PCTPA's initial allocation request package (referred to as the SB 125 Program) contains the required information and materials outlined in the Budget Act of 2023 SB 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) Final Guidelines (SB 125 Funding Guidelines), published by CalSTA on September 29, 2023. PCTPA has provided a response in the following narrative for each of the sections outlined in the SB 125 Funding Guidelines, below.

NARRATIVE EXPLANATION (REQUIREMENT SECTION B, SUBSECTIONS I-III)

Pursuant to the SB 125 Funding Guidelines, PCTPA declares that none of the State Transit Assistance (STA) - eligible transit operators eligible to receive funding within their jurisdiction currently will have an operational need for SB 125 or additional discretionary or nonformula state funding between the 2023/24 and 2026/27 fiscal years (FYs). PCTPA, as the administrator of the Western Placer Consolidated Transportation Services Agency (WPCTSA), which is an STA-eligible recipient, also declares that no SB 125 funding will be used to operate WPCTSA programs between FYs 2023/24 and 2026/27.

PCTPA's SB 125 Funding Program for Transit Capital Needs

Since PCTPA and the region's transit operators have not identified any operational deficits over the next four years, the SB 125 Program directs TIRCP and ZETCP funding towards eight capital projects that help to deliver necessary infrastructure and/or replace transit service vehicles (i.e., buses, cutaways, and vans) to support passenger rail and transit bus services provided throughout the Placer region. These projects are briefly described, below:

1. The Capitol Corridor Joint Powers Authority's (CCJPA's) Sacramento to Roseville Third Main Track: Phase One project, which received Transit and Intercity Rail Capital Program (TIRCP) in the 2016, Cycle 2, discretionary TIRCP funding cycle, requests $10 million to address unanticipated costs associated with utility relocation work located within the project's construction right-of-way corridor. Once constructed, the project will allow for up to two additional roundtrip passenger trains to operate daily between Roseville and Sacramento (currently one roundtrip operates daily). The SB 125 funding will help ensure the project's original delivery schedule, design, and ultimate construction package are not jeopardized by currently unfunded utility cost overruns. Should any SB 125 funds remain after addressing these costs, they would be considered for the project's Phase Two construction costs to expand additional passenger rail trips to Placer County.
2. The City of Roseville's electric charging infrastructure project, requesting approximately $2.51 million, will support the complete installation of electric charging infrastructure at the Roseville Galleria, which is a fully designed, construction-awarded project currently anticipating some pandemic-related inflationary cost overruns. This project benefits both PCT and Roseville Transit fixed-route transit services that provide transferring connection opportunities at the Roseville Galleria to various transit services operating throughout the south Placer region. Additionally, the Galleria charging infrastructure will support the zero-emission, all-electric South Placer Transit Express (referred to also as the Rapid Link) service, which is currently anticipated to launch in 2025. A second component of Roseville's electric charging infrastructure project includes the installation of a new, electric charging station at the Louis Orlando transit station in Roseville. The Louis Orlando station currently provides a coordinated transfer location for Roseville Transit, PCT, and the Sacramento Regional Transit District (SacRT) fixed-route and on-demand transit services. As each of these three operators transition their respective fleets to zero-emission technology per the

California Air Resources Board's (CARB's) Innovative Clean Transit (ICT) regulations, this infrastructure will be necessary to support continued transit services at this location.

3. The City of Roseville's electric bus and van purchase project, requesting approximately $8.07 million, is needed for advancing the City's zero-emission fleet conversion efforts that address CARB's ICT regulations. Multiple federal and state funding sources combined with this SB 125 investment will deliver 12 electric commuter buses, nine electric local buses, and 12 electric vans to support existing and future fixed-route and on-demand transit services provided by Roseville Transit. Included in this purchase are electric buses that will support the Rapid Link service.
4. Placer County's project requests approximately $13.16 million to support a diversity of investments that include purchasing new buses to support fixed-route services (both local and interregional) and cutaways to support existing and/or expanded on-demand services provided in the south Placer County region (covering Colfax, North Auburn, Lincoln, Loomis, Rocklin, and the unincorporated areas in between), and the Truckee/North Lake Tahoe area. Buses purchased vary in compressed natural gas (CNG), gasoline, and battery-electric technology. The SB 125 funding investment will also be used to install on-route, electric charging stations throughout the south Placer region (in Colfax, Lincoln, Rocklin, and Loomis), as well charging equipment and infrastructure at the County's corporation yard facilities located in Auburn, to support future, battery-electric powered transit fleets operated by Placer County Transit (PCT). This SB 125 project investment helps address PCT's and TART's currently unfunded capital needs associated with CARB's ICT regulations for zero-emission transit fleets. Additional federal, state, and local funding will be sought to fully construct the necessary charging infrastructure to accommodate PCT's fleet and service needs, and that project component's development will be phased based on available funding.
5. The City of Auburn's Nevada Street Station electric charging infrastructure project, requesting approximately $1.61 million, will support the installation of new, electric charging equipment and infrastructure at the Nevada Station in Auburn, which provides a coordinated transfer location for PCT, Auburn Transit and Nevada County Connects fixed-route and on-demand transit services, as well as Amtrak's thruway interstate bus service. The station is also adjacent to the CCJPA's Auburn-Conheim passenger rail station. This SB 125 investment fully funds the initial infrastructure planned for this site. However, future service planning efforts may identify additional charging needs that will require more funding for expanding infrastructure at this project's location.
6. The City of Auburn's electric vehicle van purchase, requesting $400,000, supports the purchase of two electric vans to support the City's app-based, on-demand (microtransit) service operating within and adjacent to the City's jurisdictional boundaries. The SB 125 investment supports the City's efforts to convert their small transit fleet to battery-electric technology, create additional capacity for a growing microtransit service demand, and diversify the existing fleet vehicle inventory to serve topographically constrained areas that cannot be accessed by some vehicles.
7. The City of Auburn's corporation yard electric vehicle charging infrastructure upgrades project requests $600,000 to replace two charging stations at the City's corporation yard located in Auburn. This SB 125 investment supports the City's current zero-emission transit fleet conversion strategy and overall microtransit service fleet and service needs.

8. The City of Roseville's bus shelter replacement project requests approximately $1.12 million to replace various, older bus shelters located throughout Roseville with new, solar-powered shelters. This SB 125 investment is anticipated to enhance the overall ridership experience at existing bus stops by providing more attractive bus stop shelter amenities and improved lighting for safety.

PCTPA is also requesting $378,520 (i.e., 1% of total TIRCP/ZETCP funding allocated to the Placer County region) to support the SB 125 Program's administration and assistance with preparing the short- and long-range transit financial plans required by the funding program's legislation.

PCTPA's SB 125 Program Strategy Benefits Summary

PCTPA's SB 125 Program invests funding into capital projects that collectively bring about the following benefits:

- Support the Placer region's transit operators' zero-emission fleet conversion efforts, which helps address CARB's ICT regulations and the State's overall greenhouse gas emission reduction goals,
- Ensure the region's transit providers maintain a state of good repair with effective fleet replacement and strategic electric infrastructure upgrades to help support reliable, zero-emission transit service operations into the future,
- Provide for fleet expansion and/or diversification, especially for app-based on-demand (microtransit) services, to address increased service demand and post-pandemic ridership needs,
- Address unanticipated project funding shortfalls that currently have no funding alternatives, which will help to prevent construction delays and ensure project delivery as designed, and
- Enhance the safety, reliability, and attractiveness of transit services and infrastructure to improve the overall ridership experience for current and future transit users.

DETAILED PROJECT DESCRIPTION (REQUIREMENT SECTION C)

PCTPA prioritizes all its SB 125 funding towards eight capital projects. Excluding the existing CCJPA's Sacramento to Roseville Third Main Track: Phase One project, which received TIRCP Cyle 2 funding in 2016, seven of the projects are new TIRCP projects. PCTPA proposes to use all the ZETCP funding, aside from a 1% set aside for PCTPA's administration of the SB 125 program, to fund the City of Roseville's Electric Bus and Vans Purchases project in combination with new TIRCP funds. The following eight, "Fact Sheets" contain the necessary information required by the SB 125 Funding Program Guidelines for CalSTA's review, and identify PCTPA's SB 125 Program and proposed use of SB 125 TIRCP and ZETCP funding.

- Project #1: Sacramento to Roseville Third Main Track: Phase One (CCJPA)
- Project #2: Electric Charging Infrastructure Projects: Roseville Galleria and Louis Orlando (Roseville)
- Project #3: Electric Bus and Van Purchases (Roseville)
- Project #4: Capital Bus Purchases & ZEB Charging Infrastructure Improvements (Placer County)
- Project #5: Nevada Street Station Electric Charging Infrastructure (Auburn)
- Project #6: Electric Vehicle (EV) Van Purchase (Auburn)
- Project #7: City Corporation Yard EV Charging Infrastructure Upgrades (Auburn)
- Project #8: Roseville Transit Bus Shelter Replacement (Roseville)

FACT SHEET FOR PROJECT #1

Project Title: Sacramento to Roseville Third Main Track: Phase 1

Implementing Agency: Capitol Corridor Joint Powers Authority (CCPJA)

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Project Approval and Environmental Document (PA&ED)	1/15/2012	11/18/2015
Plans, Specifications and Estimate (PS&E)	11/18/2015	9/20/2025
Right-of-Way (R/W)	12/1/2017	4/30/2026
Construction (CON)	5/1/2026	11/30/2029

Anticipated Date of Construction and Project Completion: December 2029, based on the projected phasing of delivery timelines identified, above, as of December 2023.

Summary of Project Scope:
In partnership with Union Pacific Railroad, CCJPA's Sacramento to Roseville: Phase 1 project will build approximately 6.75 miles of new third track and signalization in the UP corridor between Milepost 100.9 and 107.8. New crossovers within the project limits will allow operational flexibility, and improved safety in this shared freight and passenger corridor. The project will also build a new CCJPA layover area, rehabilitate existing track, and modify and improve three private and two public at-grade crossings along the alignment. Right-of-way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against trespassing in the rail corridor and provide enhanced safety and security. The project will include one new railroad bridge over Dry Creek. The delivery project's scope will add two additional roundtrip trains between Roseville and the Capitol Corridor network to the west of Roseville.

The SB 125 funding is being used to support the overall delivery of this project's construction, which has experienced some unanticipated utility relocation costs that are not currently covered by alternate funding sources. This investment will help to ensure the project's delivery as designed.

