

Lead Agency Information

Name:	Shasta Regional Transportation Agency		
Address:	1255 East Street, Suite 202		
City, State Zip Code:	Redding, CA 96001		
County:	Shasta County		
Regional Entity:	Shasta Regional Transportation Agency		
Agency Website:	https://www.srta.ca.gov/		
Approved Title VI (Date):	4/2/2020		
Link to Agency's Approved Title VI Plan:	https://www.srta.ca.gov/DocumentCenter/View/4946/2019-Shasta-Particip		

Allocation Request Prepared by	
Name:	Julie McFall
Title:	Senior Transportation Planner
Phone #:	(530) 262-6188
E-mail:	jmcfall@srta.ca.gov

Contact (if different then "Prepared by")	
Name:	
Title:	
Phone #:	
E-mail:	

Authorized Agent	
Name:	Daniel S. Little
Title:	Executive Director
Phone #:	(530) 262-6191
E-mail:	dlittle@srta.ca.gov

Legislative District Numbers						
Assembly*:	1					
Senate*:	1					
Congressional*:	1					

*if you have more Districts, please provide an attachment

Project Summary

Name: <i>No more than 180 characters.</i>	ShastaConnect CTSA Rider Eligibility Expansion Project				
Description (Short): <i>No more than 370 characters.</i>	Expansion of rider eligibility for ShastaConnect Monday-Friday CTSA service.				
Type:	Operations				
Sub-Type	New expanded/enhanced transit service				
Total Years of Rollover:	0	Remaining years of Rollover:	0		
Start date (anticipated):	12/01/20	End date (anticipated):	12/01/21		
General Area (City/County):	Redding/Shasta County				
<u>Please provide specific area information for the project in the Lat-Lon tab.</u>					
Identify the Project Census Tract(s) (10-digit identification code):	6089012200, 6089012303, 6089012302, 6089011001, 6089010603, 6089011600, 6089012500, 6089011803, 6089011802, 6089011801, 6089011900, 6089012604, 6089012601, 6089012701, 6089012102, 6089012400				
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.					
Capital:			Operations:	12	
Funding:	99313:	\$191,144	99314:	\$0	Total: \$191,144
Approved LONP:	No		LONP Approval date:		

LCTOP FY 2019-2020
Allocation Request

Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PUC 99313 Amount:		\$191,144					\$191,144
PUC 99314 Amount:		\$0					\$0
Total LCTOP Funds:	\$0	\$191,144	\$0	\$0	\$0	\$0	\$191,144
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$191,144	\$0	\$0	\$0	\$0	\$191,144

Lead Agency:	Shasta Regional Transportation Agency	Amount:	PUC Funds Type:
Contact Person:	Julie McFall	\$191,144	99313
Contact Phone #:	(530) 262-6188	\$0	99314
Contact E-mail:	jmcfall@srta.ca.gov		

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

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Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Total FY 19-20 LCTOP Funding	\$191,144
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Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.

The LCTOP funds will support the expansion of ShastaConnect CTSA Monday-Friday services provided by Dignity Health Connected Living (DHCL). Use of LCTOP funding will be limited to costs associated with the expanded services. LCTOP funds will not supplant or replace any other funding.

Fully Funded Project - Provide a description of the status of all the funds to be used to completely fund this project.

The ShastaConnect CTSA Rider Eligibility Expansion Project will be 100% funded with LCTOP funds.

LCTOP FY 2019-2020
Allocation Request

Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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	\$191,144	\$0	\$0	\$0	\$0	\$0	\$191,144
TOTAL	\$0	\$191,144	\$0	\$0	\$0	\$0	\$0	\$191,144

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other		\$191,144						\$191,144
TOTAL	\$0	\$191,144	\$0	\$0	\$0	\$0	\$0	\$191,144

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Plan

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project Information

1) Project Description - Describe the project using comprehensive overall project description regarding improvements to be made and/or increased level of service (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications). ***No more than 12 lines.***

The project consists of the expansion of ShastaConnect services by expanding rider eligibility for the Monday through Friday Consolidated Transportation Services Agency (CTSA) service. Rider eligibility for the CTSA service is currently limited to seniors (60+ years of age) and riders with a disability (18+ years of age) who cannot be served by RABA Demand Response Services or who are outside of the RABA Demand Response service area. CTSA rider eligibility would be expanded to include any rider (18+ years of age) whose trip is fully within the CTSA service area, or where the origin and/or destination is to a location within the CTSA service area. Anticipated ridership increases assume a 20% increase in Monday-Friday ridership (or 13 additional rides per day); current baseline ridership is 15,750 riders (250 operating days x 63 riders per day). It is also assumed that the average trip length will increase from 8.4 miles per passenger trip for Monday-Friday service to 9.5 miles per passenger trip, an increase of 10% in VMT due to optimized trips with upgraded software. LCTOP funds would provide one-year of operational costs for expanded transit services provided by ShastaConnect, as well as software and communication systems costs necessary to support dispatch/driver coordination, and outreach materials to inform new riders of eligibility.

