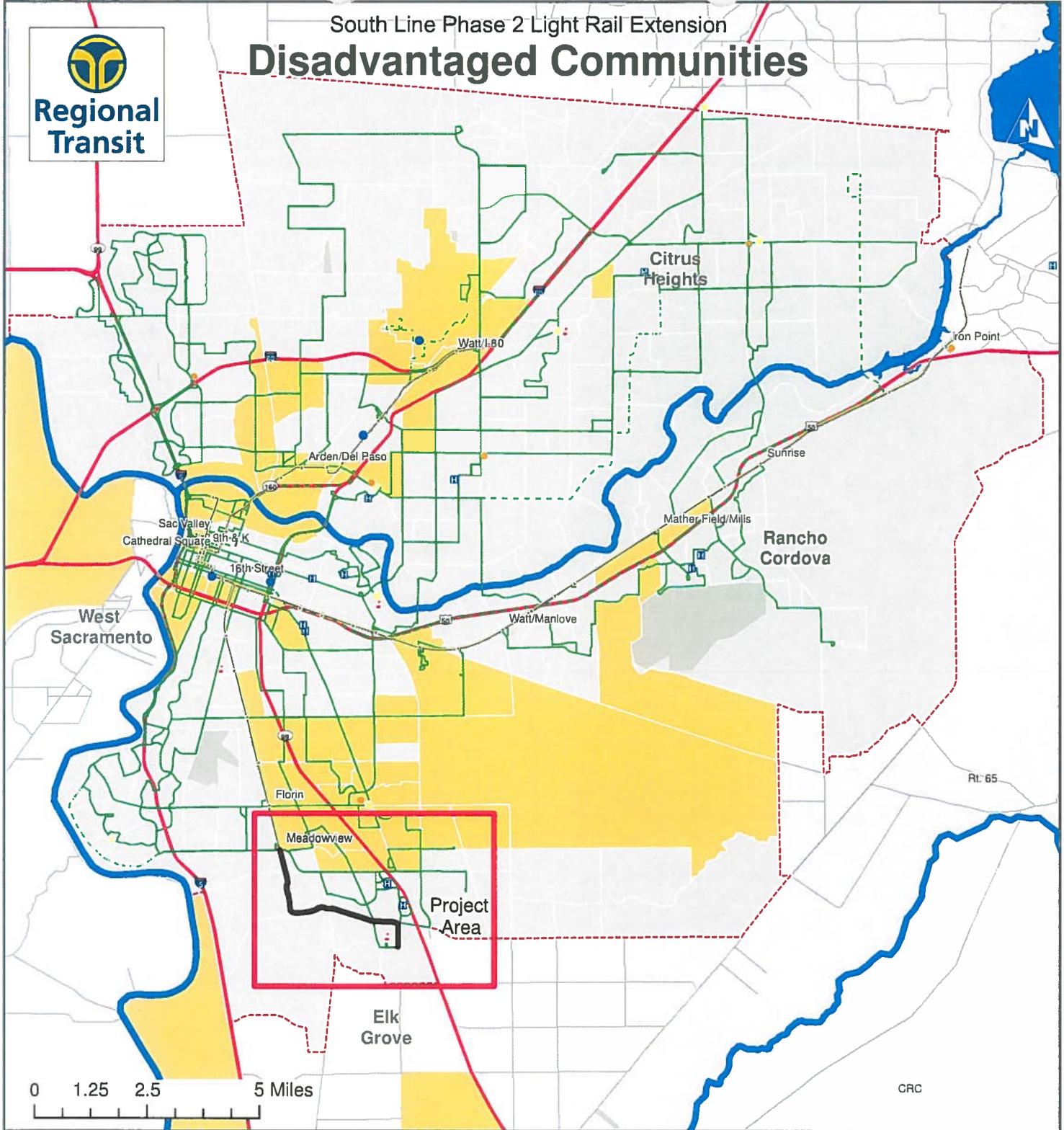
(a) Assumed 26% increase in year 2 over year 1 based on RT experience with Green Line LRT Startup

(b) Excludes ridership impact due solely to Route 65 Expansion (a separate LCTOP allocation request)

Net fiscal impact represents expected change in fare revenue from Blue Line to CRC extension, including new revenue on LRT, less ridership loss on buses, and including changes in Route 65 ridership due to only the Blue Line to CRC extension.



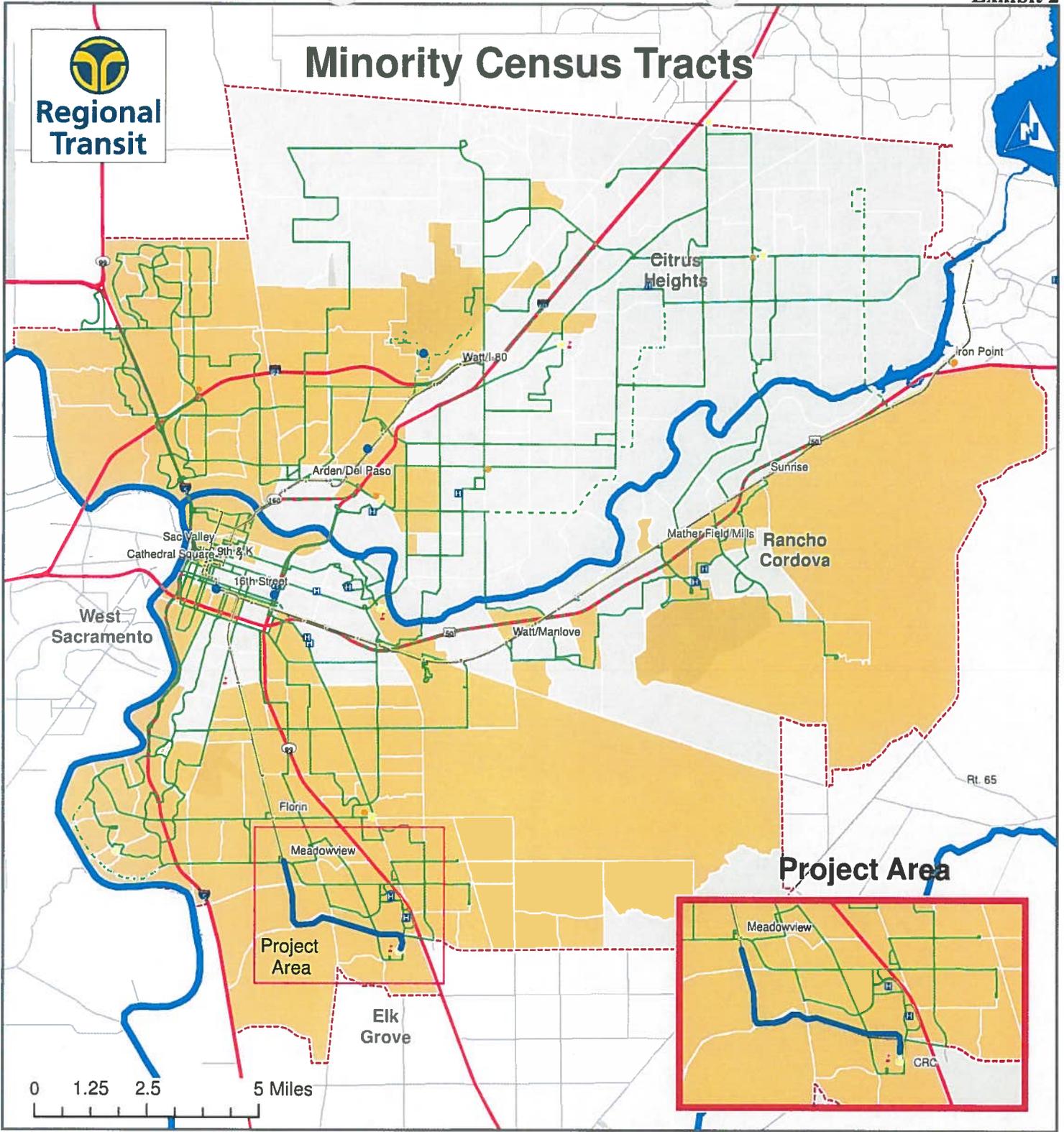
South Line Phase 2 Light Rail Extension Disadvantaged Communities