Total Project Costs: $223,989,000 (estimated as of December 2023)

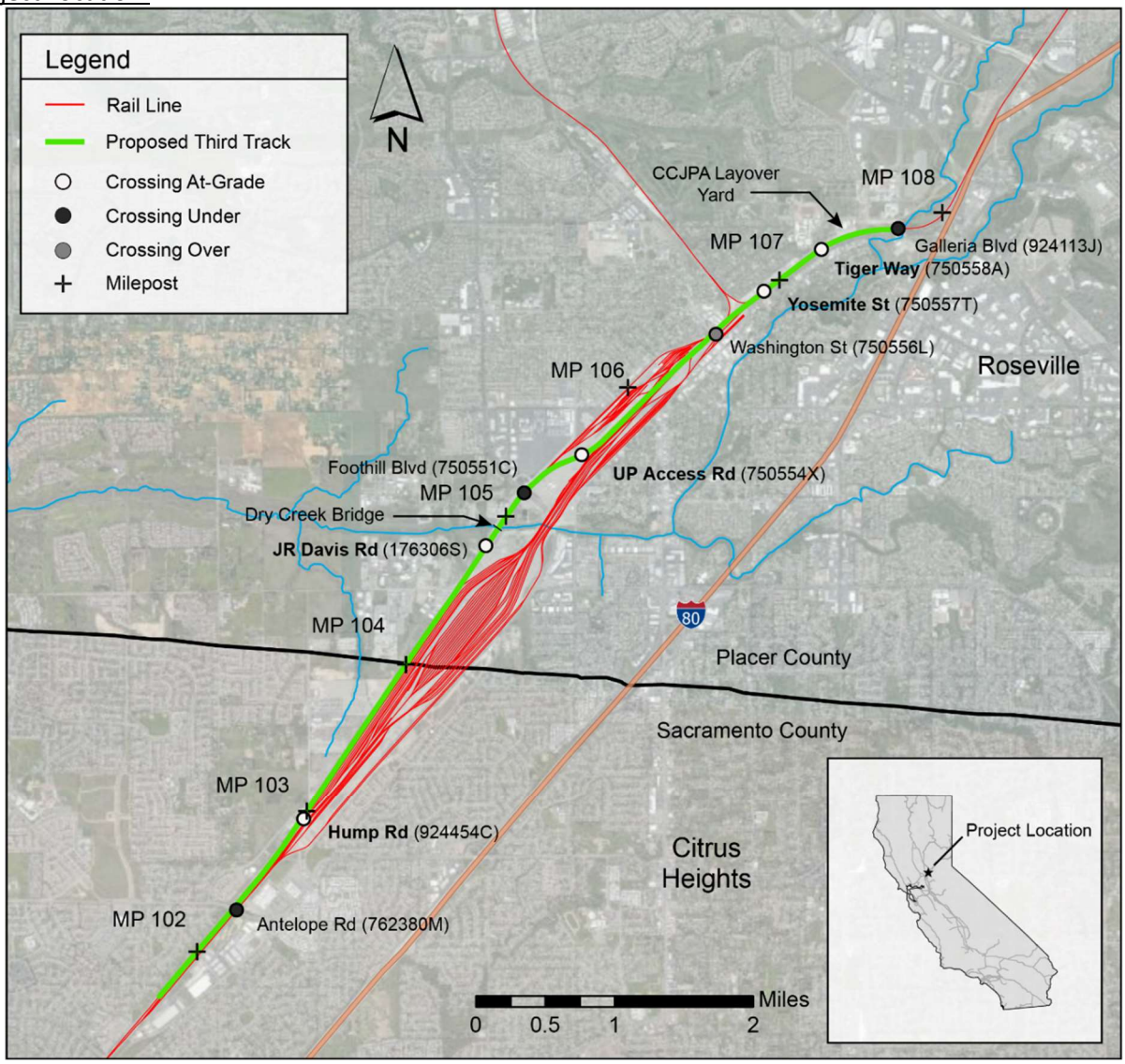
FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP)	State	$10,000,000
CCJPA Revenue Above Budget	Local	$253,000
Proposition 1A	State	$51,970,000
Proposition 1B	State	$18,251,000
TIRCP	State	$38,479,000
SRA	State/CCJPA	$2,000,000
STIP/IIP	State	$33,530,000
SCCP	State	$25,000,000
CRISI	Federal	$42,506,000
TOTAL	**$223,989,000**	

Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: $61,979,000

Amount of Funding Used for Project Management: Not estimated by CCJPA

ADDITIONAL PROJECT #1 DETAILS: SACRAMENTO TO ROSEVILLE THIRD MAIN TRACK: PHASE 1

Project Location:



Explanation of Housing and Employment Benefits Based on the Project's Location:

The only direct housing benefit originally identified by the CCJPA for this project was to reflect the City of Roseville putting in housing in proximity to the Roseville passenger rail station. CCJPA did not infer or research any other communities along the route as staff did not infer this project's marginal effect on housing in other communities. CCJPA did consider the proximity to Roseville's housing in affecting ridership and greenhouse gas (GHG) reductions. This was captured in an analysis of overall ridership effects submitted as part of the project's original, Cycle 2 TIRCP application.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:

There are sidewalks and bicycle/scooter infrastructure in proximity to the existing Roseville passenger rail station. CCJPA does not know if the City of Roseville has additional plans for active transportation infrastructure in this area. The project does not modify the Roseville station or its surroundings in any manner as to enhance or degrade active transportation infrastructure.

Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
CCJPA provided GHG calculations at the time of the Cycle 2 TIRCP application submittal in 2016, and has done subsequent calculations of GHG-type emissions using CARB tools. The results are based on all contributions of ridership gains on the passenger train and corresponding reduction on the highways, and through the conceptual shift of freight goods carried by freight rail as opposed to truck-based and thus there is a conceptual reduction of GHG from the freight sector if Union Pacific Railroad can utilize the additional JR Davis yard capacity and third track capacity to operate additional freight trains. **The full GHG reduction results and CARB tools used by the CCJPA to calculate these benefits, as well as the TIRCP Cycle 2 application, are attached to this SB 125 funding allocation request.**

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
Ridership benefits are anticipated from a mode shift from auto/light truck travel to passenger rail. CCJPA already has existing programs for all regional transit modes and providers and those are being improved through other project initiatives, such as the California Integrated Travel Project, which works on trip planning, payments, and eligibility improvements to better integrate passenger rail service with other transportation modes. This project alone fits into that larger effort by offering more service frequency and proximal relationship to other transportation modes. One other notable instance is that CCJPA is also integrating an improved Sacramento Valley station as a separate project, which it is anticipated that nearly 50% of the increased home-based Roseville patrons would utilize. **CCJPA's Cycle 2 TIRCP application project benefits calculators are attached to this SB 125 funding allocation request.**

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
There are no direct benefits to disadvantaged and low-income communities for this project as it only increases passenger train service frequency and has no underlying direct nexus to such communities. There could be an indirect effect, but no current data exists to support any assumptions in this regard that can be applied to such an analysis framework.

FACT SHEET FOR PROJECT #2

Project Title: Electric Charging Infrastructure Projects: Roseville Galleria and Louis Orlando

Implementing Agency: City of Roseville

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Louis Orlando Design	12/1/2024	12/1/2025
Galleria Construction	3/1/2024	12/31/2025
Louis Orlando Construction	12/1/2025	12/1/2026

Anticipated Date of Construction and Project Completion: The Roseville Galleria electric charging infrastructure project has been bid, and construction is scheduled to begin in early 2024. Completion date, due to long lead items for electric charging infrastructure, is December 2025. The Louis Orlando charging infrastructure's design will start in late 2024, with construction anticipated to begin in late 2025, and end in late 2026.

Summary of Project Scope:
SB 125 funding will be used to construct two, electric overhead chargers that will be installed at the Roseville Transit Galleria Mall transfer site. These chargers will be used to provide mid-day charging of the five electric buses that are associated with the South Placer Transit Express (referred to as the Rapid Link) service administered by Roseville Transit. The supporting charging infrastructure will also provide a establishment for future electrical connections to additional facilities that could accommodate nearby charging for Placer County Transit (PCT) services along Roseville Parkway (yet to be designed). Currently, the Roseville Galleria infrastructure is fully designed and ready for construction. However, the SB 125 investment will help offset some recent inflationary cost increases that occurred for some of the project's equipment following the pandemic. SB 125 funding will also be used to construct one, on-route charger at the Louis Lane & Orlando Avenue Transit Center in Roseville. The charger will accommodate on-route charging of electric buses throughout the day for Roseville Transit and PCT, and possibly Sacramento Regional Transit District (SacRT), which all currently serve this transfer location.

Total Project Costs: $4,991,740 (estimated as of December 2023)

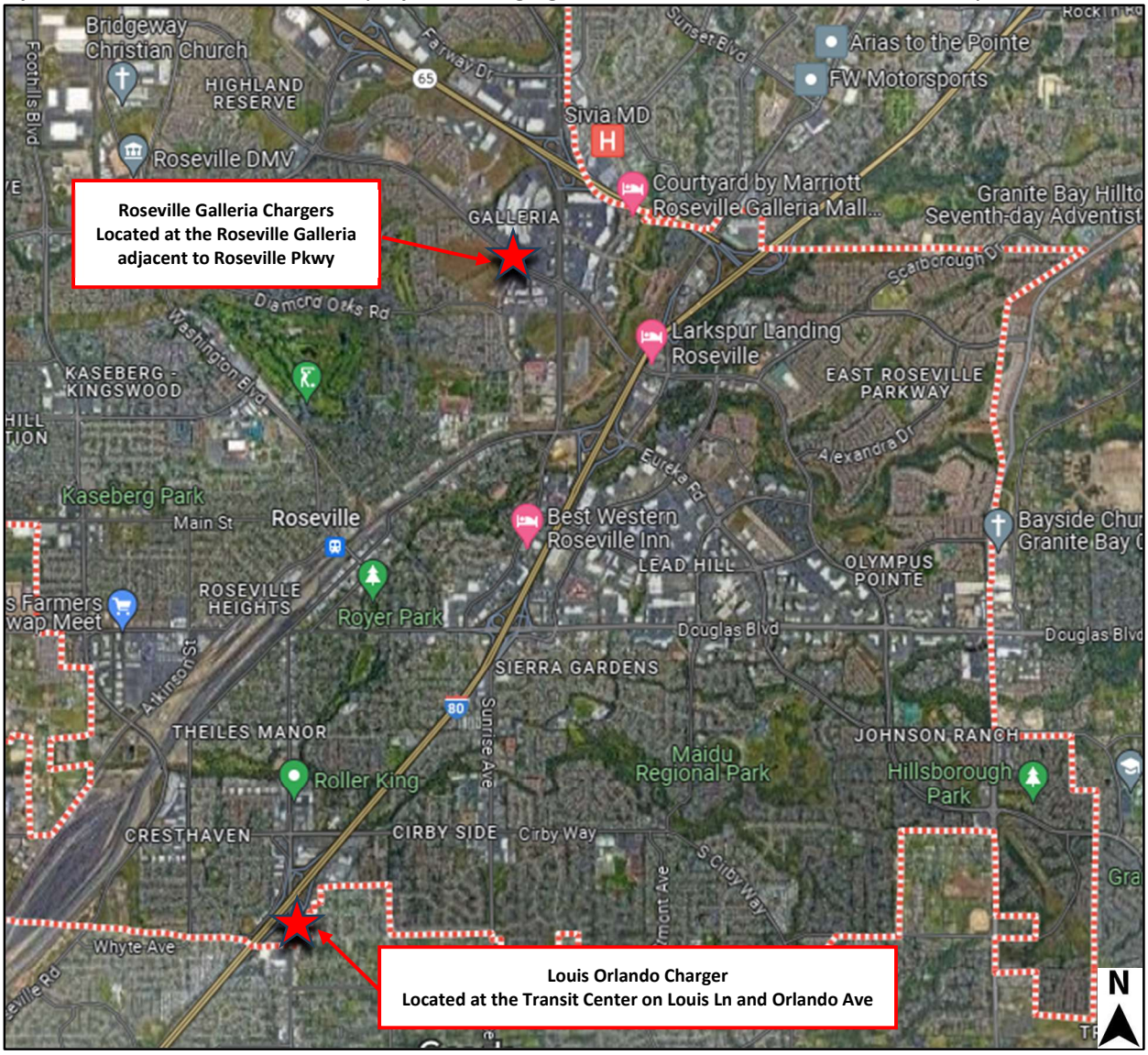
FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP)	State	$2,510,740
Solutions for Congested Corridors	State	$1,295,000
South Placer Regional Transportation Authority	Local	$686,000
Placer County Air Pollution Control District	State	$500,000
TOTAL	**$4,991,740**	

Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: Not estimated by Roseville

