

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:	Sean Tiedgen
Title:	Senior Transportation Planner
Phone #:	(530) 262-6185
E-mail:	stiedgen@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 Sunday On-Demand Transit Service Expansion Project				
Description (Short): <i>No more than 370 characters.</i>	Expansion of the ShastaConnect Sunday On-Demand Transit service area to include the cities of Anderson and Shasta Lake, additional areas in the city of Redding, and some nearby unincorporated county areas.				
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):	Anderson/Shasta County, Shasta Lake/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):	6089012101, 6089012102, 6089012000, 6089012303, 6089011600, 6089011703, 6089011803, 6089011702, 6089011701, 6089010806, 6089010702, 6089010704, 6089010703, 6089010803, 6089010804, 6089010805, 6089011403, 6089011402, 6089011401, 6089011209, 6089011300, 6089010300, 6089010900, 6089011100, 6089011002, 6089010400, 6089010200, 6089010100,				
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:	\$135,848	99314:	\$0	Total: \$135,848
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:		\$135,848					\$135,848
PUC 99314 Amount:		\$0					\$0
Total LCTOP Funds:	\$0	\$135,848	\$0	\$0	\$0	\$0	\$135,848
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$135,848	\$0	\$0	\$0	\$0	\$135,848

Lead Agency:	Shasta Regional Transportation Agency	Amount:	PUC Funds Type:
Contact Person:	Sean Tiedgen	\$135,848	99313
Contact Phone #:	(530) 262-6185	\$0	99314
Contact E-mail:	stiedgen@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	\$135,848
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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 Sunday On-Demand Transit services, which is operated by Dignity Health Connected Living (DHCL) under contract with SRTA. Use of funding will be limited to costs associated with expanded services. LCTOP funds do 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.

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	\$135,848	\$0	\$0	\$0	\$0	\$0	\$135,848
TOTAL	\$0	\$135,848	\$0	\$0	\$0	\$0	\$0	\$135,848

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		\$135,848						\$135,848
TOTAL	\$0	\$135,848	\$0	\$0	\$0	\$0	\$0	\$135,848

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.***

SRTA contracts with DHCL to operate the Sunday On-Demand transit service on Sundays. This project consists of expanding the ShastaConnect Sunday On-Demand Transit service area, which includes additional staffing, putting additional vehicles into service, adding necessary licensed driver app software on the added vehicles to communicate with primary dispatch software, and conducting outreach to the community to inform them of the expanded service area. LCTOP funds would pay for one-year of ShastaConnect Sunday On-Demand Transit Service Expansion Project costs. This project would expand the Sunday On-Demand Transit service area from 35 square miles to approximately 55-70 square miles, and would include an expanded boundary in the city of Redding, the cities of Shasta Lake and Anderson, and nearby unincorporated county areas. The service currently operates on Sundays from 6:30 a.m. to 7:30 p.m., and the same hours would be used for the expanded service areas. It's anticipated that ridership would increase 35% or an additional 1,499 passenger trips over 12 months (51 Sundays in a 12 month period (one Sunday a year is a holiday)). Current baseline ridership is 4,284 riders (51 Sundays x 84 riders per day). The average trip distance per passenger is anticipated to increase from 8.1 miles (current baseline) to 11.5 miles due to the use of efficient software that maximizes ridesharing.

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.***

The community requested that Sunday transit service be provided during the development of the Redding Area Bus Authority's Short Range Transit Plan (2014) and during several of SRTA's Transit Needs Assessments (FY 15/16, 16/17, 17/18 and 18/19). SRTA conducted a survey of transit riders and the community in Oct/Nov. 2017 for input on the Sunday service, which led to sketch planning of service concepts and development of the ShastaConnect Sunday On-Demand Transit Service Demonstration Project Business Plan. SRTA has received requests during the FY 2019/20 Transit Needs Assessment, by email, and via social media for expanded Sunday service to the cities of Shasta Lake and Anderson, and other areas. Some requests provided locations of destinations desired to be serviced. SRTA and DHCL staff evaluated recent rider requests, including suggested trip locations, to determine an appropriate service expansion to meet community needs. Additionally, the existing service area currently benefits from free fares during the 2-year Sunday On-demand Transit service demonstration project. To ensure equity among riders, the same free fares would be provided to those in the expanded service area for twelve months. The expansion of the service area will improve accessibility to essential services to transit-dependent populations in the Shasta region, and will not be a burden on local, low-income communities.