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	South Line Light Rail Extension
Transit Center	
RT Facility	



Minority Census Tracts



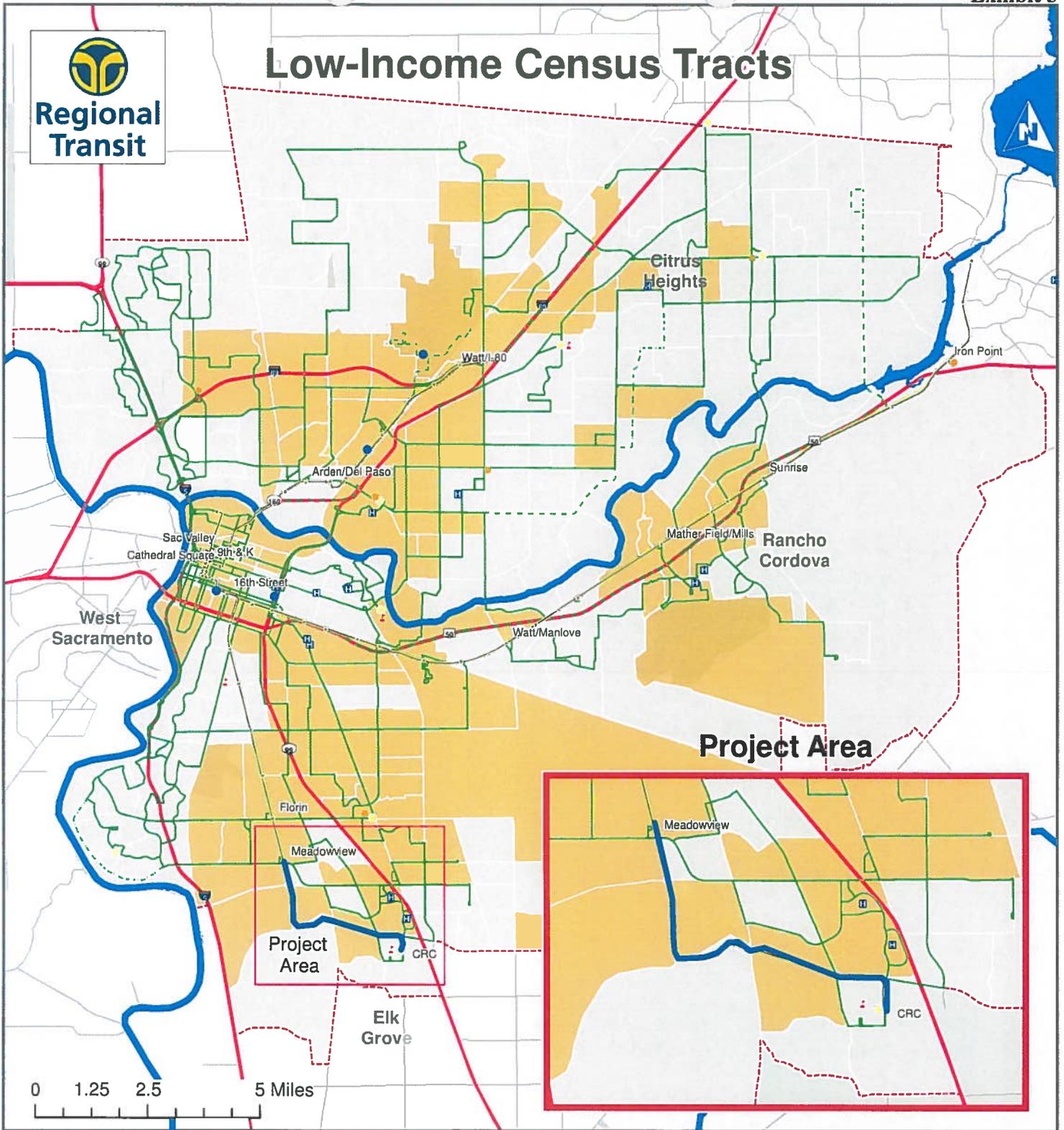
0 1.25 2.5 5 Miles

- Service Area
- Minority Census Tracts
- Light Rail
- Bus Routes
- Peak-Only Bus Routes
- Light Rail Stations
- Transit Center
- RT Facility

- Regional Features:**
- Hospitals
 - College/University
 - Major Shopping Centers
- Project Area:**
- Light Rail Extension

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



- Service Area
 - Low Income Census Tract
 - Light Rail
 - Bus Routes
 - Peak-Only Bus Routes
 - Light Rail Stations
 - Transit Center
 - RT Facility
- Regional Features:**
- Hospitals
 - College/University
 - Major Shopping Centers
- Project Area:**
- Light Rail Extension

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/finalictopqm.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:	Light Rail Service Extension to Cosumnes River College
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@dcl.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:	Light Rail Service Extension to Cosumnes River College
Project ID:	0

Inputs in **RED** must be filled out

Results	GHG Emissions (MTCO ₂ e)	Description
Net GHG Benefits	855.87	Total GHG Emission Reductions (MTCO ₂ e)
LCTOP Funds Requested (\$)	1,440,433.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
Total LCTOP Funds Requested (\$)	2,880,866.00	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 (\$)	2,880,866.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
Total GHG Emission Reductions / Total GGRF Funds Requested (\$)	0.0003	The metric to be reported in the application.