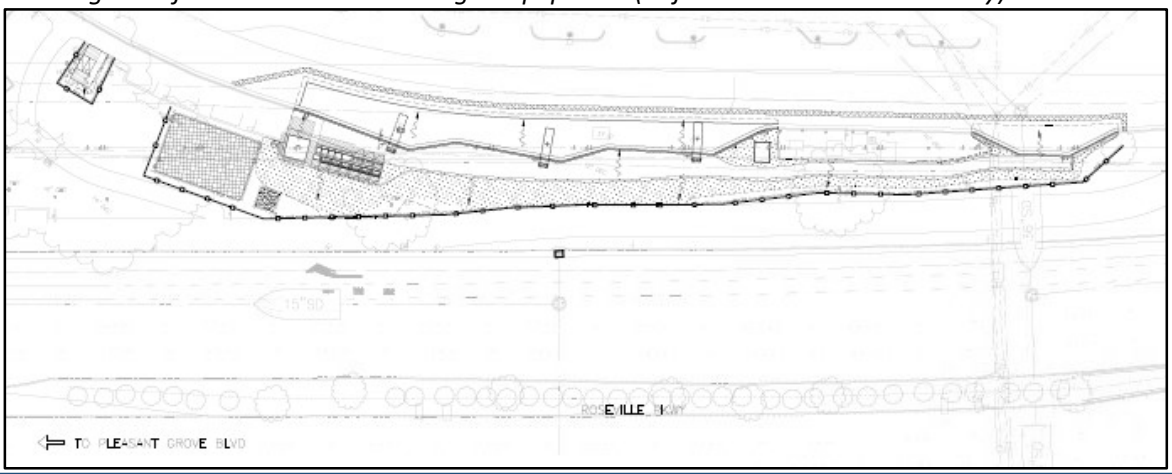
Amount of Funding Used for Project Management: Not estimated by Roseville

ADDITIONAL PROJECT #2 DETAILS: ELECTRIC CHARGING INFRASTRUCTURE PROJECTS: ROSEVILLE GALLERIA AND LOUIS ORLANDO

Project Location: Red stars denote project's charging infrastructure locations within the City of Roseville, CA



Detailed Diagram of Roseville Galleria Charger Equipment (adjacent to Roseville Parkway)



Explanation of Housing and Employment Benefits Based on the Project's Location:
Sustainable public transit is an important complement to affordable housing. In general, fixed-route and on-demand service operated by Roseville Transit provide critical connections to affordable housing and job centers located throughout the City, empowering residents to access employment, education, health care, civic services, and daily life amenities. The Roseville Galleria and Louis Orlando transfer locations further provide critical connections between Roseville Transit's local services, interregional services provided by PCT and SacRT, connecting additional disadvantaged communities, affordable housing, and job centers throughout the greater south Placer and Sacramento regions through available public transit access.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:
The Roseville Galleria and Louis Orlando transfer point locations are some of the largest transit-related hubs within Roseville and the greater Sacramento/south Placer regions. Riders currently utilize both hubs as a point of transfer to come to and/or leave Roseville. These infrastructure upgrades will be utilized by multiple transit operators (Roseville Transit, PCT, and possibly SacRT) to provide rapid, on-route overhead charging solutions to extend run times of current and future zero emission vehicles that support local and interregional transit services provided in the greater south Placer area.

Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
This project will support the utilization of electric buses that produce zero harmful emissions, thereby reducing local air pollution by eliminating dangerous particulate emissions. Total GHG emission reductions anticipated from this project are 4,967 (MTCO2e), with the following co-benefits summarized, below:

Local Diesel PM Emission Reductions (lbs.)	38
Local NO_X Emission Reductions (lbs.)	5,092
Local $PM_{2.5}$ Emission Reductions (lbs.)	156
Local ROG Emission Reductions (lbs.)	7
Fossil Fuel Use Reductions (gallons)	436,595
Energy and Fuel Cost Savings ($)	$1,274,718

The full GHG reduction results and CARB's TIRCP quantification methodology tool used by the City of Roseville to calculate these project benefits are attached to this SB 125 funding allocation request.

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
Electric charging infrastructure supports public transit services operated with electric buses, which reduces noise pollution and improves living conditions for residents living adjacent to those services. The electric infrastructure will further provide current and future charging opportunities for multiple transit operators (i.e., Roseville Transit, PCT, and SacRT), which all will be operating zero-emission transit services in the greater south Placer and Sacramento regions, thereby benefitting a diverse array of populations with transit access within the areas served by those operators.

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
The Roseville Galleria and Louis Orlando electric charging infrastructure projects are located at main transfer points serving Roseville Transit, PCT, and SacRT. Providing this infrastructure will generally support existing and future transit services that provide mobility access for low-income residents to employment areas within Roseville and the greater Sacramento region. The fixed-route and on-demand services supported by this infrastructure further provide public transit access to the only SB 535 Disadvantaged Community census tract located in the Roseville area, which is the Auburn Rancheria at Thunder Valley (directly served by PCT's Route 20 service operating between Lincoln and the Roseville Galleria).

FACT SHEET FOR PROJECT #3

Project Title: Electric Bus and Van Purchases

Implementing Agency: City of Roseville

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Bus Production and Delivery (various)	1/15/2024	1/15/2027

Anticipated Date of Construction and Project Completion: Construction activities are not anticipated, buses will be purchased using either existing or new procured contracts, with final delivery anticipated in early 2027.

Summary of Project Scope:
The City of Roseville will continue its transition of transit fleet vehicles from diesel- and gas-powered technology to zero-emission, battery electric buses and vans. The SB 125 investment will go towards the purchase of the following fleet vehicles to support Roseville Transit's fixed-route and on-demand services:

1. Twelve (12), 40-foot electric buses to support interregional commuter route services, which includes five buses that will operate on the South Placer Transit Express (referred to as the Rapid Link) service that is anticipated to become operational in 2025,
2. Nine (9), 35-foot electric buses to support local route service, and
3. Twelve (12), electric vans to support the City's on-demand, microtransit service (referred to as the Arrow).

Total Project Costs: $27,952,949 (estimated as of December 2023)

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP and ZETCP)	State	$8,073,143
Low No	Federal	$9,271,800
Solutions for Congested Corridors	State	$4,705,000
FTA Section 5339 Bus and Bus Facilities	Federal	$560,000
FTA Section 5339 Discretionary	Federal	$1,875,241
FTA Section 5307	Federal	$1,148,292
SECAT	State	$400,000
SB 1 State of Good Repair	State	$185,012
Local Transportation Funds	Local	$1,734,461
TOTAL	**$27,952,949**	

Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: Not estimated by Roseville

Amount of Funding Used for Project Management: Not estimated by Roseville

ADDITIONAL PROJECT #3 DETAILS: ELECTRIC BUS AND VAN PURCHASES

Project Location: A specific project location is not applicable for this project since it consists of bus purchases that will support fixed-route and on-demand services provided within the City of Roseville.

Explanation of Housing and Employment Benefits Based on the Project's Location:
This project includes the replacement of existing vehicles in Roseville Transit's fixed-route and on-demand fleets. Additionally, included within this purchase are electric buses to replace and expand Roseville Transit's commuter fleet, which will be used to operate the Rapid Link bus service. The Rapid Link service will operate on 30-minute frequency and provide limited-stop, weekday transit service between Lincoln, Roseville, and the Watt I-80 light rail station. The three stops in Roseville (i.e., the Roseville Galleria, the Roseville Kaiser medical complex, and the Roseville Sutter medical complex) are large employment centers and regional destinations. The Roseville Galleria also serves as a major transfer location for Roseville Transit's local, PCT's interregional, and both transit providers' on-demand services. This bus purchase project will ensure that the existing and future transit services operated by the City of Roseville will continue to help connect housing and regional employment destinations through transit service access.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:
There are no planned active transportation infrastructure components as part of this bus purchase project. However, existing Roseville Transit fixed-route and on-demand services provide connections with various parks, trail networks, and multi-modal transportation hubs throughout the south Placer region and greater Sacramento area.

Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
This project will support the utilization of electric buses that produce zero harmful emissions in turn greatly reducing local air pollution by eliminating dangerous particulate emissions. Using CARB's LCTOP Total GHG emission reductions benefits calculator (since the project has both TIRCP and ZETCP funds included, and the LCTOP calculator produced slightly greater MTCO2e benefits compared to the TIRCP GHG emission reductions calculator), the anticipated GHG reduction benefits from this project are 10,278 (MTCO2e). The following co-benefits are also summarized, below:

Criteria Pollutant Reductions (lbs.)	10,766
Local Diesel PM Emission Reductions (lbs.)	77
Local NO_X Emission Reductions (lbs.)	10,423
Local $PM_{2.5}$ Emission Reductions (lbs.)	251
Local ROG Emission Reductions (lbs.)	14
Local Fuel Use Reductions (gallons)	883,165
Fossil Fuel Energy Use Reduction (kWh)	-5,977,720
Energy and Fuel Cost Savings ($)	$2,618,357

The full GHG reduction results, as well as CARB's TIRCP and LCTOP quantification methodology tools, and ZETCP cumulative outputs table, used by the City of Roseville to calculate these project benefits are attached to this SB 125 funding allocation request.

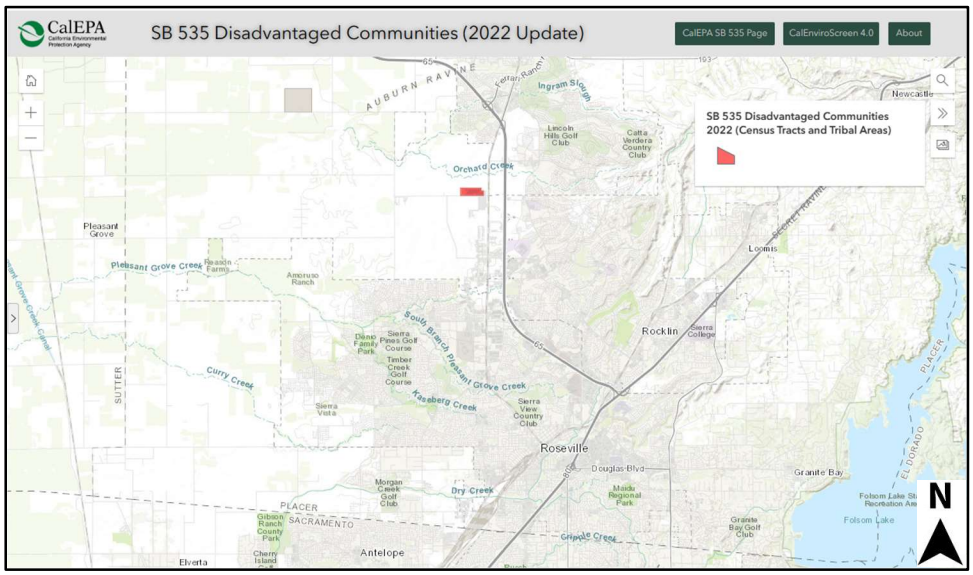
Explanation of Job Benefits
Since this capital project includes ZETCP funding, CARB's job co-benefit modeling was used to determine job benefits associated with this project, which produced the following summary of job benefits:

Total Full-time Equivalent Jobs Supported by Project Budget	145.2
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	21.9

Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	9.5
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	5.2
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	7.2

CARB's job co-benefit modeling tool used by the City of Roseville to calculate these project benefits is attached to this SB 125 funding allocation request.

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
According to California Environmental Protection Agency's (CalEPA's) SB 535 Disadvantaged Community Mapping tool, there are no census tracts located within the City of Roseville that are designated disadvantaged pursuant to CalEPA's criteria. The only SB 535 designated disadvantaged census tract near Roseville is the Auburn Rancheria at Thunder Valley, which is served by PCT's Route 20 that operates between Lincoln, Rocklin, and the Roseville Galleria (refer to screenshot, below). Therefore, this project is not claiming any direct SB 535/AB 1550 benefits with its use of ZETCP GGRF.



