LCTOP FY 2024-2025 Allocation Request Lead Agency Information

Lead Agency	/ Nai	ne:	Sonoma County	Transit									
Address:	Address: 355 West Robles Avenue												
City, State, Zi	р Со	de:	Santa Rosa, CA 9	5407									
County:			Sonoma										
Agency Web	site:		sctransit.com										
Regional Pla	nning	Agency:	Metropolitan Trar	nsportation Cor	nmissio	n							
Caltrans Distr	ict:		4	·									
Does your age	ency	have an app	oved Title VI Plan? (Pl	lease provide appi	roval lette	er)		Yes	App	roved	Date:	0	9/22/22
	loca	ion Reques	Prepared by		Conta	ct (if	diffe	rent t	han '	'Prepai	ed by	/")	
Name:	Brvo	n Albee		Name	a:	Stev	/en S	chmi	t7				
Title:	Tran	sit Systems N	lanaaer	Title:		Tran	nsit Sr	ecia	list II				
Phone #:	707-	585-7516		Phone	e #:	707	-585-	7516					
E-mail:	bryc	n.albee@sc	transit.com	E-ma	il:	stev	ven@	sctra	nsit.c	om			
		Authorizod	Agant			Logi	ماسانه		hiat N	lumaha	~		
Name	lob		Ageni			Legi				edmu <i>r</i>		1	<u> </u>
	JUIIO	ator of Publi		Asser			10	4	2				<u> </u>
Phone #·		545 2231		Cong		al*•	3	2					
F-mail	iobc	unnes hoeve	rtsz@sonoma coun		16331011	ui.	4	Z			- 11 1		
L-IIIGII	jone	111163.110676	1132@301101110-00011		ave adalfic	inal Dis	tricts, pi	ease pr	oviae a	separate	attachm	ent	
				Project Summ	nary								
hane: No m	ore	Purchase of	t One 40-Foot Batte	ery-Electric Bus									
characters													
Description		Purchase o	f one 40-foot batte	ry-electric bus t	hat will	be c	availo	ble f	or de	ploym	ent o	n	
(Short): No		intercity rou	ites serving the High	nway 101 corric	lor in Sc	nom	na Co	ounty	betv	veen C	lover	dale	
more than 37	75	and Petalu	ma.										
characters.													
Туре:		Capital_Pro	ject										
Sub-Type		Purchase o	f replacement zero	-emission vehic	le(s) (m	ay ir	nclud	e eqi	uipm	ent/infi	rastru	cture)
Sop-Type													
Start date (ar	nticip	pated) :	12/1/2025	E	ind date	e (an	nticip	ated):				
Funding:		99313:	\$506,169	99314:	\$61	,421				Tota	l:	\$56	7,590
Rollover Proje	acte:		ide the total numb	er of vears your	agenc	V	Rolld	over l	Proie	ct:		N	
plans to acc	umul	ate funds a	nd how many year	s include this ve	agene	у	Tota	l Yea	rs of	Rollove	vr.		
remaining.				5 GI		Rom	ainin		ars of F	n. Pollov	or.		
									gie			CI.	<u> </u>] 1
Project Life: F	for co	apital projec	cts, state the projec	t useful life in <u>ye</u>	<u>ears</u> . Fo	r		Capi	ital:		12		Years
operation pre	oject	s state the r	number of <u>months</u> o	a service will be	funded	J.		Ope	ratior	ns:			Months