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 Sunday On-Demand Transit service. Current staffing costs to operate the service average \$93 per hour, not including software costs, outreach expenses, or administrative time. Staff estimated expanded service costs to be at least \$126/hour. Costs were broken down as follows: Operations (\$108,828), communications systems (software/licensing on driver tablets) (\$14,000), and outreach (\$13,020) for a total cost of \$135,848. Project costs will help fund approximately two additional drivers and one additional supervisor/coordinator, plus operating costs for fuel, maintenance, repairs, and other vehicle-related items needed for expanded operations. The expanded service requires additional software licensing/upgrades to equipment on vehicles used on Sundays to ensure proper coordination and communication between drivers. Outreach material estimates were based on experience from prior outreach efforts and current vendor rates.

Agency Information

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

Sunday On-Demand Transit service fares are \$15.00 per ride. Those fares are currently offered as free fares under the 17/18 LCTOP program for the current service area with the city of Redding. To ensure equity amongst all Sunday transit riders, free fares would also be offered to those in the expanded service area. The increased rider estimates from the expanded service area were not part of the FY 2017/18 LCTOP application.

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 Sunday On-Demand Transit service area is currently a 35 square mile area within the city of Redding. Expansion of Sunday service would add the cities of Anderson and Shasta Lake, additional areas in the city of Redding, as well as possibly some nearby unincorporated areas of Shasta County. See community map for reference. The city of Redding has a population of nearly 100,000, has urban-like centers amongst a fairly suburban-style community. Land uses are fairly dispersed, though some industries such as government offices, medical, and other are uses are clustered together. The city of Anderson is a compact community of 6.4 square miles with land uses spread out. The city of Shasta Lake is slightly larger at 10.9 square miles, with most economic activity in one central area in the city and housing spread out all around. US Census data for expanded areas: Population: City of Anderson - 10,476; City of Shasta Lake - 10,248. Median household income: City of Anderson - \$38,915; City of Shasta Lake: \$51,836. Percentage of population in poverty: City of Anderson: 18.2%; City of Shasta Lake: 17.1%.

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

The Sunday On-Demand Transit Service is a ride-sharing service that utilizes 9-passenger transit vans and 12-passenger cutaway buses, all of which are ADA-compliant. It's estimated that 40% of our rides are "shared." The curb-to-curb service is operated by DHCL and runs from 6:30 a.m. to 7:30 p.m on Sundays in a 35-square mile area in the city of Redding. Rides can be requested up to three days in advance or "on-demand" on Sundays in several ways: via a mobile app, called ShastaConnect; online via a web-portal; by email; or by phone. No other public transit services run on Sundays in Shasta County, other than the ShastaConnect On-Demand Transit service, which started October 13, 2019. The project would expand the service to a larger area, but would not change other service features. SRTA anticipates using additional 9-passenger transit vans (hybrid vehicles) to meet the larger service area and needing additional staff.