However, indirectly there are some benefits to low-income communities that are served by the transit services that these bus purchases support within the City of Roseville. The nine, local route buses being purchased will be used on routes (A, B, C, D, F, R) that provide transit service directly to low-income developments located within the City of Roseville. Additionally, the 12 electric vans will support on-demand service throughout the City of Roseville, which further provide transit access to low-income areas.

The City of Roseville has completed a Sustainable Transportation & Equipment Benefit Criteria Table for this project, which is attached to this SB 125 funding allocation request.

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
Transitioning the City's public transit fleet to zero-emission technology is a critical step to building a greener and healthier public transit system for the City of Roseville. Electric buses offer quieter onboard noise conditions, allowing passengers to have a more relaxing and comfortable ride, and benefiting visually impaired passengers needing to hear critical stop announcements made during their trip. Electric buses further reduce external noise and emission impacts for City residents living adjacent to the transportation service corridors. The new buses will also, in many cases, replace existing vehicles that have reached the end of their useful life, thereby reducing the overall service downtime associated with aging fleet vehicles.

FACT SHEET FOR PROJECT #4

Project Title: Capital Bus Purchases & ZEB Charging Infrastructure Improvements

Implementing Agency: Placer County (operating both Placer County Transit and Tahoe Truckee Area Regional Transit)

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Phase 1: PCT cutaway expansion and replacement buses, PCT CNG bus replacement, and PCT and TART electric bus purchases	7/1/2024	6/30/2028
Phase 2: Placer County Transit – Transit Yard electrification improvements and on-route charging infrastructure	7/1/2025	6/30/2030

Anticipated Date of Construction and Project Completion: Bus purchases will begin in 2024, with final delivery anticipated by June 2028. Charging infrastructure will be purchased and installed at the PCT corporation yard and at various, on-route locations (yet to be determined) between FYs 2024/25 through FY 2029/30.

Summary of Project Scope:
Placer County manages two independent transit operations: Placer County Transit (PCT) and Tahoe Truckee Area Regional Transit (TART). Both operations have completed the initial Zero Emissions Bus Rollout Plan required by CARB, which included a 30% design for electric charging infrastructure located within each respective fleet's corporation yard facility that is currently being completed by a consultant. The SB 125 funding will support the replacement of one aging cutaway bus and one aging CNG bus at PCT. Additionally, the SB 125 funding will support two additional cutaway buses to expand microtransit services in the Lincoln and Rocklin-Loomis Dial-a-Ride areas that PCT operates. The SB 125 funding will also support the initial purchase of four electric buses for TART and four electric buses for PCT to support fixed-route services. Lastly, the SB 125 funding will be used to support the purchase and installation of electric charging infrastructure at PCT's corporation yard and on-route charging at various locations, yet to be determined, to support PCT's transit services operated in Colfax, Lincoln, Loomis, and Rocklin.

Total Project Costs: $51,650,000 (estimated as of December 2023).

Funding	SB125 Funding	TDA/CMAQ Funds	Local Funds	Federal Funds	Total Estimated Project Cost
PCT CNG Bus	$ 350,000	$ -	$ -	$ 350,000	$ 700,000
TART Electric Buses	$ 1,429,754	$ 1,112,950	$ 2,419,700	$ 1,037,596	$ 6,000,000
PCT Cutaway Replacement & Expansion (Vehicles only)	$ 450,000	$ -	$ -	$ -	$ 450,000
PCT Electric Buses	$ 3,000,000	$ -	$ -	$ 1,500,000	$ 4,500,000
PCT On-Route Charging	$ 2,263,140				$ 10,000,000
PCT Bus Yard Electrification	$ 5,669,703				$ 30,000,000
TOTALS	**$ 13,162,597**	**$ 1,112,950**	**$ 2,419,700**	**$ 2,887,596**	**$ 51,650,000**

Estimated project costs assumptions are as follows:

- For bus procurements, costs are based on public procurement pricing available at the time of this allocation request package's submittal. PCT and TART will repurpose fare collection, video surveillance, and vehicle tracking equipment from the retiring fleet. Expansion fleets will require these components to be included in the bus procurement, which may cause the currently estimated vehicle purchase prices to increase, requiring additional local funds to cover them.
- The cost estimates for PCT's corporation yard and on-route electrical charging infrastructure and equipment are based on peer agencies' present costs for similar projects.

It is important to note that SB 125 investments help to fully cover most of the project's components identified, above, except for the on-route charging and corporation yard electrification costs. Placer County still has not secured approximately $32 million to cover these project components' estimated costs, which may result in the use alternate federal, state, and local funds, as they become available, and project phasing until all future funding is fully secured. The following table summarizes the revenue sources presently identified by Placer County for this project.

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP)	State	$13,162,597
TDA/CMAQ Funding	Federal	$1,112,950
Local	Local	$2,419,700
Various Secured Federal Funds (not specified by Placer County)	Federal	$2,887,596
Additional Funding Yet to Be Secured by Placer County	Various	$32,067,157
TOTAL	**$51,650,000**	

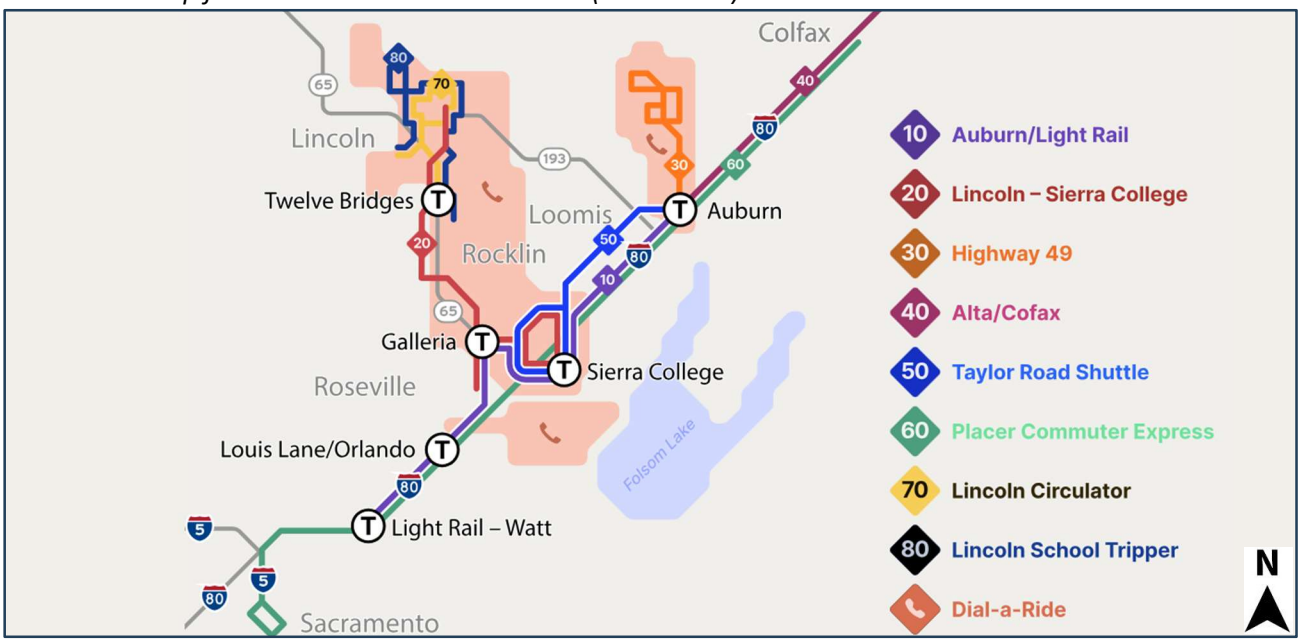
Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: Currently unknown by Placer County. However, potential project development costs may be associated with the PCT charging infrastructure.

Amount of Funding Used for Project Management: Not estimated by Placer County

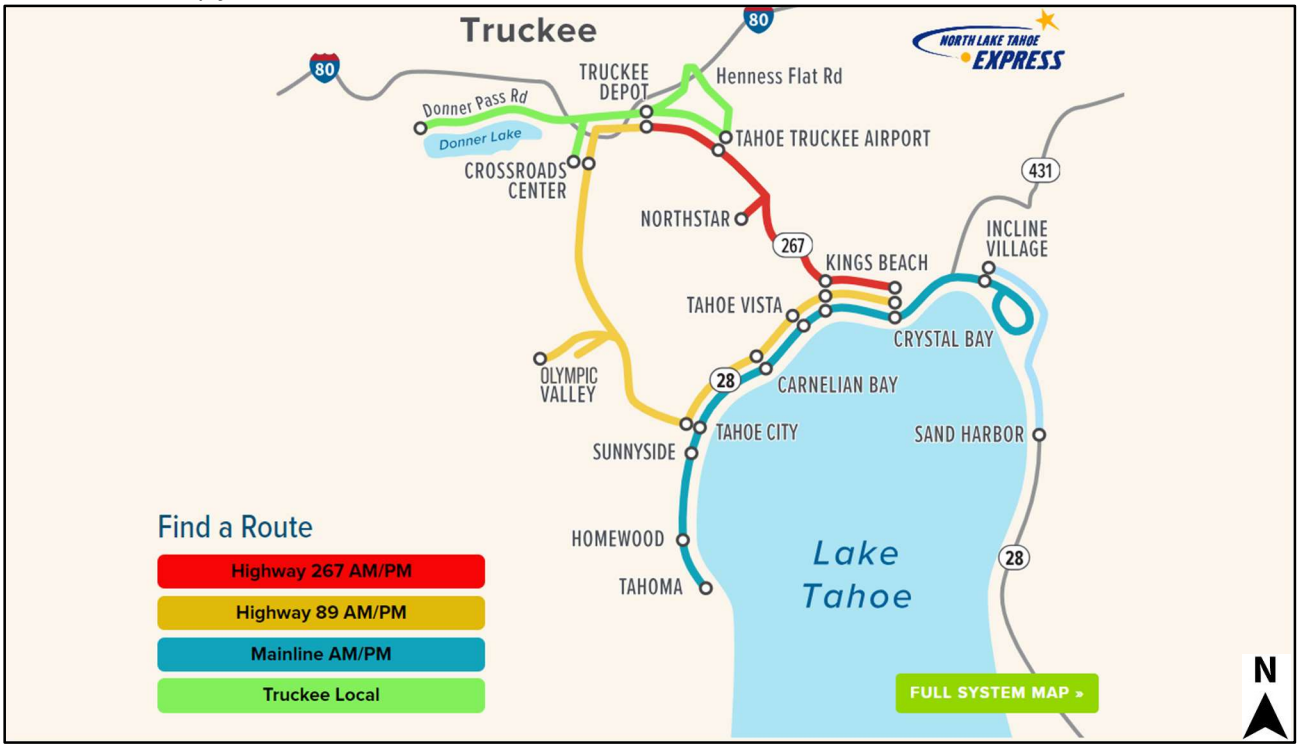
ADDITIONAL PROJECT #4 DETAILS: CAPITAL BUS PURCHASES & ZEB CHARGING INFRASTRUCTURE IMPROVEMENTS

Project Location: This project benefits all areas served by PCT and TART fixed-route and on-demand services, which are shown in the current service maps, below.

PCT Service Map for Fixed-Route and On-demand (Dial-a-Ride) Services



TART Service Map for Fixed-Route Services



Explanation of Housing and Employment Benefits Based on the Project's Location:
These capital improvements will directly support continued fixed-route and on-demand (microtransit) services operated by Placer County, which provide intercity and interregional transit service access to various housing and employment centers throughout the south county and Tahoe-Truckee regions. PCT's microtransit services (Dial-a-Ride/on-demand service) provide first mile/last mile connectivity in many communities, such as Lincoln, Rocklin, and Loomis, to fixed-route buses traveling longer distances to employment centers located in Roseville and downtown Sacramento. The availability of public transit operated by Placer County provides mobility opportunities to many diverse populations throughout the County, including transit-dependent individuals, enabling access to medical services, affordable housing, community resources, and employment located throughout the County.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:
Placer County provides fixed-route bus services throughout the North Lake Tahoe/Truckee community offering connectivity to regional pedestrian and class one bicycle paths, especially along the State Route 89 corridor between Truckee and Tahoe City. In addition, Placer County partners with many local jurisdictions to provide fixed-route and on-demand services throughout the incorporated cities and towns located in the south Placer region, with each jurisdiction providing their own pedestrian and cycling facilities that connect with transit services operated in those communities.