LCTOP FY 2024-2025 Allocation Request

Funding Information

			-					
Allocation Year	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Tota	
PUC 99313 Amount:		\$506,169					\$5	06,169
PUC 99314 Amount:		\$61,421					\$	61,421
Total LCTOP Funds:	\$0	\$567,590	\$0	\$0	\$0		\$5	67,590
LCTOP Interest:								\$0
Other GGRF:								\$0
Other Funds:		\$783,910					\$7	83,910
Total Funding:	\$0	\$1,351,500	\$0	\$0	\$0	\$0	\$1,3	51,500
Lead Agency:	Sonoma	County Transi	t		Amount:	PUC Fun	ds Type:	
Contact Person:	Steven S	chmitz			993		313	
Contact Phone #:	707-585-3	707-585-7516				21 993	314	
Contact E-mail:	steven@	sctransit.com						
Contributing Sponsor: Metropolitan Transportation Commission			ssion	Amount:	PUC Fun	ds Type:		
Contact Person:	Julieth O	ortiz			\$506,169 99		313	
Contact Phone #:	415-778-	4425				993	314	
Contact E-mails:	jortiz@bc	ayareametro.g	gov					
Contributing Sponsor:					Amount:	PUC Fun	ds Type:	
Contact Person:						993	313	
Contact Phone #:						993	314	
Contact E-mails:								
Contributing Sponsor:					Amount:	PUC Fun	ds Type:	
Contact Person:						993	313	
Contact Phone #:						993	314	
Contact E-mails:								

Total FY 24-25 LCTOP Funding \$567,590

Fully Funded Project: Provide a description of all the funds that will be used to complete this project and how LCTOP funds will not supplant other funding sources. Include the project ID and awarded funding amount from prior rollover years.

The budget anticipates that this project will be fully funded with a combination of LCTOP funds and Transportation Development Act funds. LCTOP funds will not be used to supplant other funds to complete the project.

Detailed Funding Information: This section should be completed to detail any funds included in the "Prior" column of the Funding Information section above. For projects with an approved CAP that transferred funds and/or interest into the project from previous years, include the Project ID, amount of funds transferred, and CAP approval date.

N/A

LCTOP FY 2024-2025 Allocation Request

Funding Plan

Total Project Funding							
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$1,351,500	\$0	\$0	\$0	\$0	\$1,351,500
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,351,500	\$0	\$0	\$0	\$0	\$1,351,500
Funding Source:	Low Carbon	Iransıt Operat	tions Program	(LCTOP)			
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase		\$567,590					\$567,590
Operations/Other							\$0
TOTAL	\$0	\$567,590	\$0	\$0	\$0	\$0	\$567,590
Funding Source:	Transportatio	n Developme	nt Act				
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED	-	_					SO
PS&E							\$0
R/W							<u>\$0</u>
CON							50
Veh/Equip Purchase		\$783,910					\$783,910
Operations/Other		·					\$0
TOTAL	\$0	\$783,910	\$0	\$0	\$0	\$0	\$783,910
Funding Source:							
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	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
Funding Source:							
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	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

LCTOP FY 2024-2025 Allocation Request

Funding Plan

Funding Source:							
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	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
Funding Source:							
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase	1 1						\$0
Operations/Other	1 1	۱				۱	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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runding Source:	Deten			EV 04 07	EV 07 00	EV 00 00	Totol
	rrior	r1 24-25	FT 23-26	ri 20-2/	r i 27-28	r i 28-29	ioiai
	┨────┤			ļ		1	\$0 \$0
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	┨────┤	1					\$0
	₽	1		ļ		1	\$0
ven/Equip Purchase	Į į					1	\$0
Operations/Other							\$0
	\$0	\$0	Ş0	\$0	\$0	Ş0	\$0
Funding Source:							
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	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
Funding Source:							
Component	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E	1 1	<u> </u>				•	\$0
R/W	1 1	<u> </u>				 	0 0 02
CON	t – – – †	<u> </u>				<u>۱</u>	0 , 02
Veh/Fauin Purchase	} ───┤	 				 	0 , 02
Operations/Other	1 1	I				ļ	30 \$0
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LCTOP FY 2024-2025 Allocation Request <u>Project Information</u>

1) Project Description - Provide a comprehensive project description. For operations projects, include: number of trips, span, frequency improvements, number of days of operation and marketing component. For capital projects, include: product specifications and identify <u>all</u> LCTOP funded components. **No more 1450 Characters.**

LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of one 40-foot electricpowered bus that will be available for deployment on intercity routes providing service along the Highway 101 corridor in Sonoma County between Cloverdale and Petaluma. This project is developed with the assumption that SCT will be purchasing the 40-foot electric-powered bus from Gillig Corporation which will replace one CNG bus. The low-floor bus will be 40-feet in length and equipped with 36 seats, 2 ADA-compliant wheelchair securement areas, security cameras, AVL systems and has an operating range of approximately 225 miles on a single charge. The electric-powered bus will be charged utilizing charging stations located at SCT's bus yard. Also, the installation of a remote charging station is tentatively planned at the Petaluma Transit Mall, which would effectively expand the operating range of the 40-foot electric bus beyond 225 miles.