WKD

Watt & I 80	Marcon i Arcade	Swanston Station	Arden/ Del Paso	St Rose of Lima	8th & O	16th Street	City College	Meadow view	Franklin	Cosumnes	
Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	River College
		3:53a	3:57a	4:11a	4:14a	4:19a	4:27a	4:36a	4:42a	4:47a	1
		4:12a	4:16a	4:30a	4:33a	4:38a	4:46a	4:55a	5:01a	5:06a	2
		4:27a	4:31a	4:45a	4:48a	4:53a	5:01a	5:10a	5:16a	5:21a	3
		4:42a	4:46a	5:00a	5:03a	5:08a	5:16a	5:25a	5:31a	5:36a	4
		4:57a	5:01a	5:15a	5:18a	5:23a	5:31a	5:40a	5:46a	5:51a	5
5:03a	5:09a		5:18a	5:30a	5:33a	5:38a	5:46a	5:55a	6:01a	6:06a	6
5:18a	5:24a		5:31a	5:45a	5:48a	5:53a	6:01a	6:10a	6:16a	6:21a	7
5:33a	5:39a		5:46a	6:00a	6:03a	6:08a	6:16a	6:25a	6:31a	6:36a	8
5:48a	5:54a		6:01a	6:15a	6:18a	6:23a	6:31a	6:40a	6:46a	6:51a	9
6:03a	6:09a		6:16a	6:30a	6:33a	6:38a	6:46a	6:55a	7:01a	7:06a	10
6:18a	6:24a		6:31a	6:45a	6:48a	6:53a	7:01a	7:10a	7:16a	7:21a	11
6:33a	6:39a		6:46a	7:00a	7:03a	7:08a	7:16a	7:25a	7:31a	7:36a	12
6:48a	6:54a		7:01a	7:15a	7:18a	7:23a	7:31a	7:40a	7:46a	7:51a	13
7:03a	7:09a		7:16a	7:30a	7:33a	7:38a	7:46a	7:55a	8:01a	8:06a	14
7:18a	7:24a		7:31a	7:45a	7:48a	7:53a	8:01a	8:10a	8:16a	8:21a	15
7:33a	7:39a		7:46a	8:00a	8:03a	8:08a	8:16a	8:25a	8:31a	8:36a	16
7:48a	7:54a		8:01a	8:15a	8:18a	8:23a	8:31a	8:40a	8:46a	8:51a	17
8:03a	8:09a		8:16a	8:30a	8:33a	8:38a	8:46a	8:55a	9:01a	9:06a	18
8:18a	8:24a		8:31a	8:45a	8:48a	8:53a	9:01a	9:10a	9:16a	9:21a	19
8:33a	8:39a		8:46a	9:00a	9:03a	9:08a	9:16a	9:25a	9:31a	9:36a	20
8:48a	8:54a		9:01a	9:15a	9:18a	9:23a	9:31a	9:40a	9:46a	9:51a	21
9:03a	9:09a		9:16a	9:30a	9:33a	9:38a	9:46a	9:55a	10:01a	10:06a	22
9:18a	9:24a		9:31a	9:45a	9:48a	9:53a	10:01a	10:10a	10:16a	10:21a	23
9:33a	9:39a		9:46a	10:00a	10:03a	10:08a	10:16a	10:25a	10:31a	10:36a	24
9:48a	9:54a		10:01a	10:15a	10:18a	10:23a	10:31a	10:40a	10:46a	10:51a	25
10:03a	10:09a		10:16a	10:30a	10:33a	10:38a	10:46a	10:55a	11:01a	11:06a	26
10:18a	10:24a		10:31a	10:45a	10:48a	10:53a	11:01a	11:10a	11:16a	11:21a	27
10:33a	10:39a		10:46a	11:00a	11:03a	11:08a	11:16a	11:25a	11:31a	11:36a	28
10:48a	10:54a		11:01a	11:15a	11:18a	11:23a	11:31a	11:40a	11:46a	11:51a	29
11:03a	11:09a		11:16a	11:30a	11:33a	11:38a	11:46a	11:55a	12:01p	12:06p	30
11:18a	11:24a		11:31a	11:45a	11:48a	11:53a	12:01p	12:10p	12:16p	12:21p	31
11:33a	11:39a		11:46a	12:00p	12:03p	12:08p	12:16p	12:25p	12:31p	12:36p	32
11:48a	11:54a		12:01p	12:15p	12:18p	12:23p	12:31p	12:40p	12:46p	12:51p	33
12:03p	12:09p		12:16p	12:30p	12:33p	12:38p	12:46p	12:55p	1:01p	1:06p	34
12:18p	12:24p		12:31p	12:45p	12:48p	12:53p	1:01p	1:10p	1:16p	1:21p	35
12:33p	12:39p		12:46p	1:00p	1:03p	1:08p	1:16p	1:25p	1:31p	1:36p	36
12:48p	12:54p		1:01p	1:15p	1:18p	1:23p	1:31p	1:40p	1:46p	1:51p	37
1:03p	1:09p		1:16p	1:30p	1:33p	1:38p	1:46p	1:55p	2:01p	2:06p	38
1:18p	1:24p		1:31p	1:45p	1:48p	1:53p	2:01p	2:10p	2:16p	2:21p	39
1:33p	1:39p		1:46p	2:00p	2:03p	2:08p	2:16p	2:25p	2:31p	2:36p	40
1:48p	1:54p		2:01p	2:15p	2:18p	2:23p	2:31p	2:40p	2:46p	2:51p	41
2:03p	2:09p		2:16p	2:30p	2:33p	2:38p	2:46p	2:55p	3:01p	3:06p	42
2:18p	2:24p		2:31p	2:45p	2:48p	2:53p	3:01p	3:10p	3:16p	3:21p	43
2:33p	2:39p		2:46p	3:00p	3:03p	3:08p	3:16p	3:25p	3:31p	3:36p	44
2:48p	2:54p		3:01p	3:15p	3:18p	3:23p	3:31p	3:40p	3:46p	3:51p	45
3:03p	3:09p		3:16p	3:30p	3:33p	3:38p	3:46p	3:55p	4:01p	4:06p	46
3:18p	3:24p		3:31p	3:45p	3:48p	3:53p	4:01p	4:10p	4:16p	4:21p	47
3:33p	3:39p		3:46p	4:00p	4:03p	4:08p	4:16p	4:25p	4:31p	4:36p	48
3:48p	3:54p		4:01p	4:15p	4:18p	4:23p	4:31p	4:40p	4:46p	4:51p	49
4:03p	4:09p		4:16p	4:30p	4:33p	4:38p	4:46p	4:55p	5:01p	5:06p	50
4:18p	4:24p		4:31p	4:45p	4:48p	4:53p	5:01p	5:10p	5:16p	5:21p	51
4:33p	4:39p		4:46p	5:00p	5:03p	5:08p	5:16p	5:25p	5:31p	5:36p	52
4:48p	4:54p		5:01p	5:15p	5:18p	5:23p	5:31p	5:40p	5:46p	5:51p	53
5:03p	5:09p		5:16p	5:30p	5:33p	5:38p	5:46p	5:55p	6:01p	6:06p	54
5:18p	5:24p		5:31p	5:45p	5:48p	5:53p	6:01p	6:10p	6:16p	6:21p	55
5:33p	5:39p		5:46p	6:00p	6:03p	6:08p	6:16p	6:25p	6:31p	6:36p	56
5:48p	5:54p		6:01p	6:15p	6:18p	6:23p	6:31p	6:40p	6:46p	6:51p	57
6:18p	6:24p		6:31p	6:45p	6:48p	6:53p	7:01p	7:10p	7:16p	7:21p	58
6:48p	6:54p		7:01p	7:15p	7:18p	7:23p	7:31p	7:40p	7:46p	7:51p	59
7:18p	7:24p		7:31p	7:45p	7:48p	7:53p	8:01p	8:10p	8:16p	8:21p	60
7:48p	7:54p		8:01p	8:15p	8:18p	8:23p	8:31p	8:40p	8:46p	8:51p	61
8:18p	8:24p		8:31p	8:45p	8:48p	8:53p	9:01p	9:10p	9:16p	9:21p	62
8:48p	8:54p		9:01p	9:15p	9:18p	9:23p	9:31p	9:40p	9:46p	9:51p	63
9:18p	9:24p		9:31p	9:45p	9:48p	9:53p	10:01p	10:10p	10:16p	10:21p	64
9:48p	9:54p		10:01p	10:15p	10:18p	10:23p	10:31p	10:40p	10:46p	10:51p	65
10:18p	10:24p		10:31p	10:45p	10:48p	10:53p	11:01p	11:10p	11:16p	11:21p	66
10:48p	10:54p		11:01p	11:15p	11:18p	11:23p	11:31p	11:40p	11:46p	11:51p	67