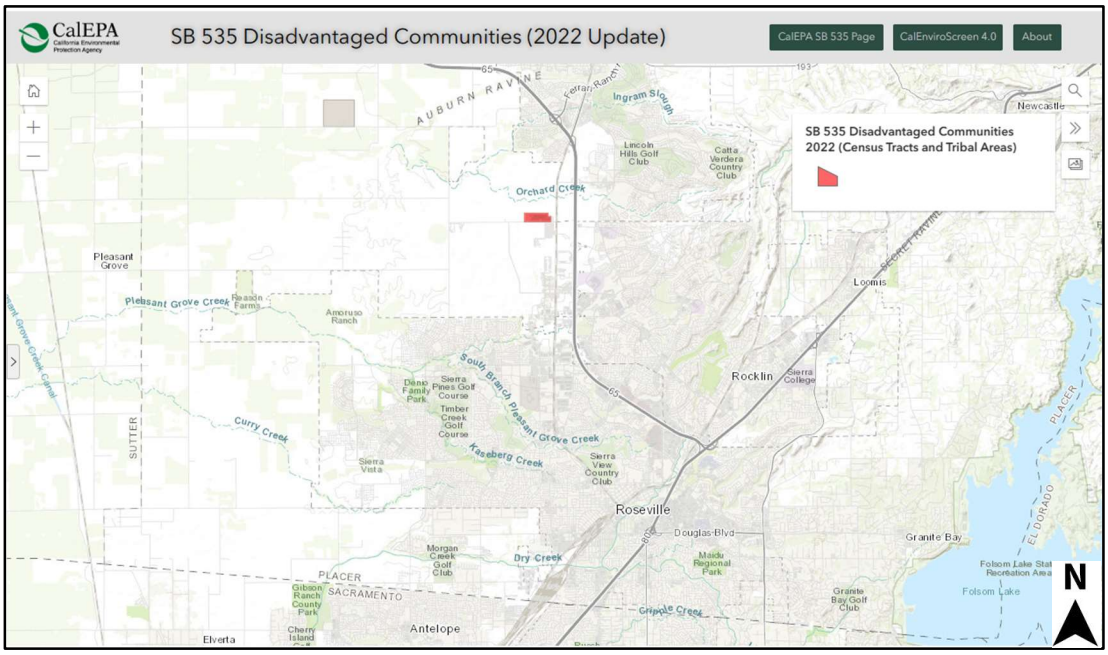
Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
This project will predominantly support the utilization of electric buses that produce zero harmful emissions, thereby reducing local air pollution by eliminating dangerous particulate emissions generated from transit service operating within the County. Some of the new vehicles purchased will be either CNG (for interregional fixed-route service) or gasoline-powered (for on-demand service) given current technology and service range limitations. However, most of the project's components include zero-emission vehicle purchases and electric charging infrastructure to help the PCT and TART services with their zero-emission fleet transitions per CARB's ICT regulations. Using CARB's TIRCP GHG emission reductions benefits calculator, the following table summarizes the overall GHG emission reduction benefits associated with this project.

Local NO_X Emission Reductions (lbs.)	1,421
Local $PM_{2.5}$ Emission Reductions (lbs.)	3,493
Local ROG Emission Reductions (lbs.)	4
Fossil Fuel Use Reductions (gallons)	112,327
Fossil Fuel Energy Use Reductions (kWh)	14,474,194
Energy and Fuel Cost Savings ($)	$1,537,186

The full GHG reduction results and CARB's TIRCP quantification methodology tool used by Placer County to calculate these project benefits are attached to this SB 125 funding allocation request.

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
The replacement of aging fleet vehicles ensures that Placer County's transit fleets (for both PCT and TART) maintain a state of good repair, which ensures continued reliable transit services that are not impacted by unscheduled vehicle service downtime and unanticipated maintenance. The County also continues to collaborate with regional transit operators and partnering communities regarding the implementation of zero emission rollout plans that include electric bus purchases, on-route charging opportunities, and electrification of local corporation yards for PCT and TART transit services.

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
According to California Environmental Protection Agency's (CalEPA's) SB 535 Disadvantaged Community Mapping tool, the only SB 535 designated disadvantaged census tract within PCT's service is the Auburn Rancheria at Thunder Valley, which is directly served by PCT's Route 20 fixed-route service that operates between Lincoln, Rocklin, and the Roseville Galleria (refer to screenshot, below).



The various bus purchases and electric charging infrastructure (both on-route and at the PCT corporation yard) support PCT's overall transit services in the south Placer region, including services that directly benefit the disadvantaged communities located within the south Placer region. Additionally, PCT's fixed-route and on-demand transit services supported by these SB 125 investments provide mobility access to various affordable and/or low-income housing developments located in Lincoln, Rocklin, and unincorporated North Auburn. Without the continued maintenance and infrastructure improvements made by PCT, transit services may have to be reduced, which would decrease access to those that depend on the existing public transit services the most.

FACT SHEET FOR PROJECT #5

Project Title: Nevada Street Station Electric Charging Infrastructure

Implementing Agency: City of Auburn

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Design/Planning/Engineering	1/1/2025	6/30/2025
Project Bid Award	9/30/2025	10/15/2025
Project Construction	10/30/2025	7/1/2026

Anticipated Date of Construction and Project Completion: Construction is anticipated to start by the end of October 2025, with the project's completion by July 2026.

Summary of Project Scope:
The City of Auburn will design and construct overhead electric vehicle charging infrastructure (i.e., EV chargers, solar panels, battery backups, and all other supporting infrastructure) at the Nevada Street multi-modal station located in Auburn. The SB 125 funding is needed to deliver the entire project as no alternative funding sources have been secured.

Total Project Costs: $1,610,740 (estimated as of December 2023).

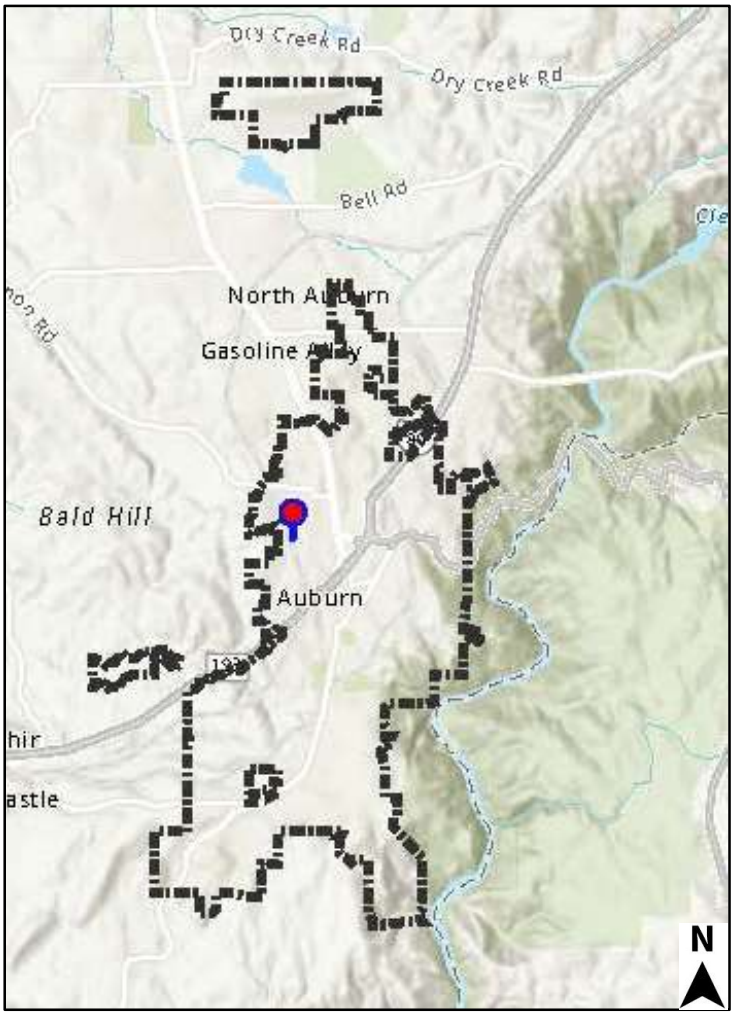
FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP)	State	$1,610,740
TOTAL	**$1,610,740**	

Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: $500,000 currently estimated by Auburn.

Amount of Funding Used for Project Management: Not estimated by Auburn

ADDITIONAL PROJECT #5 DETAILS: NEVADA STREET STATION ELECTRIC CHARGING INFRASTRUCTURE

Project Location: The charging infrastructure will be located at the Nevada Street multi-modal station, located near 277 Nevada Street in Auburn, CA (denoted with the red pin in the figure, below). This location currently serves as a scheduled transfer point for multiple transit operators that serve the site, including Auburn Transit, PCT, Greyhound and Amtrak thruway, and Nevada County Connects. The station is also located adjacent to the Auburn-Conheim passenger rail station served by the CCJPA's Amtrak Capitol Corridor rail service.



Explanation of Housing and Employment Benefits Based on the Project's Location:
The Nevada Street Station is located near single family housing and commercial centers within Auburn city limits. Because it serves multiple transit agencies, it affords capabilities for riders to move throughout the region and to larger employment areas such as south Placer County and downtown Sacramento.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:
Currently, the site has no EV charging infrastructure. There are four covered bus shelters that serve multiple transit agencies using the station, as well as secure bicycle lockers for on-site users. Additionally, the station is located immediately adjacent to the Auburn-Conheim passenger rail station, which is currently served by one daily roundtrip passenger rail trip operated by the CCJPA's Amtrak Capitol Corridor service. No additional active transportation infrastructure exists or is planned adjacent to the project site.

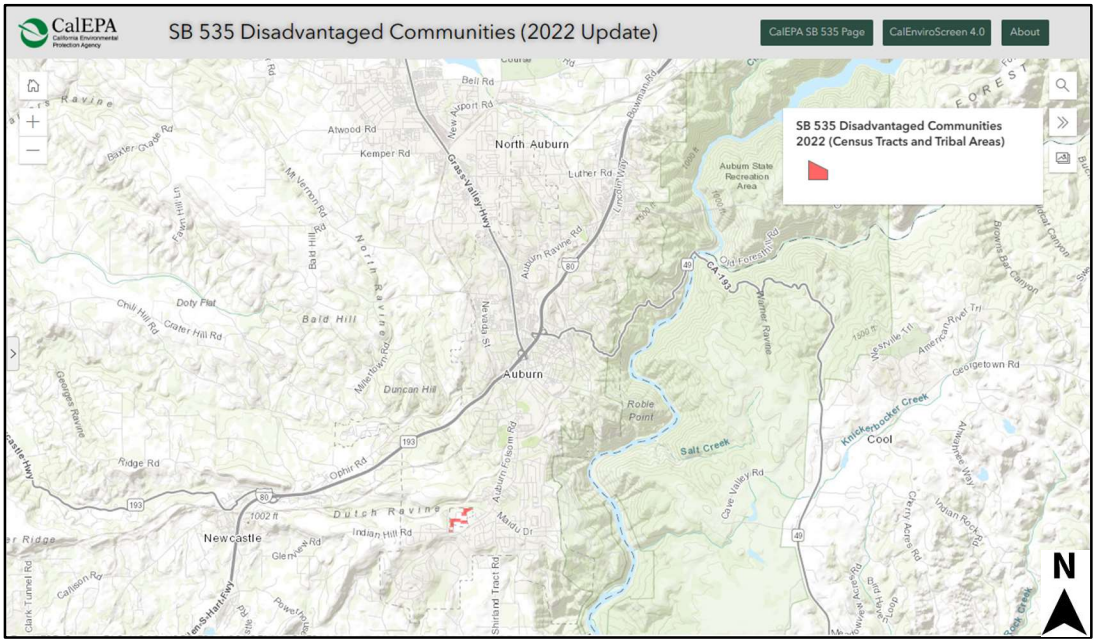
Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
This project will support the utilization of electric buses that produce zero harmful emissions, thereby reducing local air pollution by eliminating dangerous particulate emissions. Total GHG emission reductions anticipated from this project are 34,554 (MTCO2e), with the following co-benefits summarized, below:

Local NO_X Emission Reductions (lbs.)	16,480
Local $PM_{2.5}$ Emission Reductions (lbs.)	2,000
Local ROG Emission Reductions (lbs.)	744
Fossil Fuel Use Reductions (gallons)	100,000
Energy and Fuel Cost Savings ($)	$9,870,000

The full GHG reduction results and CARB's TIRCP quantification methodology tool used by the City of Auburn to calculate these project benefits are attached to this SB 125 funding allocation request.