2) Project Planning - Provide a detailed explanation of the project planning process and how it was designed to avoid substantial burden on any low- income, disadvantaged, and vulnerable populations. Include any public outreach, events, workshops or community input. No more than 1450 characters.

The purchase of electric-powered buses for Sonoma County Transit's fixed-route fleet is included in its FY 2022 Draft Short Range Transit Plan. SCT also prepared an abreviated version of its Short Range Transit Plan for FY 2023 that was adopted by the Sonoma County Board of Supervisors but which did not require any other public outreach efforts. This project was designed to avoid substantial burden on any low income disadvantaged communities by replacing older CNG vehicles with new clean air electric buses, reducing air contaminants along the corridors. The 40-foot electric-powered bus to be purchased will be deployed on Sonoma County Transit's intercity routes along the Highway 101 corridor in Sonoma County based only on current operating range limitations for electric-powered buses. As the operating range for electric-powered buses expands, SCT will deploy its electric-powered buses on additional intercity routes, as determined feasible.

3) Project Costs - Provide an itemized breakdown of project components and describe how the cost estimations were developed. Please include marketing and bus wraps cost in this section. Total costs must correspond to the Funding Information section above. No more than 1450 characters.

As mentioned previously under project description, LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of one 40-foot electric-powered buses that will be available for deployment on intercity routes providing service along the Highway 101 corridor in Sonoma County between Cloverdale and Petaluma. The low-floor bus will be 40-feet in length and equipped with 36 seats, 2 ADA-compliant wheelchair securement areas, security cameras, AVL systems and have an operating range of approximately 225 miles on a single charge. This requested LCTOP funding will assist with the purchase of a 40-foot electric-powered bus for SCT's fixed-route fleet. With the assumption for this project that SCT will be purchasing the 40-foot electric-powered bus from Gillig Corporation, the cost is estimated to be \$1,351,500, including options and delivery, based on the most recent quote received from Gillig Corporation.

LCTOP FY 2024-2025 Allocation Request Agency Information

4) Agency Fare - Describe your agency's fare structure including any discounts or special fares and how the project will affect that structure if at all. No more than 1450 characters.

All of Sonoma County Transit's local routes are currently fare-free. Cash fares on SCT's intercity routes depend on distance traveled and currently range from \$1.50 to \$4.80 for adults, \$1.25 and \$4.55 for youth, and \$0.75 and \$2.40 for senior/disabled. This project will not affect SCT's current fare structure.

5) Agency Service - Describe the transit service provided and how the project plays into the overall operations. No more than 2450 characters.

Sonoma County Transit (SCT) currently operates a total of eighteen (18) local and intercity routes. SCT's 40-foot electric-powered bus will be available for deployment on SCT's intercity routes providing service along the Highway 101 corridor in Sonoma County between the cities of Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati and Petaluma. Total ridership has gradually increased over the past several fiscal years since the COVID-19 outbreak and service has been fully restored on all of SCT's local and intercity routes.