WKD

Cosumnes	Franklin	Meadowview	City College	16th Street	St Rose of Lima	Arden/Del Paso	Marconi Arcade	Watt & I 80	
River College	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	
4:58a	5:01a	5:07a	5:16a	5:24a	5:32a	5:46a	5:53a	5:59a	1
5:11a	5:16a	5:22a	5:31a	5:39a	5:47a	6:01a	6:08a	6:14a	2
5:26a	5:31a	5:37a	5:46a	5:54a	6:02a	6:16a	6:23a	6:29a	3
5:41a	5:46a	5:52a	6:01a	6:09a	6:17a	6:31a	6:38a	6:44a	4
5:56a	6:01a	6:07a	6:16a	6:24a	6:32a	6:46a	6:53a	6:59a	5
6:11a	6:16a	6:22a	6:31a	6:39a	6:47a	7:01a	7:08a	7:14a	6
6:26a	6:31a	6:37a	6:46a	6:54a	7:02a	7:16a	7:23a	7:29a	7
6:41a	6:46a	6:52a	7:01a	7:09a	7:17a	7:31a	7:38a	7:44a	8

WKD	# of Train Trips per Day	# of Car Trips per Day	Avg # of cars/train trip	Net Train Mile Inc Per Day	Annual Net Train Mile Inc Per Day
WKD	135	390	2.9	1,677	425,958
SAT	76	152	2.0	654	33,987.20
SUN	66	132	2.0	568	33,488.40
Avg Car Consist					493.434