2) Project Planning - Explain the planning process this project went through and how it was designed/Planned to avoid substantial burden on any low income disadvantage community (*include any public outreach/input, or workshops*). ***No More than 12 lines.***

SRTA regularly receives requests by email and via social media for more expanded rider eligibility for the Monday-Friday CTSA service. DHCL also receives requests for expanded rider eligibility from existing riders and from potential riders by phone and email. SRTA and DHCL evaluated recent rider requests, including suggested rider demographics, to determine appropriate service expansion to meet community needs. The expansion of rider eligibility will be a new benefit to transit-dependent populations in the Shasta region that are already in the CTSA service area, and will not be a burden on local, low-income communities. This project will help improve community accessibility to essential services and reduce transportation cost.

3) Project Costs - Describe how the project costs were developed and provide an itemized cost breakdown. ***No more than 10 lines.***

SRTA and DHCL staff identified operational and other costs to expand rider eligibility for the Monday-Friday CTSA service. Costs were broken down as follows: Operations (\$140,132), Software/Communications Systems (\$38,000), and Outreach Materials (\$13,012), for a total cost of \$191,144. SRTA sets aside 5% of our annual TDA for CTSA Monday-Friday service. That averages approximately \$350,000 per year, dependant upon sales tax and gas tax generation. The existing CTSA budget is currently stretched to the maximum with existing staffing, fuel, maintenance, and licensing activities. The existing budget does not allow for the cost of additional drivers, administrative staff, and vehicle operations to expand the service to additional riders through increased eligibility. In addition, the current budget does not allow for DHCL to save funds to build a reserve to purchase things like dispatching/driver coordination/navigational software or communication equipment, and are highly dependent on competitive grants. Drivers are currently using their personal cell phones for communication and dispatch activities.

Agency Information

4) Agency Fare - Describe the fare structure for your system and how the project will affect that structure if at all.

CTSA fares are \$3.00 per ride. Expansion of rider eligibility will not affect the current fare structure.

5) Agency Service Area - Describe the agency's service area including the city, town, or community (rural, suburban, urban & demographics). *No more than 10 lines.*

The Monday-Friday CTSA service area includes areas within the cities of Anderson, Redding and Shasta Lake, the communities of Happy Valley, Cottonwood, Bella Vista, Palo Cedro, Millville, Old Shasta, and Lakehead, and other areas throughout Shasta County where requested. See community map for reference.

6) Agency Service - Describe the transit service provided and how the project plays into the overall operations. *No more than 10 lines.*

CTSA services are provided by DHCL, and include 24-hour advanced reservation door-to-door services to those 60 years of age or older, and mobility impaired persons 18 years of age or older, who live outside the RABA service area or cannot ride RABA fixed-route services and do not qualify for RABA's paratransit services. DHCL provides transit services Monday-Friday from 7:30 AM to 3:30 PM., using five vehicles. This project would expand CTSA rider eligibility to include any rider (18+ years of age) whose trip is fully within the CTSA service area, or where the origin and/or destination is to a location within the CTSA service area. It is assumed that two additional vehicles and drivers would be needed to accommodate new ridership. The project includes upgraded software on all vehicles to allow for more efficient routing of vehicles and to potentially allow for more "same day" requests, which is likely to happen with more eligible riders.

Project GHG Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions. *For example, expanded/enhanced transit service will improve headways thus making transit a more convenient option of transportation thus increasing ridership, reducing Vehicle Miles Traveled (VMT) and reducing GHG.*