LCTOP FY 2024-2025 Allocation Request Project GHG Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions.							
Sonoma County Transit deploys buses that are fueled by compressed naturual gas (CNG) on its intercity routes operated along the Highway 101 corridor in Sonoma County between Cloverdale and Petaluma. This project will replace one CNG-fueled bus with one zero-emission electric-powered bus. The deployment of an additional electric-powered bus on these routes will help to reduce greenhouse gas emissions.							
Greenhouse Gas Reductions - Please provid	e quantitative i	nformation requested below and explanations					
supporting the data provided.							
	Value	Explanation					
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed	2027	Anticipated first year that 40-foot battery-electric bus will be deployed into service.					
Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2039	Anticipate final year that 40-foot battery-electric bus will be available for service, assuming 12-year useful life.					
Project Yr. 1 Ridership Increase - Estimated annual ridership <u>contributed by the new</u> <u>service or capital improvement</u> in Yr1.		N/A					
Project Yr. F Ridership Increase - Estimated annual ridership <u>contributed by the new</u> <u>service or capital improvement</u> in YrF.		N/A					
Adjustment (A) - Adjustment factor to account for Choice Riders. You may use default values listed in the Lookup Tables	0.705	Adjustment factor for intercity service per CARB's recommended default value. (CB- PT)					
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values list ed in the Lockup Tables tab	22.61	Average trip length for intercity service per CARB's recommended default value. (CB- PT)					
Project Useful Life	12	This is calculated based on the values above.					
Total Project Ridership Increased	0	This is calculated based on the values above.					
Total Project VMTs Reduced	0	This number is calculated based on the values above.					
Total Project GHG Emission Reductions (MTCO2e)	680.45	This number is calculated based on the values from above and the QM-Tool tab .					
LCTOP Project GHG Emission Reductions (MTCO2e)	680.45	This number is calculated based on the values from above and the QM-Tool tab .					

LCTOP FY 2024-2025 Allocation Request Project Benefits

Job Support Benefits (Refer to LCTOP Guidelines and CARB Co-Benefits website for more information)

Primary Project Activity (select from drop-do	wn)	Procurement of buses
% of Project Budget Associated with Primary	Activity	100.00%
Other Project Activity (select from drop-down	n)	
% of Project Budget Associated with Other A	ctivity	
Other Project Activity (select from drop-down	n)	
% of Project Budget Associated with Other A	ctivity	
Travel Cost Savings Benefits		
	Value	e Explanation
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding, prior to project implementation)	\$2.10	(ex. The average adult, senior, youth, and discounted fare is \$1.18 per way)
New Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding resulting from project implementation)	\$2.10	(ex. The average reduced fare paid (due to this project) for adult, senior, youth, and discounted fare is \$0.75 per way)
Transit Facility Parking Cost (\$/Roundtrip/Rider) (Average cost to park to use transit associated with project)	N/A	(ex. The average transit facility parking cost is \$5 per day)
Avoided Parking Cost (\$/Roundtrip/Rider) (Average avoided parking cost associated with project)	N/A	(ex. The average parking cost in the project area is \$15 per day)
Avoided Toll Cost (\$/Roundtrip/Rider) (Average avoided toll cost associated with	N/A	(ex. The average tolling cost in the project area is \$10 per day)

Co-Benefits - Check all additional Benefits/Outcomes.

project)

Х	Improved Safety	Coordination with Educational Institutior
Х	Improved Public Health	College Grades K-12
Х	Reduced Operating/Maintenance Costs	Promotes Active Transportation
Х	Increase System Reliability	X Promotes Integration w/ other modes

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

This project will improve public health through the deployment of a new zero-emission electric-powered bus on Sonoma County Transit's intercity routes serving the Highway 101 corridor in Sonoma County between the cities of Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati and Petaluma. The deployment of a zeroemission electric-powered bus will reduce greenhouse gas emissions, and help reduce air pollution and related public health issues. Also, overall maintenance costs for the new electric-powered bus is expected to be less than the costs for a CNG-fueled bus. In addition, because the new electric-powered bus will be deployed on routes operated between the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma serving SMART commuter rail stations, it will help promote the intergration of bus and rail service in Sonoma County. Furthermore, overall system reliability and safety will be improved with the addition of the electric-powered bus because upgraded AVL and security camera systems will be included on the new bus.