6:56a	7:01a	7:07a	7:16a	7:24a	7:32a	7:46a	7:53a	7:59a	9
7:11a	7:16a	7:22a	7:31a	7:39a	7:47a	8:01a	8:08a	8:14a	10
7:26a	7:31a	7:37a	7:46a	7:54a	8:02a	8:16a	8:23a	8:29a	11
7:41a	7:46a	7:52a	8:01a	8:09a	8:17a	8:31a	8:38a	8:44a	12
7:56a	8:01a	8:07a	8:16a	8:24a	8:32a	8:46a	8:53a	8:59a	13
8:11a	8:16a	8:22a	8:31a	8:39a	8:47a	9:01a	9:08a	9:14a	14
8:26a	8:31a	8:37a	8:46a	8:54a	9:02a	9:16a	9:23a	9:29a	15
8:41a	8:46a	8:52a	9:01a	9:09a	9:17a	9:31a	9:38a	9:44a	16
8:56a	9:01a	9:07a	9:16a	9:24a	9:32a	9:46a	9:53a	9:59a	17
9:11a	9:16a	9:22a	9:31a	9:39a	9:47a	10:01a	10:08a	10:14a	18
9:26a	9:31a	9:37a	9:46a	9:54a	10:02a	10:16a	10:23a	10:29a	19
9:41a	9:46a	9:52a	10:01a	10:09a	10:17a	10:31a	10:38a	10:44a	20
9:56a	10:01a	10:07a	10:16a	10:24a	10:32a	10:46a	10:53a	10:59a	21
10:11a	10:16a	10:22a	10:31a	10:39a	10:47a	11:01a	11:08a	11:14a	22
10:26a	10:31a	10:37a	10:46a	10:54a	11:02a	11:16a	11:23a	11:29a	23
10:41a	10:46a	10:52a	11:01a	11:09a	11:17a	11:31a	11:38a	11:44a	24
10:56a	11:01a	11:07a	11:16a	11:24a	11:32a	11:46a	11:53a	11:59a	25
11:11a	11:16a	11:22a	11:31a	11:39a	11:47a	12:01p	12:08p	12:14p	26
11:26a	11:31a	11:37a	11:46a	11:54a	12:02p	12:16p	12:23p	12:29p	27
11:41a	11:46a	11:52a	12:01p	12:09p	12:17p	12:31p	12:38p	12:44p	28
11:56a	12:01p	12:07p	12:16p	12:24p	12:32p	12:46p	12:53p	12:59p	29
12:11p	12:16p	12:22p	12:31p	12:39p	12:47p	1:01p	1:08p	1:14p	30
12:26p	12:31p	12:37p	12:46p	12:54p	1:02p	1:16p	1:23p	1:29p	31
12:41p	12:46p	12:52p	1:01p	1:09p	1:17p	1:31p	1:38p	1:44p	32
12:56p	1:01p	1:07p	1:16p	1:24p	1:32p	1:46p	1:53p	1:59p	33
1:11p	1:16p	1:22p	1:31p	1:39p	1:47p	2:01p	2:08p	2:14p	34
1:26p	1:31p	1:37p	1:46p	1:54p	2:02p	2:16p	2:23p	2:29p	35
1:41p	1:46p	1:52p	2:01p	2:09p	2:17p	2:31p	2:38p	2:44p	36
1:56p	2:01p	2:07p	2:16p	2:24p	2:32p	2:46p	2:53p	2:59p	37
2:11p	2:16p	2:22p	2:31p	2:39p	2:47p	3:01p	3:08p	3:14p	38
2:26p	2:31p	2:37p	2:46p	2:54p	3:02p	3:16p	3:23p	3:29p	39
2:41p	2:46p	2:52p	3:01p	3:09p	3:17p	3:31p	3:38p	3:44p	40
2:56p	3:01p	3:07p	3:16p	3:24p	3:32p	3:46p	3:53p	3:59p	41
3:11p	3:16p	3:22p	3:31p	3:39p	3:47p	4:01p	4:08p	4:14p	42
3:26p	3:31p	3:37p	3:46p	3:54p	4:02p	4:16p	4:23p	4:29p	43
3:41p	3:46p	3:52p	4:01p	4:09p	4:17p	4:31p	4:38p	4:44p	44
3:56p	4:01p	4:07p	4:16p	4:24p	4:32p	4:46p	4:53p	4:59p	45
4:11p	4:16p	4:22p	4:31p	4:39p	4:47p	5:01p	5:08p	5:14p	46
4:26p	4:31p	4:37p	4:46p	4:54p	5:02p	5:16p	5:23p	5:29p	47
4:41p	4:46p	4:52p	5:01p	5:09p	5:17p	5:31p	5:38p	5:44p	48
4:56p	5:01p	5:07p	5:16p	5:24p	5:32p	5:46p	5:53p	5:59p	49
5:11p	5:16p	5:22p	5:31p	5:39p	5:47p	6:01p	6:08p	6:14p	50
5:26p	5:31p	5:37p	5:46p	5:54p	6:02p	6:16p	6:23p	6:29p	51
5:41p	5:46p	5:52p	6:01p	6:09p	6:17p	6:31p	6:38p	6:44p	52
5:56p	6:01p	6:07p	6:16p	6:24p	6:32p	6:46p	6:53p	6:59p	53
6:11p	6:16p	6:22p	6:31p	6:39p	6:47p	7:01p	7:08p	7:14p	54
6:26p	6:31p	6:37p	6:46p	6:54p	7:02p	7:16p	7:23p	7:29p	55
6:41p	6:46p	6:52p	7:01p	7:09p	7:17p	7:31p	7:38p	7:44p	56
6:56p	7:01p	7:07p	7:16p	7:24p	7:32p	7:46p	7:53p	7:59p	57
7:11p	7:16p	7:22p	7:31p	7:39p	7:47p	8:01p	8:08p	8:14p	58
7:26p	7:31p	7:37p	7:46p	7:54p	8:02p	8:16p	8:23p	8:29p	59
7:56p	8:01p	8:07p	8:16p	8:24p	8:32p	8:46p	8:53p	8:59p	60
8:26p	8:31p	8:37p	8:46p	8:54p	9:02p	9:16p	9:23p	9:29p	61
8:56p	9:01p	9:07p	9:16p	9:24p	9:32p	9:46p	9:53p	9:59p	62
9:26p	9:31p	9:37p	9:46p	9:54p	10:02p	10:16p	10:23p	10:29p	63
9:56p	10:01p	10:07p	10:16p	10:24p	10:32p	10:46p	10:53p	10:59p	64
10:26p	10:31p	10:37p	10:46p	10:54p	11:02p	11:16p	11:23p	11:29p	65
10:56p	11:01p	11:07p	11:16p	11:24p	11:32p	11:46p	11:53p	11:59p	66
11:26p	11:31p	11:37p	11:46p	11:54p	12:02a	12:16a	12:23a	12:29a	67
11:56p	12:01a	12:07a	12:16a	12:24a	12:32a	12:46a	12:53a	12:59a	68

SAT

Watt & I-80	Marconi Arcade	Swanston Station	Arden/Del Paso	St Rose of Lima	16th Street	City College	Meadowview	Franklin	Cosumnes	
Light Rail	Light Rail			Light Rail	Light Rail		Light Rail	Light Rail	River College	
		4:27a	4:31a	4:45a	4:53a	5:01a	5:10a	5:16a	5:21a	1
		4:57a	5:01a	5:15a	5:23a	5:31a	5:40a	5:46a	5:51a	2
5:18a	5:24a		5:31a	5:45a	5:53a	6:01a	6:10a	6:16a	6:21a	3
5:48a	5:54a		6:01a	6:15a	6:23a	6:31a	6:40a	6:46a	6:51a	4
6:18a	6:24a		6:31a	6:45a	6:53a	7:01a	7:10a	7:16a	7:21a	5
6:48a	6:54a		7:01a	7:15a	7:23a	7:31a	7:40a	7:46a	7:51a	6
7:18a	7:24a		7:31a	7:45a	7:53a	8:01a	8:10a	8:16a	8:21a	7
7:48a	7:54a		8:01a	8:15a	8:23a	8:31a	8:40a	8:46a	8:51a	8
8:18a	8:24a		8:31a	8:45a	8:53a	9:01a	9:10a	9:16a	9:21a	9
8:48a	8:54a		9:01a	9:15a	9:23a	9:31a	9:40a	9:46a	9:51a	10
9:18a	9:24a		9:31a	9:45a	9:53a	10:01a	10:10a	10:16a	10:21a	11
9:48a	9:54a		10:01a	10:15a	10:23a	10:31a	10:40a	10:46a	10:51a	12
10:18a	10:24a		10:31a	10:45a	10:53a	11:01a	11:10a	11:16a	11:21a	13
10:48a	10:54a		11:01a	11:15a	11:23a	11:31a	11:40a	11:46a	11:51a	14
11:18a	11:24a		11:31a	11:45a	11:53a	12:01p	12:10p	12:16p	12:21p	15
11:48a	11:54a		12:01p	12:15p	12:23p	12:31p	12:40p	12:46p	12:51p	16
12:18p	12:24p		12:31p	12:45p	12:53p	1:01p	1:10p	1:16p	1:21p	17
12:48p	12:54p		1:01p	1:15p	1:23p	1:31p	1:40p	1:46p	1:51p	18
1:18p	1:24p		1:31p	1:45p	1:53p	2:01p	2:10p	2:16p	2:21p	19
1:48p	1:54p		2:01p	2:15p	2:23p	2:31p	2:40p	2:46p	2:51p	20
2:18p	2:24p		2:31p	2:45p	2:53p	3:01p	3:10p	3:16p	3:21p	21
2:48p	2:54p		3:01p	3:15p	3:23p	3:31p	3:40p	3:46p	3:51p	22
3:18p	3:24p		3:31p	3:45p	3:53p	4:01p	4:10p	4:16p	4:21p	23
3:48p	3:54p		4:01p	4:15p	4:23p	4:31p	4:40p	4:46p	4:51p	24
4:18p	4:24p		4:31p	4:45p	4:53p	5:01p	5:10p	5:16p	5:21p	25
4:48p	4:54p		5:01p	5:15p	5:23p	5:31p	5:40p	5:46p	5:51p	26
5:18p	5:24p		5:31p	5:45p	5:53p	6:01p	6:10p	6:16p	6:21p	27
5:48p	5:54p		6:01p	6:15p	6:23p	6:31p	6:40p	6:46p	6:51p	28
6:18p	6:24p		6:31p	6:45p	6:53p	7:01p	7:10p	7:16p	7:21p	29