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
The proposed infrastructure will help support zero-emission transit service integration with regional transit providers by installing infrastructure that can be utilized by multiple agencies all traveling to different areas of the region (i.e., Sacramento County, Placer County, and Nevada County). Indirect ridership benefits anticipated from the project include continuing to support future transit services at this location that afford transferring opportunities from local to interregional services that access locations beyond Auburn.

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
According to California Environmental Protection Agency's (CalEPA's) SB 535 Disadvantaged Community Mapping tool, an SB 535 designated disadvantaged census tract is located on tribal land owned by the Auburn Rancheria adjacent to Auburn-Folsom Road, which is currently served by Auburn's Transit's on-demand service (refer to screenshot, below).



The charging infrastructure at Nevada Station will help support transit services that connect this area to regional employment, medical, and retail locations located in unincorporated North Auburn, Roseville, and the greater Sacramento area. Additionally, the infrastructure will continue to support Auburn Transit's and PCT's transit services that directly serve low-income communities in unincorporated North Auburn.

FACT SHEET FOR PROJECT #6

Project Title: Electric Vehicle (EV) Van Purchase

Implementing Agency: City of Auburn

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Vehicle Ordering/Purchasing	1/2/2024	4/1/2024
Vehicle Outfitting	4/1/2024	6/30/2024

Anticipated Date of Construction and Project Completion: Once purchased in April 2024, the EV vans are anticipated to start service by the end of June 2024.

Summary of Project Scope:
The City of Auburn will purchase and outfit two (2) electric battery-powered Ford E-Transit vans to support microtransit services that are currently experiencing increased ridership demand. The SB 125 funds will support vehicles that diversify Auburn Transit's overall fleet vehicle inventory, replacing existing gasoline and diesel vehicles, to further transition the small fleet to zero-emission technology and address transit service challenges in service areas that are topographically constrained and cannot be accessed by existing fleet vehicles. The SB 125 funding is needed to deliver the entire project as no alternative funding sources have been secured.

Total Project Costs: $400,000 (estimated as of December 2023).

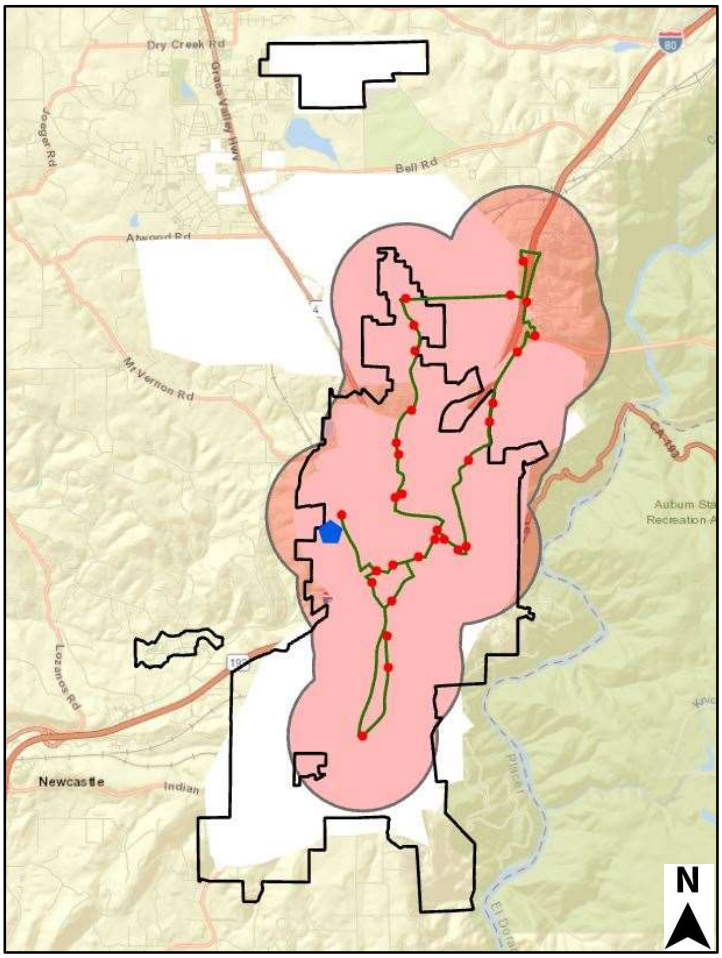
FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP)	State	$400,000
TOTAL	**$400,000**	

Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: Not estimated by Auburn

Amount of Funding Used for Project Management: Not estimated by Auburn

ADDITIONAL PROJECT #6 DETAILS: ELECTRIC VEHICLE (EV) VAN PURCHASE

Project Location: The two vehicles will support the Auburn OnDemand microtransit service (service area shown in white) and the Auburn Loop (a deviated fixed-route service with stops served entirely on demand through the Auburn OnDemand microtransit service, shown in the red area), which is illustrated in the figure, below.



Explanation of Housing and Employment Benefits Based on the Project's Location:
This project directly supports the Auburn OnDemand microtransit service by providing vehicles that support transit services to/from the Auburn region's commercial employment centers located at the Auburn Airport Industrial Business Park, Old Town Auburn, downtown Auburn, and the Highway 49 business corridor. In addition, Auburn OnDemand provides services to several affordable housing complexes located in unincorporated North Auburn, providing mobility access for some of the region's transit dependent individuals living in that location.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:
There are no planned active transportation infrastructure components as part of this electric van purchase project. However, existing Auburn Transit services provide connections with various parks, trail networks, and multi-modal transportation hubs throughout the greater Auburn region, with connections to PCT and Nevada County Connects (NCC) transit services that provide further access to recreational areas located in Nevada, south Placer, and Sacramento counties.

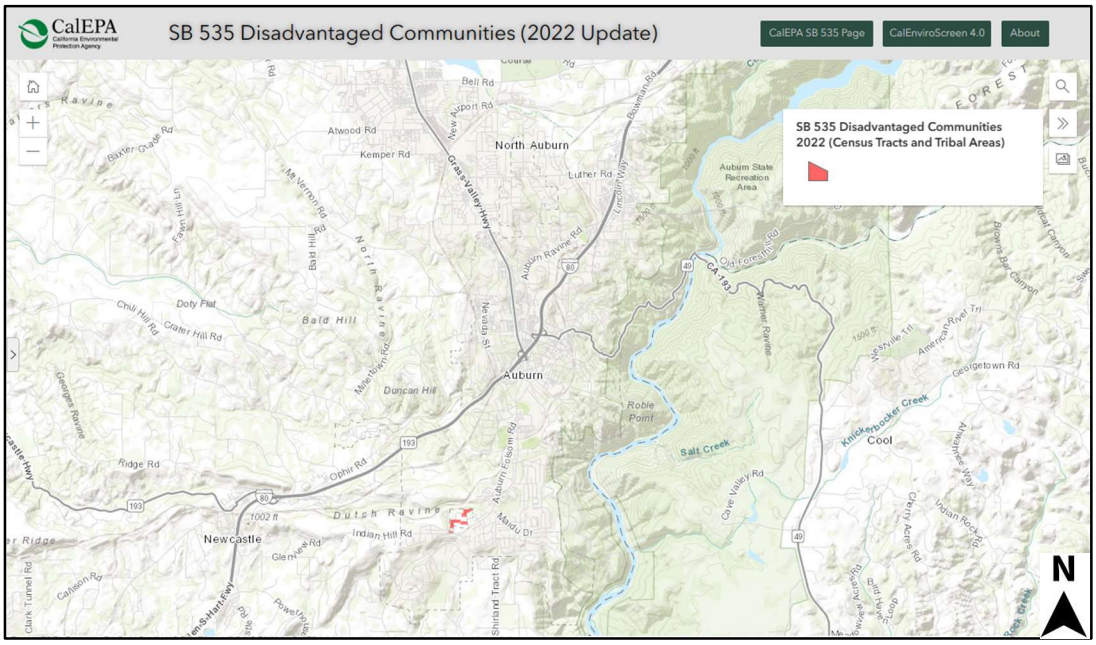
Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
This project will support the utilization of electric vans that produce zero harmful emissions, replacing existing gasoline and diesel fleet vehicles, thereby reducing local air pollution by eliminating dangerous particulate emissions. Total GHG emission reductions anticipated from this project are 1,189 (MTCO2e), with the following co-benefits summarized, below:

Local NO_X Emission Reductions (lbs.)	712
Local $PM_{2.5}$ Emission Reductions (lbs.)	41
Local ROG Emission Reductions (lbs.)	7
Diesel PM Emission Reductions (lbs.)	5
Fossil Fuel Use Reductions (gallons)	99,326
Energy and Fuel Cost Savings ($)	$323,494

The full GHG reduction results and CARB's TIRCP quantification methodology tool used by the City of Auburn to calculate these project benefits are attached to this SB 125 funding allocation request.

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
The vans purchased will help support zero-emission transit service integration with regional transit providers and further ensure that existing transit services provide connections with other operators that serve the greater region (i.e., PCT, NCC, CCJPA passenger rail, and Amtrak thruway services). Additionally, the vans will help create fleet diversity and capacity to address current microtransit service demand and enable access to areas within the Auburn region that are not currently accessible by existing fleet vehicles.

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
According to California Environmental Protection Agency's (CalEPA's) SB 535 Disadvantaged Community Mapping tool, an SB 535 designated disadvantaged census tract is located on tribal land owned by the Auburn Rancheria adjacent to Auburn-Folsom Road, which is served by Auburn's Transit's on-demand service (refer to screenshot, below).



The EV vans will help support existing and future transit services that connect this area to employment, medical, and retail locations located in the Auburn region and to interregional transit services that provide access to south Placer County, downtown Sacramento, and Nevada County.

FACT SHEET FOR PROJECT #7

Project Title: City Corporation Yard EV Charging Infrastructure Upgrades

Implementing Agency: City of Auburn

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Design/Engineering	7/1/2024	9/30/2024
Project Bid Award	10/1/2024	12/31/2024
Project Construction	1/1/2025	6/30/2025

Anticipated Date of Construction and Project Completion: Following full design in 2024, construction is anticipated to start by January 2025, with the project's completion by June 2025.

Summary of Project Scope:
The City of Auburn will design and construct EV charging infrastructure upgrades at the City's corporation yard to support zero-emission fleet vehicles and transit services operated by Auburn Transit. The corporation yard currently has four existing EV chargers, with two of them reaching the end of their useful life. The SB 125 investment is needed to deliver new chargers that would replace the ones reaching the end of their useful life so that the City's existing and future zero-emission fleet charging needs are continually met. SB 125 funds are proposed to address the entire project's anticipated cost as no alternative funding sources have been secured.