Expanding CTSA rider eligibility will increase riders using public transit thereby helping to reduce traffic congestion and reduce the use of single-occupancy vehicles to travel to their jobs, conduct shopping trips, medical trips, recreational trips and other trips. It would also promote connections to other public transportation options or active transportation for biking or local micro-mobility options. This will help reduce overall vehicle miles traveled (VMT) for the region thereby reducing greenhouse gas emissions.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
Year 1 (Yr1) - <i>First year of service, or year that capital improvements will be completed.</i>	2020	Project is expected to start December 2020.
Year F (YrF) - <i>Final year that the service is funded or the final year of the capital improvements useful life.</i>	2021	Project is expected to end December 2021.
Project Yr1 Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1.</i>	3,150	Assumes a 20% increase in Monday-Friday ridership (or 13 additional rides per day) Current baseline ridership is 15,750 riders (250 operating days x 63 riders per day).
Project F Yr. Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	3,150	Assumes a 20% increase in Monday-Friday ridership (or 13 additional rides per day) Current baseline ridership is 15,750 riders (250 operating days x 63 riders per day).
Adjustment (A) - <i>Adjustment factor to account for Choice Riders. You may use defaults values listed on pg.16 in the read me.</i>	0.54	Used default adjustment factor for Demand Response (PT) service per table on page 16 of READ Me document.
Trip Length (L) - <i>Length (miles) of average auto trip reduced or average passenger trip length (miles). You may use defaults values listed in the read me.</i>	9.50	Trips average 8.4 miles per passenger trip for Monday-Friday service. Assume that average trip length increases to 9.5 miles per passenger trip. Assumes a 10% increase in VMT due to optimized trips with
Project Useful Life	1	This is calculated based on the values above.
Total Project Ridership Increased	3,150	This is calculated based on the values above.
Total Project VMTs Reduced	16,160	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO2e)	0.07	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Project GHG Emission Reductions (MTCO2e)	0.07340	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits

Job Support Benefits (Refer to Read Me for more information or CARB Co-Benefits website)

Primary Project Activity <i>(select from drop down)</i>	Operation of local transit service, including mixed mode
% of Project Budget Associated with Primary Activity	73%
Other Project Activity <i>(select from drop down)</i>	Procurement of communications systems
% of Project Budget Associated with Other Activity	27%
Other Project Activity <i>(select from drop down)</i>	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

	Value	Explanation
Standard Fare Cost for Project (\$/Trip) <i>(Average fare associated with the project)</i>	\$3.00	Standard fare of CTSA service
Reduced Fare Cost (\$/Trip) <i>(Average fare after reduction associated with the project)</i>	\$3.00	No changes to fares proposed by this project.
Transit Facility Parking Cost (\$/Trip) <i>(Average cost to park to use transit associated with project)</i>	\$0.00	No transit facilities to charge fees.
Avoided Parking Cost (\$/Trip) <i>(Average avoided parking cost associated with project)</i>	\$0.00	No known parking fees in service area
Avoided Toll Cost (\$/Trip) <i>(Average avoided toll cost associated with project)</i>	\$0.00	No tolls in the region.

Transit Mode Share: Describe how this project will increase transit mode share (increase mobility).

The project would expand transit services to currently unserved riders, through expanded rider eligibility, thereby encouraging more choice riders and visitors to utilize the transit services to reach popular destinations and connections to other transit services. The ability to use driver routing software on all vehicles would increase the ability to meet more "same day" requests.

Co-Benefits - Check all additional Benefits/Outcomes.

☐ Improved Safety

☒ Improved Public Health

☐ Reduced Operating/Maintenance Costs

☐ Increase System Reliability

☐ Coordination with Educational Institution

☐ College ☐ Grades K-12

☒ Promotes Active Transportation

☒ Promotes Integration w/ other modes

Co-Benefits - Describe benefits checked above and other benefits not listed.

Improved Public Health: Encourages people to be more active; improves air quality and reduces greenhouse gas emissions. Promotes Active Transportation: Vehicles are equipped with bike racks that accommodate two bikes at a time. Promotes bicycling, walking and taking transit to a variety of locations. Promotes Integration w/ other modes: Connects riders to micromobility options in the region and intercity bus services (i.e. Amtrak, Greyhound) when available.

Priority Populations Benefits

Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)	No
Is the project located within the boundaries of a disadvantaged community census tract?	No
Is the project located within the boundaries of a low-income community census tract?	Yes
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	No
Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low): <i>*See Read Me pg 23 for more information</i>	High

Please provide the amount of FY 19-20 LCTOP Funds benefiting Priority Populations: (Total should not exceed total FY 19-20 LCTOP project funding)	
Amount funds to benefit a DAC: \$	0
Amount funds to benefit Low-Income Households & Residents: \$	191,144
Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$	0

Priority Population Community Need: Select the method your agency used for identifying an important community or household need. <i>(For more information please review Read Me) :</i>	D. Where direct engagement is infeasible, refer to the list of common needs for disadvantaged communities in CARB's Funding Guidelines Table 2-2 and select a project that addresses a listed need.
Priority Population Community Need: Identify the specific Common Needs of Priority Populations <i>(if you select letter D. in question above):</i>	ECON 7 Improve transit service levels and reliability on systems/routes that have high use by low-income riders.