6:48p	6:54p		7:01p	7:15p	7:23p	7:31p	7:40p	7:46p	7:51p	30
7:18p	7:24p		7:31p	7:45p	7:53p	8:01p	8:10p	8:16p	8:21p	31
7:48p	7:54p		8:01p	8:15p	8:23p	8:31p	8:40p	8:46p	8:51p	32
8:18p	8:24p		8:31p	8:45p	8:53p	9:01p	9:10p	9:16p	9:21p	33
8:48p	8:54p		9:01p	9:15p	9:23p	9:31p	9:40p	9:46p	9:51p	34
9:18p	9:24p		9:31p	9:45p	9:53p	10:01p	10:10p	10:16p	10:21p	35
9:48p	9:54p		10:01p	10:15p	10:23p	10:31p	10:40p	10:46p	10:51p	36
10:18p	10:24p		10:31p	10:45p	10:53p	11:01p	11:10p	11:16p	11:21p	37
10:48p	10:54p		11:01p	11:15p	11:23p	11:31p	11:40p	11:46p	11:51p	38

SAT

Cosumnes	Franklin	Meadowview	City College	16th Street	St Rose of Lima	Arden/Del Paso	Marconi Arcade	Watt & I-80	
River College	Light Rail	Light Rail		Light Rail	Light Rail		Light Rail	Light Rail	
5:26a	5:31a	5:37a	5:46a	5:54a	6:02a	6:16a	6:23a	6:29a	1
5:56a	6:01a	6:07a	6:16a	6:24a	6:32a	6:46a	6:53a	6:59a	2
6:26a	6:31a	6:37a	6:46a	6:54a	7:02a	7:16a	7:23a	7:29a	3
6:56a	7:01a	7:07a	7:16a	7:24a	7:32a	7:46a	7:53a	7:59a	4
7:26a	7:31a	7:37a	7:46a	7:54a	8:02a	8:16a	8:23a	8:29a	5
7:56a	8:01a	8:07a	8:16a	8:24a	8:32a	8:46a	8:53a	8:59a	6
8:26a	8:31a	8:37a	8:46a	8:54a	9:02a	9:16a	9:23a	9:29a	7
8:56a	9:01a	9:07a	9:16a	9:24a	9:32a	9:46a	9:53a	9:59a	8
9:26a	9:31a	9:37a	9:46a	9:54a	10:02a	10:16a	10:23a	10:29a	9
9:56a	10:01a	10:07a	10:16a	10:24a	10:32a	10:46a	10:53a	10:59a	10
10:26a	10:31a	10:37a	10:46a	10:54a	11:02a	11:16a	11:23a	11:29a	11
10:56a	11:01a	11:07a	11:16a	11:24a	11:32a	11:46a	11:53a	11:59a	12
11:26a	11:31a	11:37a	11:46a	11:54a	12:02p	12:16p	12:23p	12:29p	13
11:56a	12:01p	12:07p	12:16p	12:24p	12:32p	12:46p	12:53p	12:59p	14
12:26p	12:31p	12:37p	12:46p	12:54p	1:02p	1:16p	1:23p	1:29p	15
12:56p	1:01p	1:07p	1:16p	1:24p	1:32p	1:46p	1:53p	1:59p	16
1:26p	1:31p	1:37p	1:46p	1:54p	2:02p	2:16p	2:23p	2:29p	17
1:56p	2:01p	2:07p	2:16p	2:24p	2:32p	2:46p	2:53p	2:59p	18
2:26p	2:31p	2:37p	2:46p	2:54p	3:02p	3:16p	3:23p	3:29p	19
2:56p	3:01p	3:07p	3:16p	3:24p	3:32p	3:46p	3:53p	3:59p	20
3:26p	3:31p	3:37p	3:46p	3:54p	4:02p	4:16p	4:23p	4:29p	21
3:56p	4:01p	4:07p	4:16p	4:24p	4:32p	4:46p	4:53p	4:59p	22
4:26p	4:31p	4:37p	4:46p	4:54p	5:02p	5:16p	5:23p	5:29p	23
4:56p	5:01p	5:07p	5:16p	5:24p	5:32p	5:46p	5:53p	5:59p	24
5:26p	5:31p	5:37p	5:46p	5:54p	6:02p	6:16p	6:23p	6:29p	25
5:56p	6:01p	6:07p	6:16p	6:24p	6:32p	6:46p	6:53p	6:59p	26
6:26p	6:31p	6:37p	6:46p	6:54p	7:02p	7:16p	7:23p	7:29p	27
6:56p	7:01p	7:07p	7:16p	7:24p	7:32p	7:46p	7:53p	7:59p	28
7:26p	7:31p	7:37p	7:46p	7:54p	8:02p	8:16p	8:23p	8:29p	29
7:56p	8:01p	8:07p	8:16p	8:24p	8:32p	8:46p	8:53p	8:59p	30
8:26p	8:31p	8:37p	8:46p	8:54p	9:02p	9:16p	9:23p	9:29p	31
8:56p	9:01p	9:07p	9:16p	9:24p	9:32p	9:46p	9:53p	9:59p	32
9:26p	9:31p	9:37p	9:46p	9:54p	10:02p	10:16p	10:23p	10:29p	33
9:56p	10:01p	10:07p	10:16p	10:24p	10:32p	10:46p	10:53p	10:59p	34
10:26p	10:31p	10:37p	10:46p	10:54p	11:02p	11:16p	11:23p	11:29p	35
10:56p	11:01p	11:07p	11:16p	11:24p	11:32p	11:46p	11:53p	11:59p	36
11:26p	11:31p	11:37p	11:46p	11:54p	12:02a	12:16a	12:23a	12:29a	37
11:56p	12:01a	12:07a	12:16a	12:24a	12:32a	12:46a	12:53a	12:59a	38