Total Project Costs: $600,000 (estimated as of December 2023).

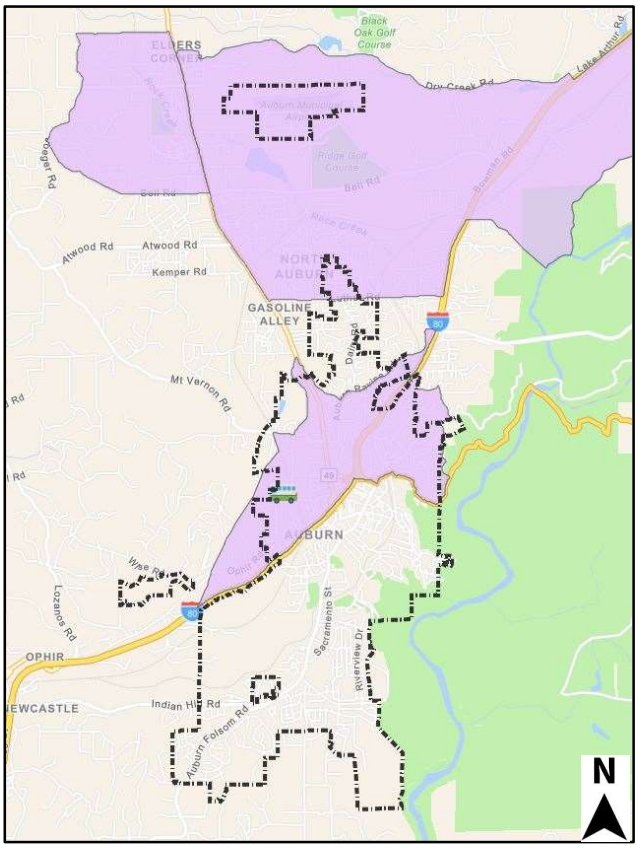
FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP)	State	$600,000
TOTAL	**$600,000**	

Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: $180,000 estimated by Auburn

Amount of Funding Used for Project Management: Not estimated by Auburn

ADDITIONAL PROJECT #7 DETAILS: CITY CORPORATION YARD EV CHARGING INFRASTRUCTURE UPGRADES

Project Location: The charging infrastructure will be installed at the City's Corporation Yard, located at 11500 Blocker Drive, Auburn, CA, which is illustrated as a green bus in the figure, below.



Explanation of Housing and Employment Benefits Based on the Project's Location:
This infrastructure project directly supports Auburn Transit services provided to the region's commercial employment centers located at the Auburn Airport Industrial Business Park, Old Town Auburn, downtown Auburn, and along the Highway 49 corridor. In addition, Auburn Transit provides services to several affordable housing complexes and low-income housing areas located within the norther portion of the City and in unincorporated North Auburn (illustrated by the shaded purple areas in the figure, above) providing mobility access for some of the Auburn region's most transit-dependent individuals.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:
There are no planned active transportation infrastructure components as part of this project. However, this project supports Auburn's public transit services, which provide connections with various parks, trail networks, and multi-modal transportation hubs throughout the greater Auburn region. Auburn Transit services further connect with PCT and Nevada County Connects (NCC) transit services, which collectively provide access to recreational areas located in Nevada, south Placer, and Sacramento counties.

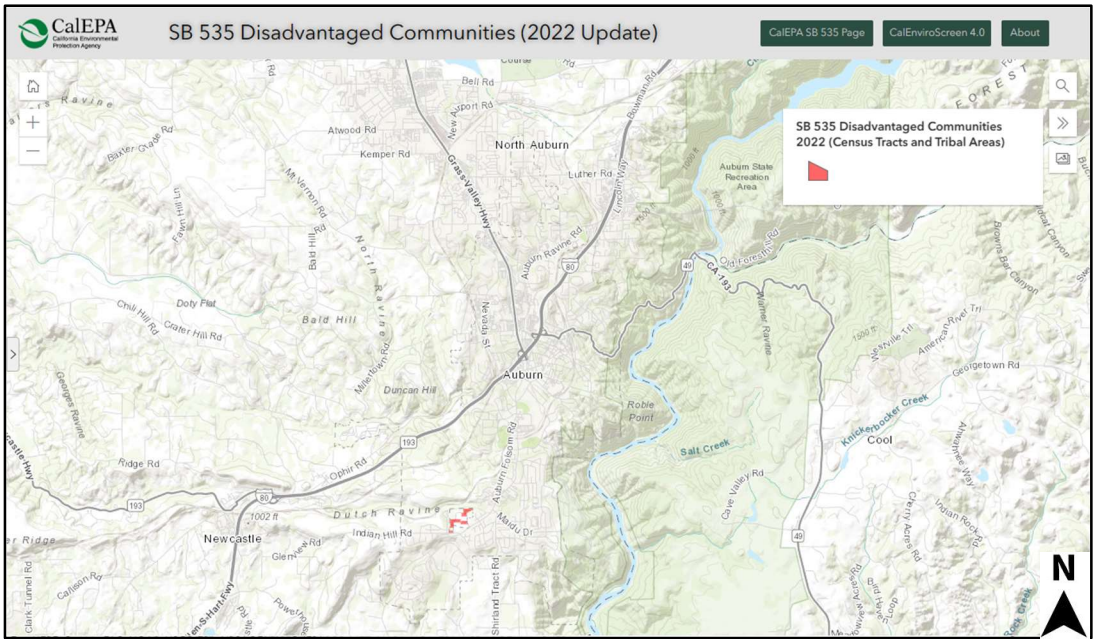
Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
This project will support the City's zero-emission transit fleet that, thereby reducing local air pollution by eliminating dangerous particulate emissions. Total GHG emission reductions anticipated from this project are 422 (MTCO2e), with the following co-benefits summarized on the next page, below:

Passenger VMT Reductions (miles)	241,735
Local NO_X Emission Reductions (lbs.)	66
Local $PM_{2.5}$ Emission Reductions (lbs.)	31
Local ROG Emission Reductions (lbs.)	6
Fossil Fuel Use Reductions (gallons)	10,050
Energy and Fuel Cost Savings ($)	$98,700
Passenger Travel Cost Savings ($)	$140,206

The full GHG reduction results and CARB's TIRCP quantification methodology tool used by the City of Auburn to calculate these project benefits are attached to this SB 125 funding allocation request.

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
The charging infrastructure will support zero-emission transit services provided by Auburn Transit, which currently connect with other operators that serve the greater region (i.e., PCT, NCC, CCJPA passenger rail, and Amtrak thruway services). Additionally, the infrastructure will help support fleet diversity and capacity to address current microtransit service demand within the Auburn region.

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
According to California Environmental Protection Agency's (CalEPA's) SB 535 Disadvantaged Community Mapping tool, an SB 535 designated disadvantaged census tract is located on tribal land owned by the Auburn Rancheria adjacent to Auburn-Folsom Road, which is served by Auburn's Transit's on-demand service (refer to screenshot, below).



The charging infrastructure will support existing and future transit services that connect this area to employment, medical, and retail locations located in the Auburn region and to interregional transit services that provide access to south Placer County, downtown Sacramento, and Nevada County. Additionally, the infrastructure supports Auburn Transit services that provide transit access to affordable housing developments and low-income communities located in the northern part of the City and in the unincorporated North Auburn area.

FACT SHEET FOR PROJECT #8

Project Title: Roseville Transit Bus Shelter Replacement

Implementing Agency: City of Roseville

Project Phasing and Development Schedule:

PHASE	START DATE	END DATE
Construction	7/1/2024	12/1/2025

Anticipated Date of Construction and Project Completion: Removal of old shelters and the installation of new shelters is anticipated to begin in July 2024, with project's completion by the end of 2025.

Summary of Project Scope:
Roseville Transit will replace old and dated bus shelters with new ones that are more comfortable and safer, with modern features that will provide a positive customer experience and create long-term regular transit riders. The new shelters will improve safety at the bus stops by providing enhanced lighting and visibility conditions at night compared to the older shelters being replaced. The SB 125 investment will be used to deliver as many bus shelter replacements as the funding allows for, as no additional funds have been secured for this project. Shelter replacement will be prioritized by their existing condition and/or if their bus stop is located near disadvantaged or low-income communities.

Total Project Costs: $1,116,250 (estimated as of December 2023).

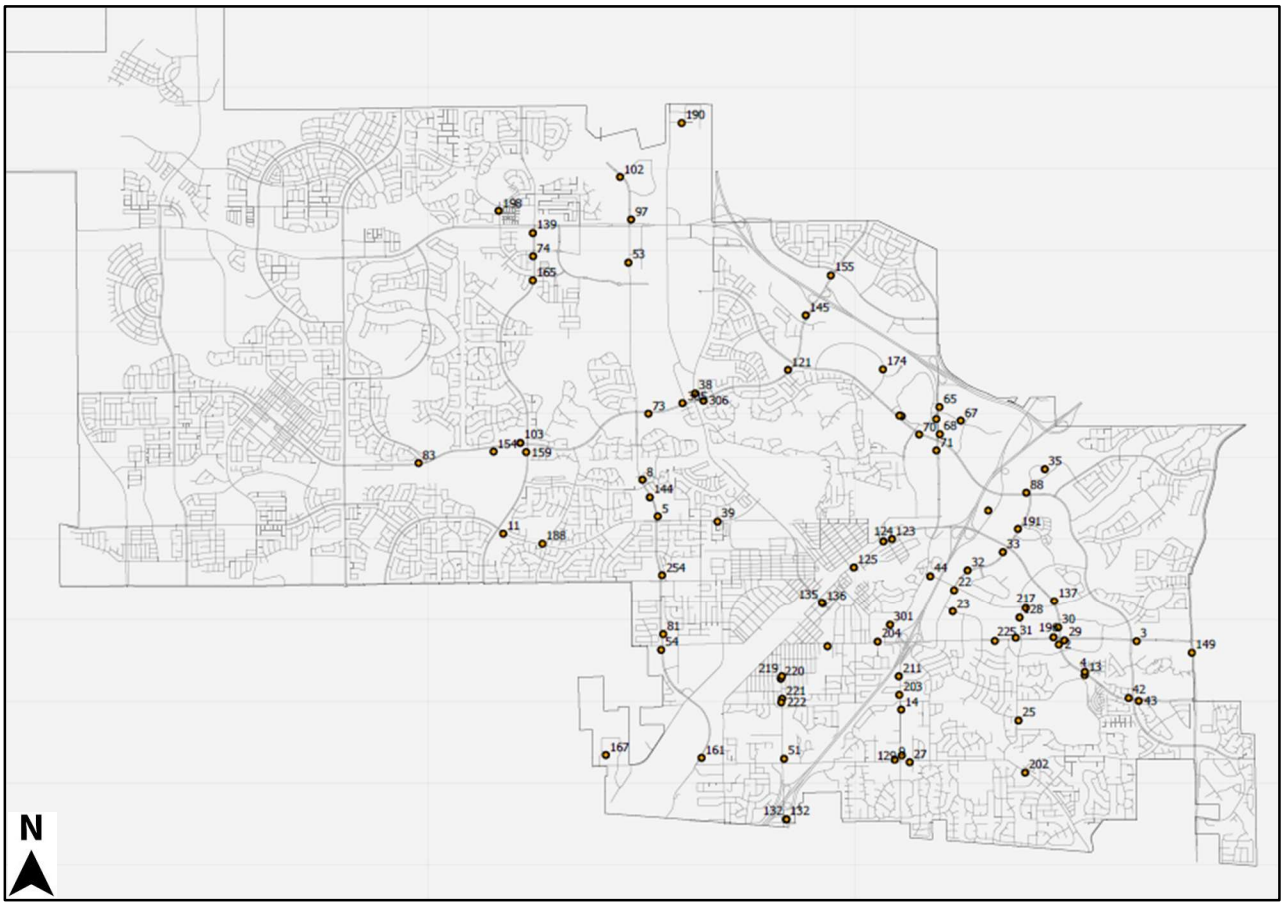
FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT
SB 125 (TIRCP)	State	$1,116,250
TOTAL	**$1,116,250**	

Total Project Development Costs, inclusive of PA&ED, PS&E, and R/W: Not estimated by Roseville

Amount of Funding Used for Project Management: Not estimated by Roseville

ADDITIONAL PROJECT #8 DETAILS: ROSEVILLE TRANSIT BUS SHELTER REPLACEMENT

Project Location: The map, below, illustrates the City's current bus stop shelter inventory located within Roseville Transit's service area (contained within the City's jurisdictional boundary limits). The City will replace as many of these bus shelters as the current project funding investment allows for.