Priority Populations Community Need: Based on selection above, describe, in your own words the method your agency used to identified an important community need(s), including the levels of community engagement.	
SRTA consulted with transit partners to determine community needs and ways to encourage more ridership; expanding rider eligibility was discussed based on input from prior Transit Needs Assessments and input at Social Services Technical Advisory Committee (SSTAC) meetings. We also reviewed the common needs of AB 1550 populations described in Table 2-2 (Appendix B). The project will help provide transportation to more riders.	

Priority Population Benefit: Select the benefit your project provides to the community or household.	A. Project provides improved transit or passenger rail service for stations or stops within a disadvantaged or low-income community (e.g., new transit lines, more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, improved accessibility, bus rapid transit service);
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Priority Population Benefit: DAC Benefit - Based on the selection above, explain in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

N/A

Priority Population Benefit: Low-Income Community or Low-Income Household Benefit - Based on selection above explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

The project will expand rider eligibility to accomodate currently unserved riders, including riders in low-income communities. Expanded services promotes active transportation. Riders also benefit from reduced transportation costs, by taking public transit.

Priority Population Benefit: Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit - Based on selection above explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

N/A

SB 1119 Project Criteria: *See Read Me for more information.*

Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes	No
Is the project a purchase of zero-emission transit buses and/or supporting infrastructure?	No
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No

SB 1119 Project Criteria: Explain how your new or expanded transit service connects to transit service serving a Disadvantaged Community.

N/A



California Air Resources Board
Draft Benefits Calculator Tool for the
Low Carbon Transit Operations Program
California Climate Investments

Note to applicants:

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available here:
<https://www.arb.ca.gov/cc/investments/lowcarbontransit/operations/benefitscalc.asp> <https://arbaresourcesuite-19-20.pdf>

Project Name: ShastaConnect CTSA Rider Eligibility Expansion Project			
This section is used to determine the quantification method and emission factors to use to estimate emissions.			
Category	Input	Required	Description
Project Type	New expanded/enhanced transit service	Required Input	For the purposes of this quantification, eligible LCTOP projects fall into four project types. Select the project type that best describes this component.
Quantification Method	New Service	Automated	Emission Estimates = Emission Reductions from Displaced Autos – Emissions from New Service
Service Type	Local/ Intercity Bus (Short Distances)	Required Input	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.
Type of Region	County	Required Input	The type of region that best encompasses the geographic location for the proposed project type.
Region	Shasta	Required Input	The County or Air Basin where the majority of the service occurs.
Year 1 (Y1)	2020	Required Input	The first year of operation for the new expanded/enhanced service - funded by FY 2019-20 LCTOP funds.
Year F (YF)	2021	Required Input	The final year of operation for the new expanded/enhanced service - funded by FY 2019-20 LCTOP funds.
Useful Life (yrs)	1	Calculated	The number of years the service is funded by FY 2019-20 LCTOP funds. Limited to up to 50 years.
This section is used to estimate the emission and cost reductions from displaced auto vehicle miles traveled (VMT).			
Displaced Auto VMT Inputs	Input	Required	Description
Y1 Ridership	3,150	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Y1).
YF Ridership	3,150	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Y1 and YF should be the same value.
Adjustment Factor	0.540	Required Input	Discount factor applied to annual ridership to account for transit-dependent riders. Use: Document project-specific data or system average developed from a recent, statistically valid survey or default.
Length of Average Trip (mi)	9.50	Required Input	Annual passenger miles over unlinked trips directly associated with the proposed project.
Passenger VMT Reductions (mi)	16,160	Calculated	The estimated displaced auto VMT from the proposed project.
GHG Emission Reductions (MTCO ₂ e)	7	Calculated	The estimated GHG emission reductions in metric tons (MT) of carbon dioxide equivalent (CO ₂ e) from displaced auto VMT from the proposed project.
This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).			
New Service Vehicle Inputs	Input	Required	Description
Vehicle Type	Van	Required Input	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type	Gasoline	Required Input	The fuel type (e.g., Electric, Diesel, etc.) of the vehicle that will operate the new service.
Hybrid Vehicle	No	Required Input	Is the vehicle that will operate the new service a hybrid?
Model Year	2018	Required Input	The engine model year of the vehicle that will operate the new service.
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Optional Input	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.
Annual VMT (mi/yr)	13,225	Required Input	The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000 mi/yr). For rail vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.
Annual Fuel Use		Not Required	Not applicable for this project type.
GHG Emissions (MTCO ₂ e)	7	Calculated	The estimated GHG emissions (MTCO ₂ e) of the vehicle that will operate the new service.
This section is used to estimate the net emission reductions from vehicle replacement as a result of the proposed project.			
Baseline Vehicle Inputs	Input	Required	Description
Vehicle Type		Optional Input	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Annual VMT (mi/yr)		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)		Calculated	The estimated GHG emissions (MTCO ₂ e) of the vehicle that will operate the new service.