SUN

Watt & I-80	Marconi Arcade	Swanson Station	Arden/Del Paso	St Rose of Lima	16th Street	City College	Meadowview	Franklin	Cosumnes	
Light Rail	Light Rail			Light Rail	Light Rail		Light Rail	Light Rail	River College	
		4:57a	5:01a	5:15a	5:23a	5:31a	5:40a	5:46a	5:51a	1
5:18a	5:24a		5:31a	5:45a	5:53a	6:01a	6:10a	6:16a	6:21a	2
5:48a	5:54a		6:01a	6:15a	6:23a	6:31a	6:40a	6:46a	6:51a	3
6:18a	6:24a		6:31a	6:45a	6:53a	7:01a	7:10a	7:16a	7:21a	4
6:48a	6:54a		7:01a	7:15a	7:23a	7:31a	7:40a	7:46a	7:51a	5
7:18a	7:24a		7:31a	7:45a	7:53a	8:01a	8:10a	8:16a	8:21a	6
7:48a	7:54a		8:01a	8:15a	8:23a	8:31a	8:40a	8:46a	8:51a	7
8:18a	8:24a		8:31a	8:45a	8:53a	9:01a	9:10a	9:16a	9:21a	8
8:48a	8:54a		9:01a	9:15a	9:23a	9:31a	9:40a	9:46a	9:51a	9
9:18a	9:24a		9:31a	9:45a	9:53a	10:01a	10:10a	10:16a	10:21a	10
9:48a	9:54a		10:01a	10:15a	10:23a	10:31a	10:40a	10:46a	10:51a	11
10:18a	10:24a		10:31a	10:45a	10:53a	11:01a	11:10a	11:16a	11:21a	12
10:48a	10:54a		11:01a	11:15a	11:23a	11:31a	11:40a	11:46a	11:51a	13
11:18a	11:24a		11:31a	11:45a	11:53a	12:01p	12:10p	12:16p	12:21p	14
11:48a	11:54a		12:01p	12:15p	12:23p	12:31p	12:40p	12:46p	12:51p	15
12:18p	12:24p		12:31p	12:45p	12:53p	1:01p	1:10p	1:16p	1:21p	16
12:48p	12:54p		1:01p	1:15p	1:23p	1:31p	1:40p	1:46p	1:51p	17
1:18p	1:24p		1:31p	1:45p	1:53p	2:01p	2:10p	2:16p	2:21p	18
1:48p	1:54p		2:01p	2:15p	2:23p	2:31p	2:40p	2:46p	2:51p	19
2:18p	2:24p		2:31p	2:45p	2:53p	3:01p	3:10p	3:16p	3:21p	20
2:48p	2:54p		3:01p	3:15p	3:23p	3:31p	3:40p	3:46p	3:51p	21
3:18p	3:24p		3:31p	3:45p	3:53p	4:01p	4:10p	4:16p	4:21p	22
3:48p	3:54p		4:01p	4:15p	4:23p	4:31p	4:40p	4:46p	4:51p	23
4:18p	4:24p		4:31p	4:45p	4:53p	5:01p	5:10p	5:16p	5:21p	24
4:48p	4:54p		5:01p	5:15p	5:23p	5:31p	5:40p	5:46p	5:51p	25
5:18p	5:24p		5:31p	5:45p	5:53p	6:01p	6:10p	6:16p	6:21p	26
5:48p	5:54p		6:01p	6:15p	6:23p	6:31p	6:40p	6:46p	6:51p	27
6:18p	6:24p		6:31p	6:45p	6:53p	7:01p	7:10p	7:16p	7:21p	28
6:48p	6:54p		7:01p	7:15p	7:23p	7:31p	7:40p	7:46p	7:51p	29
7:18p	7:24p		7:31p	7:45p	7:53p	8:01p	8:10p	8:16p	8:21p	30
7:48p	7:54p		8:01p	8:15p	8:23p	8:31p	8:40p	8:46p	8:51p	31
8:18p	8:24p		8:31p	8:45p	8:53p	9:01p	9:10p	9:16p	9:21p	32

SUN

Cosumnes River College	Franklin Light Rail	Meadowview Light Rail	City College	16th Street Light Rail	St Rose of Lima Light Rail	Arden/Del Paso	Marconi Arcade Light Rail	Watt & I-80 Light Rail	
5 56a	6 01a	6 07a	6 16a	6 24a	6 32a	6 46a	6 53a	6 59a	1
6 26a	6 31a	6 37a	6 46a	6 54a	7 02a	7 16a	7 23a	7 29a	2
6 56a	7 01a	7 07a	7 16a	7 24a	7 32a	7 46a	7 53a	7 59a	3
7 26a	7 31a	7 37a	7 46a	7 54a	8 02a	8 16a	8 23a	8 29a	4
7 56a	8 01a	8 07a	8 16a	8 24a	8 32a	8 46a	8 53a	8 59a	5
8 26a	8 31a	8 37a	8 46a	8 54a	9 02a	9 16a	9 23a	9 29a	6
8 56a	9 01a	9 07a	9 16a	9 24a	9 32a	9 46a	9 53a	9 59a	7
9 26a	9 31a	9 37a	9 46a	9 54a	10 02a	10 16a	10 23a	10 29a	8
9 56a	10 01a	10 07a	10 16a	10 24a	10 32a	10 46a	10 53a	10 59a	9
10 26a	10 31a	10 37a	10 46a	10 54a	11 02a	11 16a	11 23a	11 29a	10
10 56a	11 01a	11 07a	11 16a	11 24a	11 32a	11 46a	11 53a	11 59a	11
11 26a	11 31a	11 37a	11 46a	11 54a	12 02p	12 16p	12 23p	12 29p	12
11 56a	12 01p	12 07p	12 16p	12 24p	12 32p	12 46p	12 53p	12 59p	13
12 26p	12 31p	12 37p	12 46p	12 54p	1 02p	1 16p	1 23p	1 29p	14
12 56p	1 01p	1 07p	1 16p	1 24p	1 32p	1 46p	1 53p	1 59p	15
1 26p	1 31p	1 37p	1 46p	1 54p	2 02p	2 16p	2 23p	2 29p	16
1 56p	2 01p	2 07p	2 16p	2 24p	2 32p	2 46p	2 53p	2 59p	17
2 26p	2 31p	2 37p	2 46p	2 54p	3 02p	3 16p	3 23p	3 29p	18
2 56p	3 01p	3 07p	3 16p	3 24p	3 32p	3 46p	3 53p	3 59p	19
3 26p	3 31p	3 37p	3 46p	3 54p	4 02p	4 16p	4 23p	4 29p	20
3 56p	4 01p	4 07p	4 16p	4 24p	4 32p	4 46p	4 53p	4 59p	21
4 26p	4 31p	4 37p	4 46p	4 54p	5 02p	5 16p	5 23p	5 29p	22
4 56p	5 01p	5 07p	5 16p	5 24p	5 32p	5 46p	5 53p	5 59p	23
5 26p	5 31p	5 37p	5 46p	5 54p	6 02p	6 16p	6 23p	6 29p	24
5 56p	6 01p	6 07p	6 16p	6 24p	6 32p	6 46p	6 53p	6 59p	25
6 26p	6 31p	6 37p	6 46p	6 54p	7 02p	7 16p	7 23p	7 29p	26
6 56p	7 01p	7 07p	7 16p	7 24p	7 32p	7 46p	7 53p	7 59p	27
7 26p	7 31p	7 37p	7 46p	7 54p	8 02p	8 16p	8 23p	8 29p	28
7 56p	8 01p	8 07p	8 16p	8 24p	8 32p	8 46p	8 53p	8 59p	29
8 26p	8 31p	8 37p	8 46p	8 54p	9 02p	9 16p	9 23p	9 29p	30
8 56p	9 01p	9 07p	9 16p	9 24p	9 32p	9 46p	9 53p	9 59p	31
9 26p	9 31p	9 37p	9 46p	9 54p	10 02p	10 16p	10 23p	10 29p	32
9 56p	10 01p	10 07p	10 16p	10 24p	10 32p	10 46p	10 53p	10 59p	33