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 the Sunday service area will increase the number of 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, go to religious services, and other trips. It would also promote connections to other public transportation options or active transportation for biking, walking, 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>	1,499	Assumes a 35% increase in Sunday ridership (or 29 additional rides per Sunday). Current baseline ridership is 4,284 riders (51 Sundays x 84 riders per day).
Project F Yr. Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	1,499	Assumes a 35% increase in Sunday ridership (or 29 additional rides per Sunday). Current baseline ridership is 4,284 riders (51 Sundays x 84 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>	11.50	Trips average 8.1 miles per passenger for Sunday service. Assume an increase in the average trip length to 11.5 miles per trip. Assumes a 25% increase in VMT on Sundays. Current baseline is 23,618 annual
Project Useful Life	1	This is calculated based on the values above.
Total Project Ridership Increased	1,499	This is calculated based on the values above.
Total Project VMTs Reduced	9,309	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO₂e)	0.08	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Project GHG Emission Reductions (MTCO₂e)	0.07766	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	80%
Other Project Activity <i>(select from drop down)</i>	Procurement of communications systems
% of Project Budget Associated with Other Activity	20%
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>	\$15.00	Standard fare for Sunday Transit service.
Reduced Fare Cost (\$/Trip) <i>(Average fare after reduction associated with the project)</i>	\$15.00	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 to currently unserved populations and areas, including low income community areas and housing, thereby encouraging more choice riders and visitors to utilize the transit services to reach popular destinations and connections to other transit services. Individuals who bike for work or recreation can use the service to connect to a larger network of locations and active transportation corridors.

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: \$	135,848
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.
Prior community engagement for Sunday services included outreach to community members via an online survey and in-person surveys of transit riders on buses for a two week period in October/November 2017. Additional comments were provided during previous Unmet Transit Assessments regarding Sunday service needs and locations for service. Initial project could not expand to the fully desired area requested by the community. Additional comments on community needs to serve the two small cities were provided by emails via our website (www.shastaconnect.org) and via social media, after service started. The project will help provide transportation to more riders, including low-income community members.

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 the Sunday transit service area to currently unserved riders and communities, including low-income communities and housing. 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/operationsguide_09-20-2020.pdf

Project Name: ShastaConnect Sunday On-Demand Transit Service 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	1,499	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Y1).
YF Ridership	1,499	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)	11.50	Required Input	Annual passenger miles over unlinked trips directly associated with the proposed project.
Passenger VMT Reductions (mi)	9,309	Calculated	The estimated displaced auto VMT from the proposed project.
GHG Emission Reductions (MTCO ₂ e)	4	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	Yes	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)	9,443	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)	4	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.