This section is used to estimate the net emission reductions from fuel/energy reductions as a result of the proposed project.			
Fuel/Energy Reductions Inputs	Input	Required	Description
Vehicle Type		Optional Input	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the vehicle(s) that will realize fuel/energy reductions as a result of The project.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)		Calculated	The estimated GHG emission reductions (MTCO ₂ e) from fuel/energy reductions.
This section calculates the greenhouse gas (GHG) emission reductions achieved by the proposed project.			
Total Project GHG Emission Reductions (MTCO ₂ e)	0	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
LCTOP Project GHG Emission Reductions (MTCO ₂ e)	0	Calculated	The portion of GHG emission reductions attributable to funding from LCTOP. GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other CCI programs, as applicable.

Project Location Information

Please provide specific area information for the project. *Lat-Lon for the project should be in decimal format.*

If you are claiming a Priority Population benefit, please provide **at least one** location point to each claimed community.

#	ID	Name	Latitude	Longitude	Priority Population
Ex.	142	J and 8th	38.580997	-121.496433	Disadvantaged Community
1			40.388243	-122.288077	Low-Income Community/Household
2			40.559736	-122.240003	Low-Income Community/Household
3			40.884357	-121.659276	Low-Income Community/Household
4			40.505737	-122.29971	Low-Income Community/Household
5			40.467254	-122.273627	Low-Income Community/Household
6			40.473729	-122.456290	Low-Income Community/Household
7			40.718669	-122.418912	Low-Income Community/Household
8			40.891350	-122.382539	Low-Income Community/Household
9			40.637804	-122.242623	Low-Income Community/Household
10			40.549040	-122.177344	Low-Income Community/Household
11			40.699614	-122.639081	Low-Income Community/Household
12					
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CTSA Service Map