Rail*

Time Frame: for the 12 months preceding:	Average Weekday Ridership	% of Previous Year
7/1/2013	271	N/A
7/1/2014	342	126%
7/1/2015	403	118%

% increase Blue Line year 1 (year 2 of service increase over year 1)
 % increase Blue Line year F (year 3 of service increase over year 2)

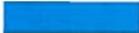
*Based on latest new line/extension of RT rail service for which multi-year ridership data is available which is the Green Line service that started in June of 2012.

Bus**

Time Frame: for the 12 months preceding:	Average Weekday Ridership	% of Previous Year
6/1/2005	1,762	N/A
6/1/2006	1,816	103%
6/1/2007	1,816	100%

*Based on latest new fixed-route, all day non-contract route which is Route 86 that started in April of 2004.

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	
L	Length (miles) of average auto trip reduced (weekdays only)	12.5	12.5		

 Input used for Bus Service
 Input used for Rail Service

Daily WEEKDAY NET BOARDING CHANGE	
RT Rail (Blue, Gold & Green)	3410
RT Bus	-692
All RT Services	2718

Service Day / Services	Daily Estimates*		Annualized RT Rail and Bus Net Changes
	Blue Line Only Est	RT Rail and Bus Net Changes	
Weekday	2,881	2,718	690,372
Saturday	1,181	1,115	57,955
Sun/Hol	801	755	44,560
TOTAL			792,888

For FY15-16

* Weekday estimates based on DKS Associated SACSIM travel demand model run. Saturday and Sunday proportion based on RT history prior to 15/16 application.

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

November 2015
SACRAMENTO AREA COUNCIL OF GOVERNMENTS
Regional Share of Statewide PUC Allocation: 5% of annual proceeds
ALLOCATION OF LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FY 2015-16
PUBLIC UTILITY CODE SECTION 99313

JURISDICTION	POPULATION ^{1/}	POPULATION AS A % OF TOTAL	ALLOCATION ^{2/}
SACRAMENTO COUNTY			
Unincorporated	568,132	30.98%	\$555,234 ^{3/}
Citrus Heights	84,550	4.61%	\$82,631 ^{4/}
Elk Grove	160,723	8.76%	\$157,074
Folsom (Regional)	74,014	4.04%	\$72,334 ^{5/}
Regional	24,285	1.32%	\$23,734 ^{5/}
Regional	815	0.04%	\$796 ^{5/}
Rancho Cordova	67,841	3.70%	\$66,301 ^{4/}
Sacramento	475,871	25.95%	\$465,069 ^{4/}
SUTTER COUNTY			
Unincorporated	21,655	1.18%	\$21,163
Live Oak	8,527	0.46%	\$8,333
Yuba City	65,557	3.57%	\$64,069
YOLO COUNTY			
Unincorporated	26,259	1.43%	\$25,663
Davis	66,802	3.64%	\$65,285
West Sacramento	50,908	2.78%	\$49,752
Winters	6,970	0.38%	\$6,812
Woodland	57,307	3.12%	\$56,006
YUBA COUNTY			
Unincorporated	58,193	3.17%	\$56,872
Marysville	12,078	0.66%	\$11,804
Wheatland	3,419	0.19%	\$3,341
TOTAL	1,833,906	100.00%	\$1,792,273

- 1 Sources: Report E-5, Department of Finance, Demographic Research Unit, 1/1/2014
- 2 Entire amount must be used for transportation planning and mass transportation purposes
- 3 Of this amount, 94.6% (the percent of Unincorporated Sacramento County's population which is within the Sacramento Regional Transit District) or \$525,250 is reserved in whole or part for either SRTD or Paratransit, Inc. The balance of \$29,983 is reserved for an eligible regional project.
- 4 Entire amount is reserved for SRTD for a total of \$1,139,252
5. Available for an eligible regional project



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

(Name and Title of Authorized Agent)

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

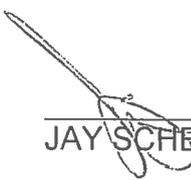
WHEREAS, the Sacramento Regional Transit District Board desires to delegate authorization to execute any action necessary for the purpose of obtaining LCTOP funds including executing these documents and any amendments thereto to Regional Transit's ("RT") General Manager/CEO.

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.

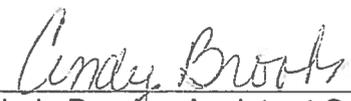
THAT, the RT Board Chair is hereby authorized and directed to execute the LCTOP Authorized Agent Designation Form designating RT's General Manager/CEO, RT's authorized agent.



JAY SCHENIRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: 

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

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

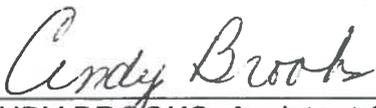
By: Cindy Brooks
Cindy Brooks, Assistant Secretary

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