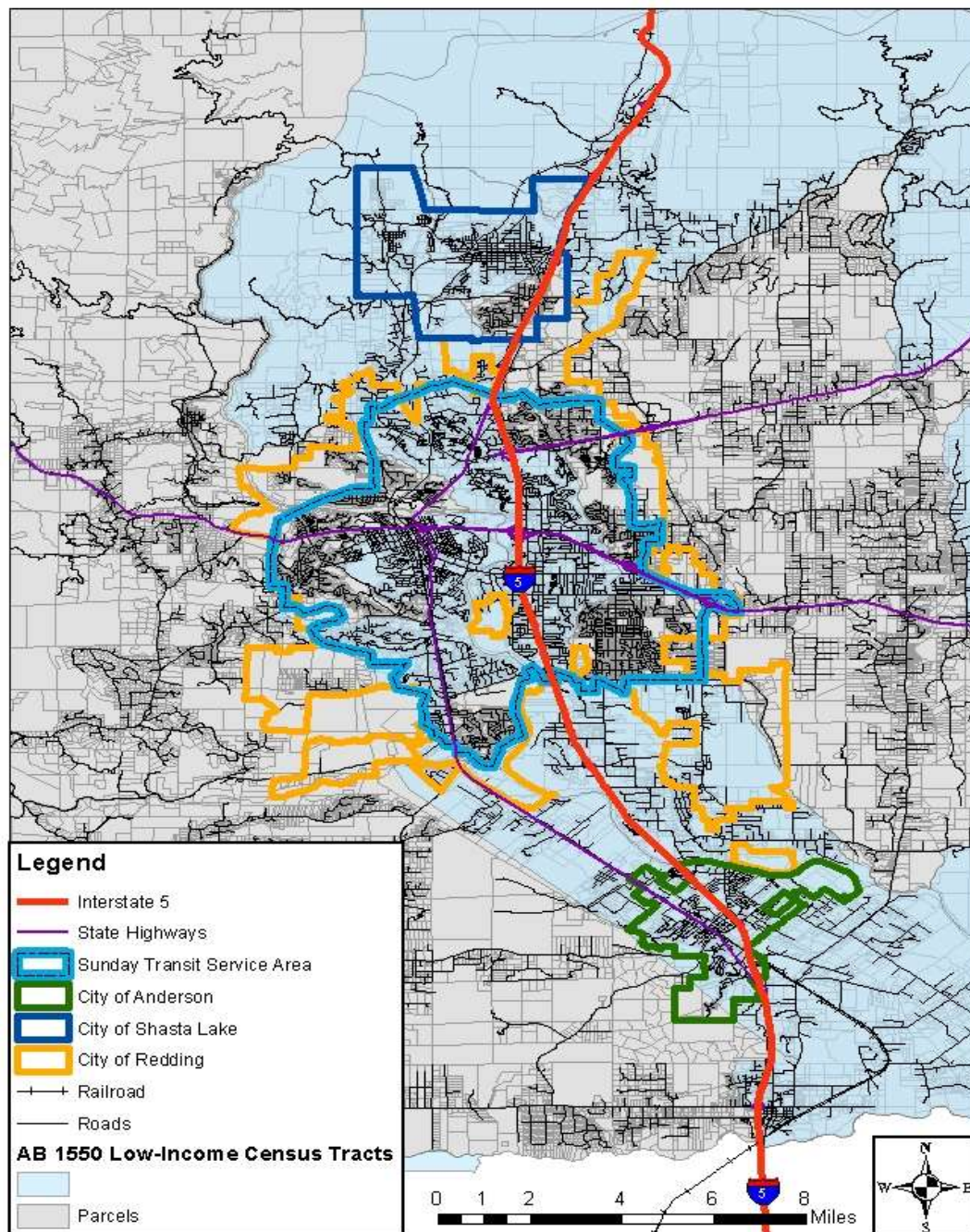
Project Location Information

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					Disadvantaged Community
2		RABA Downtown Bus Station	40.583921	-122.393386	Low-Income Community/Household
3					Low-Income w/n 1/2 mile of a DAC
4		Grocery store in middle of Shasta Lake	40.680753	-122.364091	
5		Senior living facility in Shasta Lake	40.675281	-122.355326	
6		City of Anderson Downtown District	40.449783	-122.299271	
7		Center of Anderson shopping area	40.453958	-122.288663	
8		Anderson River Park	40.467052	-122.277683	
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AB 1550 Low-Income Communities Map





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Draft Benefits Calculator Tool for the
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Step 3: Review the Estimated GHG Emission Reductions from the Proposed Project

Project Name:	ShastaConnect Sunday On-Demand Transit Service Expansion Project
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Project Information		
FY 2019-20 LCTOP GGRF Funds Requested (\$)	\$	135,848
Total LCTOP GGRF Funds (\$)	\$	135,848
Total GGRF Funds (\$)	\$	135,848
Non-GGRF Leveraged Funds (\$)	\$	-
Total Funds (\$)	\$	135,848

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 Sunday On-Demand Transit Service 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)	2
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)	9,309
Fossil Fuel Use Reductions (gallons)	-97
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	-\$6,743
Energy and Fuel Cost Savings (\$)	\$20,993
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)	2
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)	9,309
Fossil Fuel Use Reductions (gallons)	-97
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	-\$6,743
Energy and Fuel Cost Savings (\$)	\$20,993



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Total Full-time Equivalent Jobs Supported by Project Budget	3.2
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	3.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	2.31
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.32
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	0.59

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.