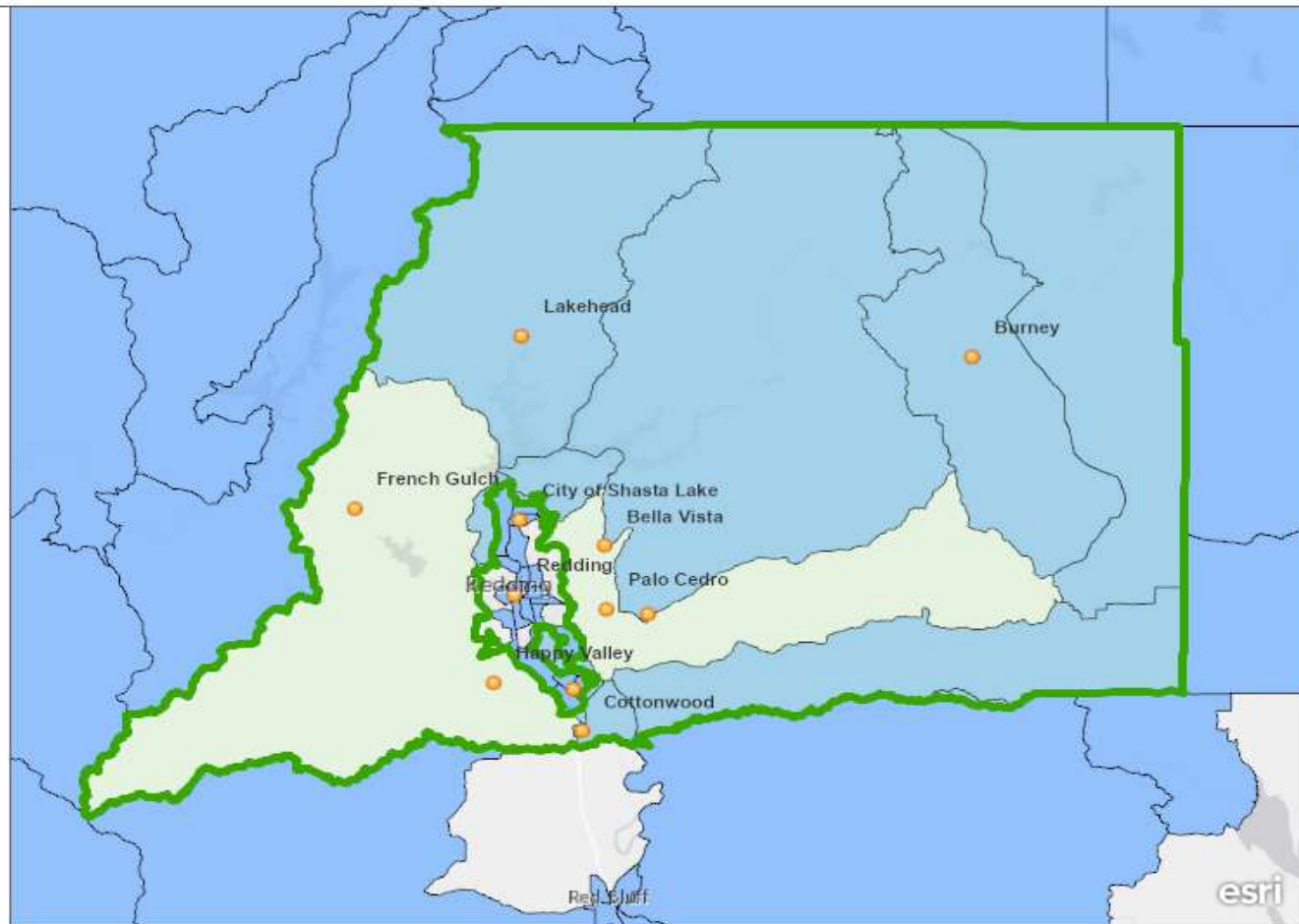
Communities Served by
CTSA Services



CTSA Service Area
Boundary



SB535 AB1550 Both one
half mile





California Air Resources Board
Draft Benefits Calculator Tool for the
Low Carbon Transit Operations Program
California Climate Investments

Step 3: Review the Estimated GHG Emission Reductions from the Proposed Project

Project Name:	ShastaConnect CTSA Rider Eligibility Expansion Project
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Project Information		
FY 2019-20 LCTOP GGRF Funds Requested (\$)	\$	191,144
Total LCTOP GGRF Funds (\$)	\$	191,144
Total GGRF Funds (\$)	\$	191,144
Non-GGRF Leveraged Funds (\$)	\$	-
Total Funds (\$)	\$	191,144

GHG Summary		
Total FY 2019-20 LCTOP GHG Emission Reductions (MTCO ₂ e)		0
Total GHG Emission Reductions (MTCO ₂ e)		0
Total GHG Emission Reductions per FY 2019-20 LCTOP GGRF Funds (MTCO ₂ e/\$)		0.00000
Total GHG Emission Reductions per Total GGRF Funds (MTCO ₂ e/\$)		0.00000



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Step 3: Review the Estimated Co-benefits from the Proposed Project

Project Name:	ShastaConnect CTSA Rider Eligibility Expansion Project
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Co-benefits and Key Variables Summary	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	3
Local PM _{2.5} Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	1
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	16,160
Fossil Fuel Use Reductions (gallons)	-17
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$4,270
Energy and Fuel Cost Savings (\$)	\$7,360
Additional California Climate Investments Program(s)	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	0
Local PM _{2.5} Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	0
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	0
Fossil Fuel Use Reductions (gallons)	0
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$0
Energy and Fuel Cost Savings (\$)	\$0
Total California Climate Investments	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	3
Local PM _{2.5} Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	1
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	16,160
Fossil Fuel Use Reductions (gallons)	-17
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$4,270
Energy and Fuel Cost Savings (\$)	\$7,360



California Air Resources Board Benefits Calculator Tool for the Low Carbon Transit Operations Program California Climate Investments

Total Full-time Equivalent Jobs Supported by Project Budget	4.2
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	4.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	2.99
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.45
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	0.80

Note:

It is not appropriate to directly compare the job estimates from this Job Co-benefit Modeling Tool to the GGRF project dollars. California Climate Investments facilitate greenhouse gas emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. A different mix of spending on materials, equipment, and labor is expected across various California Climate Investments project types and match funding arrangements. As such, some project types will support more jobs than others.