LCTOP FY 2024-2025 Allocation Request Priority Populations Benefits

Step 1 - Identify the Priority Population(s): De Population census tract or will benefit Priorit	etermine if the project is at least partially located within a P ry Population households.	riority					
Does your Agency's Service Area have a Di	Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535) Yes						
Is the project located within the boundaries	of a disadvantaged community census tract?	Yes					
Is the project located within the boundaries	of a low-income community census tract or household?	Yes					
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantaged community and within a low-income census tract?							
Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low):							
Step 2 - Identify a Need: Identify an imported provides a benefit that meaningfully addre	Step 2 - Identify a Need: Identify an important community or household need and evaluate how the project provides a benefit that meaninafully addresses the need.						
<u>Method:</u> Select the method your agency used for identifying an important community or household need.	C. Alternative Approach: Where direct engagement is inf look at theindividual factors in CalEnviroScreen that are n impacting an identified disadvantaged or low-income community (i.e., factors that score above the 75th percer and confirm that the project will reduce the impacts of a one of those factors	easible, host htile), t least					
<u>Specific Common Need</u> : Make a selection only if <u>letter D</u> is selected above.							
Priority Populations Community Needs Desc Common Need to describe the process the details of any public outreach efforts, engo characters.	ription: Expound on the selections above in Method and Sp it your agency used to identify important community need igement events, community input, and workshops. <i>No more</i>	Secific s. Provide e than 1,200					
After reviewing the individual factors in CalEnviroScreen 4.0 for DAC census tract 6097153200, it was determined that Asthma had a percentile score of 80 and, therefore, a higher relative burden among residents. This project will purchase a new zero-emission bus for deployment on intercity routes providing service within this DAC census tract, which will reduce the impacts of Asthma on residents.							
Step 3 - Provide a Benefit: Does the project	provide a direct, meaningful, and assured benefits to priori	ty					
Identify the Priority Population(s) that will benefit from this project.	Project provides benefits to a DAC, a LIC/HH, and a LIC/H from a DAC	H 0.5mi					
Priority Population Benefit: Select the benefit your project provides to the community or household	A. Project reduces criteria air pollutant or toxic air contam emissions.	ninant					

LCTOP FY 2024-2025 Allocation Request Priority Populations Benefits

Priority Population Benefit: Based on the selections above, explain in greater detail how the project will provide benefits to the priority populations in your service area.

The project will benefit the residents in DAC census tract 6097153200 by improving public health through the deployment of a new zero-emission electric-powered bus on Sonoma County Transit's intercity routes providing service along the Highway 101 corridor in Sonoma County between the cities of Cloverdale and Petaluma. The deployment of a zero-emission electric-powered bus in this disadvantaged community will also help to reduce greenhouse gas emissions, air pollution and related public health issues.

Please provide the amount of FY 24-25 LCTOP funds benefit Priority Populations by this project.					
Amount of FY 24-25 funds to benefit a Disadvantage Community (If you have a DAC, at least 50% must benefit a DAC):					
Amount of FY 24-25 funds to benefit Low-Income Community:					
Amount of FY 24-25 fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:					
Total Amount of FY 24-25 LCTOP funds to benefit Priority Population (Total should not exceed total FY 24-25 LCTOP project funding):	\$56	57,590			
Agency can meet there DAC requirement by meeting any of the SB 1119 Project Criteria (Only complete this section if you anwsered Yes in cell X253 and No in cell X254):					
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 purchase and installation of supportin infrastructure?	I g Yes				
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No				
SB 1119 Project Criteria: If this is a <u>new or expanded service project</u> , explain how it connects to a transerves a Disadvantaged Community.	nsit service	that			
N/A					



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://ww2.arb.ca.gov/sites/default/files/auction-proceeds/caltrans_lctop_FINALuserguide_24-25.pdf

Step 2a: Identify the Project Type. Step 2b: Input Project-specific Information.