Explanation of Housing and Employment Benefits Based on the Project's Location:
Roseville Transit's fixed-route and on-demand services provide significant coverage and transit access to single-family and multi-family developments located throughout the City, including low-income and affordable housing developments located near Sierra Gardens off of Douglas Boulvard. These transit services provide mobility opportunities for all the City's residents, especially those that may be transit-dependent, to access the City's major office and commercial employment areas located adjacent to the Roseville Galleria, in downtown Roseville, and along the Douglas Boulevard, Eureka Road, Industrial Avenue, Washington Boulevard, and Foothills Boulevard corridors. This project would provide new bus shelter infrastructure and safety lighting upgrades that would directly benefit riders using the transit system to access housing and employment opportunities throughout the region.

Explanation of Planned or Existing Active Transportation Infrastructure Around the Project Site:
There are no planned active transportation infrastructure components as part of this project. However, many of the shelters are located adjacent to sidewalks and/or other bike/pedestrian infrastructure located within the corresponding roadway corridor. Once constructed, the enhanced shelters and lighting will benefit those facilities by creating an overall safer environment designed to attract transit riders to those bus stop locations.

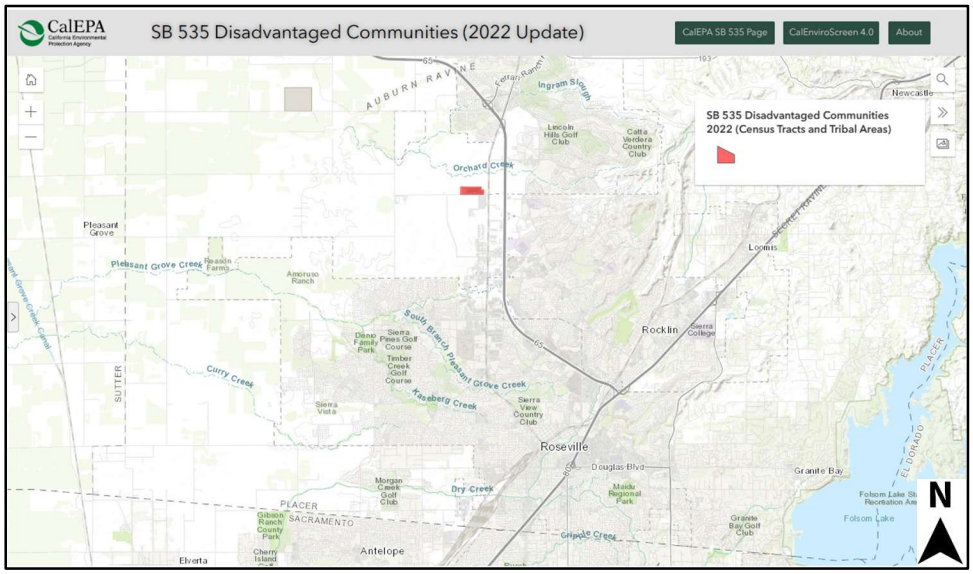
Explanation of the Project's Greenhouse Gas (GHG) Reducing Features:
This project supports the City's transit services, which are transitioning over to zero-emission technology, and creates an overall better service appeal to attract new riders. Total GHG emission reductions anticipated from this project are 1,862 (MTCO2e), with the following co-benefits summarized, below:

Passenger VMT Reductions (miles)	5,574,083
Local NO_X Emission Reductions (lbs.)	367
Local $PM_{2.5}$ Emission Reductions (lbs.)	228
Local ROG Emission Reductions (lbs.)	63
Fossil Fuel Use Reductions (gallons)	173,267
Passenger Travel Cost Savings ($)	$7,630,030

The full GHG reduction results and CARB's TIRCP quantification methodology tool used by the City of Roseville to calculate these project benefits are attached to this SB 125 funding allocation request.

Explanation of Expected Ridership Benefits, Including Integration with Regional Modes & Providers
New bus shelters will provide existing and future transit riders with enhanced bus stop amenities designed to offer greater comfort and safety for Roseville Transit's users. Bus stops are one of the first opportunities for the public to interface with transit services, and their condition is an important factor for attracting users to the service. Some of Roseville Transit's existing shelters have broken glass, graffiti vandalism, and/or other damage that greatly discourages their use or comfort, and in some cases impacts their overall safety. This project will replace the most damaged and/or unappealing shelters to not just provide safety and comfort amenities for existing transit users, but also attract new riders to Roseville Transit's services.

Explanation of Benefits to Disadvantaged & Low-Income Communities/Households (SB 535 and AB 1550):
According to California Environmental Protection Agency's (CalEPA's) SB 535 Disadvantaged Community Mapping tool, there are no census tracts located within the City of Roseville that are designated disadvantaged pursuant to CalEPA's criteria. The only SB 535 designated disadvantaged census tract near Roseville is the Auburn Rancheria at Thunder Valley, which is outside of Roseville Transit's service area.



However, Roseville Transit does provide transit access to low-income communities located adjacent to some of its fixed-route services (i.e., Routes A, B, C, D, F, and R). Bus shelter replacement will be prioritized in these locations to improve the stop's safety and overall appeal.

SUMMARY TABLE FOR USES OF TIRCP AND ZETCP FUNDING (REQUIREMENT SECTION D)

PCTPA has prepared an Excel document summary table identifying the proposed division of SB 125 TIRCP and ZETCP funding allocated towards the eight capital projects described in previous sections, above. This funding allocation corresponds with PCTPA's overall SB 125 funding allocation amount for the Placer County region. The Excel document is attached to this SB 125 funding allocation request package.

REGIONAL TRANSIT OPERATOR DATA (REQUIREMENT SECTION E, SUBSECTIONS I-V)

For the purposes of this section, PCTPA is only able to provide operator data for the following three transit providers that operate services within Placer County: City of Auburn, City of Roseville, and Placer County. The Capitol Corridor Joint Powers Authority (CCJPA), which operates interregional passenger rail service between Placer County, Sacramento, and the greater Bay Area regions, has not provided PCTPA with information to satisfy this section's requirements and should be consulted directly by CalSTA and/or other State agencies for the relevant data required by the SB 125 Funding Guidelines.

Existing Fleet and Asset Management Plans by Transit Operator

Included as attachments to PCTPA's SB 125 funding allocation request package are the Transit Asset Management (TAM) plans and ICT zero-emission fleet conversion plans required by CARB for Placer County and the City of Roseville. The City of Auburn, given their small fleet (seven revenue vehicles total) and service size, has not prepared a formal TAM Plan or ICT fleet conversion plan. However, the City of Auburn has provided PCTPA with a TAM Narrative Table submitted to NTD for their fleet inventory, which is also included as an attachment to PCTPA's SB 125 funding allocation request package.

Revenue Collection Methods and Annual Fare Collection Costs by Transit Operator

The following table summarizes the annual fare revenues collected in FY 2022/23 by fare collection instrument (if available), the cost of collecting fare revenues by fare collection instrument in FY 2022/23 (if available), and the planned capital costs related to fare collection in the next four years, by transit operator.

Operator	Revenues Collected in FY 22/23 by Instrument	Fare Collection Costs in FY 22/23 by Instrument	Planned Capital Costs for Fare Collection in FYs 22/23 – 26/27
City of Auburn	• Cash: $32,257 • Mobile ticketing (Token Transit): $19,332 • Open loop ticketing (tap to pay): $7,428 **Total Revenue: $59,017**	• Cash: $0 • Mobile ticketing (Token Transit): $5,000 • Open loop ticketing (tap to pay): $179 **Total Costs: $5,179**	The City of Auburn is not planning any changes to revenue collection over the next four years. Mobile ticketing and open loop ticketing dues/subscriptions over this period are anticipated to total $20,716
City of Roseville	• Cash: $294,458 (Genfare) • Connect Card: $90,330 • Open loop ticketing (Stripe): $354 **Total Revenue: $385,142**	• Cash: $22,000 (Genfare) • Connect Card: $3,000 **Total Costs: $25,000**	The City of Roseville plans to replace 12 Genfare FAST fareboxes ($246,440), maintain annual support agreements with Genfare and Connect Card ($40,000), purchase Genfare passes

Operator	Revenues Collected in FY 22/23 by Instrument	Fare Collection Costs in FY 22/23 by Instrument	Planned Capital Costs for Fare Collection in FYs 22/23 – 26/27
			($20,000) and address annual farebox repair costs ($40,000), anticipated to collectively total $346,440
Placer County	• Cash: $136,196 (Genfare) • Connect Card: $74,256 **Total Revenue: $210,452**	• Cash: $29,000 (Genfare) • Connect Card: $22,500 **Total Costs: $51,500**	Placer County plans to maintain existing annual support and maintenance agreements with Genfare and Connect Card, anticipated to collectively total $206,000

Statement of Existing Service Plan and Planned Service Changes Through FY 2023/24

All three transit operators have currently identified that they are not planning to implement any changes to their respective transit services before the end of FY 2023/24 (June 2024). PCTPA has been working with each transit operator to ensure that their GTFS data is accurate and up to date; and has confirmed that each operator has their current GTFS data publicly available online. Any future service changes will be translated into an updated GTFS format on a timely basis.

Security and Safety Measure Expenditures

The City of Auburn is planning to enhance the surveillance equipment in seven of their transit fleet revenue vehicles, costing approximately $70,000 ($10,000 per vehicle), as well as improve their ability to better store surveillance recordings at their administrative office, estimated to cost $35,000. This project, totaling approximately $105,000, does not have a definitive timeline/schedule, but is anticipated to be completed over the next four years.

Placer County and the City of Roseville have not identified any planned expenditures on significant safety and/or security measures for their respective transit services, fleets, and facilities in the next four years.

Service Restructuring, Improvement, Coordination, and Consolidation Opportunities

PCTPA is currently leading a comprehensive transit operational analysis (COA) and service planning effort for transit services provided by Auburn Transit and Placer County Transit. This planning effort is being coordinated with the City of Roseville, which is concurrently conducting a similar effort for Roseville Transit's services. These joint efforts are intended to establish a new, coordinated transit service network in the south Placer County region that will be mutually implemented by the Placer region's three transit providers. Significant public outreach has already been completed for these planning efforts, with more public and stakeholder engagement planned throughout the remainder of the project. Service scenario planning is anticipated to begin in Spring 2024, with the final service plans being established for Auburn Transit, Placer County Transit, and Roseville Transit by the summer of 2024. Following the final service plans, PCTPA will prepare a short-range transit plan that jointly implements the established transit network and services over the next five years. This service plan implementation will be conducted alongside enhanced marketing and promotion of the region's transit services to generate greater awareness of and demand for available public transit provided in Placer County. No further governance, service consolidation, and/or structural administrative changes are being considered in these comprehensive planning efforts.