Project Name: Purchase of One 40-Foot Battery-Electric Bus

SECTION 1: This section	is used to determine the quantification meth	nod and emission fac	ctors to use to estimate emissions.
Project Info Inputs	Input	Required	Description
Project Type	Purchase of replacement zero-emission vehicle(s) (may include equipment/infrastructure)	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	Technology Conversion	Automated	Emission Estimates = Emissions from Baseline Vehicle – Emissions from New Vehicle
Quantification Method 1	Technology Conversion	Automated	The primary quantification method.
Quantification Method 2		Automated	The secondary quantification method, if applicable.
Service Type	Intercity/Express Bus (Long Distance)	Required Input	The transit service (e.g., Intercity/Express Bus (Long Distance), 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	Sonoma	Required Input	The County or Air Basin where the majority of the service occurs.
Year 1 (Yr1)	2027	Required Input	The first year of the rolling stock's useful life.
Year F (YrF)	2039	Required Input	The final year of the rolling stock's useful life.
Useful Life (yrs)	12	Calculated	The useful life of the rolling stock. Limited to up to 50 years.
SECTION2: This section	is used to estimate the emission and cost re	ductions from displa	ced auto vehicle miles traveled (VMT).
Displaced Auto VMT Inputs	Input	Required	Description
Yr1 Ridership		Not Required	Not applicable for this project type.
YrF Ridership		Not Required	Not applicable for this project type.
Adjustment Factor		Not Required	Not applicable for this project type.
Length of Average Trip (mi)		Not Required	Not applicable for this project type.
Passenger VMT Reductions (mi)		Not Applicable	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)		Not Applicable	Not applicable for this project type.

SECTION 3: This section	n is used to estimate the net emission reduct	ions from new servic	e or from the purchase of new zero-emission/hybrid vehicle(s).
New Service Vehicle Inputs	Input	Required	Description
Vehicle Type	Transit Bus	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	Electric	Required Input	The fuel type (e.g. Electric, Diesel, etc.) of the vehicle to be acquired.
Hybrid Vehicle		Not Required	Not applicable for this project type.
Model Year	2028	Required Input	The engine model year of the vehicle to be acquired.
Project-Specific GHG Emission Factor (gCO2e/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)	40,000	Required Input	The estimated annual VMT of the vehicle to be acquired (e.g., 72,000 mi/yr).
Annual Fuel Use		Not Required	Not applicable for this project type.
Annual Renewable Energy Generated (kWh/yr)		Not Required	Not applicable for the selected fuel type.
GHG Emissions (MTCO ₂ e)	265	Calculated	The estimated GHG emissions (MTCO2e) of the vehicle to be acquired.
SECTION 4: This section	n is used to estimate the net emission reduct	ions from vehicle rep	lacement as a result of the proposed project.
Vehicle Type	Transit Bus	Required Required	Description 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	CNG	Required Input	The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).
Hybrid Vehicle	No	Required Input	Is the vehicle to be acquired a hybrid?
Model Year	2012	Required Input	The average engine model year(s) of the baseline vehicle(s).
Project-Specific GHG Emission Factor (qCO2e/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)	40,000	Required Input	The estimated annual VMT of the baseline vehicle(s). For rail and ferry 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 Emission Reductions (MTCO ₂ e)	945	Calculated	The estimated GHG emissions (MTCO2e) of the vehicle to be acquired.

SECTION 5: This section is used to estimate the net emission reductions from fuel/energy reductions as a result of the proposed project.						
Fuel/Energy Reductions	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/Energy Reduced		Not Required	Not applicable for this project type.			
GHG Emission Reductions (MTCO ₂ e)		Calculated	Not applicable for this project type.			
SECTION 6: This section	n is used to estimate the travel cost savings a	as a result of the pro	posed project.			
Travel Cost Savings Inputs	Input	Required	Description			
Baseline Average One- Way Fare Cost (\$/One- Way Trip/Rider)		Not Required	Not applicable for this project type.			
New Average One-Way Fare Cost (\$/One-Way Trip/Rider)		Not Required	Not applicable for this project type.			
Average Transit Facility Parking Cost (\$/Roundtrip/Rider)		Not Required	Not applicable for this project type.			
Average Avoided Parking Cost (\$/Roundtrip/Rider)		Not Required	Not applicable for this project type.			
Average Avoided Toll Cost (\$/Roundtrip/Rider)		Not Required	Not applicable for this project type.			
SECTION 7: This section	n is used to estimate the travel cost savings a	as a result of the pro	posed project.			
Total Project GHG Emission Reductions (MTCO ₂ e)	680	Calculated	Total GHG emission reductions (MTCO2e) from the project during the useful life.			
Total LCTOP Project GHG Emission Reductions (MTCO ₂ e)	680	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 GGRF-funded programs, as applicable.			
FY 2024-25 LCTOP Project GHG Emission Reductions (MTCO2e)	680	Calculated	The portion of GHG emission reductions attributable to funding from FY 24-25 LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from FY 24-25 LCTOP and other GGRF-funded programs, as applicable.			

Please provide specific area information for the project. Lat-Long for the project should be in <u>decimal</u> <u>degrees.</u>

If you are claiming a Priority Population benefit, please provide **at least one location point to each claimed community** within the **first three rows**. Then **select** from the drop down which community the location points are representing.

Location Name	Latitude	Longitude	Priority Population
J and 8th	38.580997	-121.496433	Disadvantaged Community
Redwood Dr / Golf Course Dr (Graton R	38.36370232	-122.714934	Disadvantaged Community (DAC)
Petaluma Hill Rd & Dutch Ln	38.30413233	-122.666391	Low-Income Community/Household (LICH)
Santa Rosa Ave & Scenic Ave	38.37608735	-122.713652	Low-Income w/n 1/2 mile of a DAC
Petaluma Transit Mall	38.236645	-122.636513	
E Washington St & Lakeville St	38.23826169	-122.635649	
E Washington St & Vallejo St	38.24069902	-122.633569	
E Washington St & Kenilworth Dr	38.24394179	-122.630551	
N McDowell Blvd (Lucchesi Park)	38.2523146	-122.631188	
N McDowell Blvd & Lynch Creek Way	38.25338689	-122.633037	
N McDowell Blvd & Rainer Ave	38.25566879	-122.637162	
Rainier Ave & Maria Dr	38.25826859	-122.632706	
Rainier Ave & Acadia Dr	38.26200457	-122.629869	
Sonoma Mtn Pkwy & Rainier Ave	38.26294282	-122.630046	
Sonoma Mtn Pkwy (Petaluma SRJC)	38.26737704	-122.637879	
Sonoma Mtn Pkwy & Reisling	38.26903145	-122.640987	
Sonoma Mtn Pkwy & Ely Rd	38.2689426	-122.643914	
Sonoma Mtn Pkwy & Maria Dr	38.26824192	-122.649077	
N McDowell Blvd & Rainer Ave	38.25653481	-122.638688	
N McDowell Blvd & Dynamic St	38.25804034	-122.641359	
N McDowell Blvd & Sunrise Parkway	38.25964185	-122.644167	
N McDowell Blvd & Southpoint	38.26170508	-122.64778	
N McDowell Blvd & Southpoint	38.26323361	-122.650539	
N McDowell Blvd & Corona Rd	38.26542516	-122.654429	
N McDowell Blvd & Rand St	38.26777574	-122.658547	
N McDowell Blvd & Clegg St	38.26937392	-122.660257	
N McDowell Blvd & Scott St	38.27251575	-122.663714	
N McDowell Blvd & Old Redwood Hwy	38.27399231	-122.666204	
Old Redwood Hwy & McDowell Blvd	38.27630122	-122.668933	Low-Income Community/Household (LICH)
Old Redwood Hwy & Ely Rd	38.28435374	-122.667261	Low-Income Community/Household (LICH)
Old Redwood Hwy & Hatchery Rd	38.29000293	-122.666313	Low-Income Community/Household (LICH)
Old Redwood Hwy & Petaluma Hill Rd	38.29459138	-122.666843	Low-Income Community/Household (LICH)
Petaluma Hill Rd & Woodward Ave	38.29729696	-122.666315	Low-Income Community/Household (LICH)
Petaluma Hill Rd & Adobe Rd	38.29956043	-122.666344	Low-Income Community/Household (LICH)
Santa Rosa Ave & Horn Ave	38.376285	-122.713305	
Petaluma Hill Rd & East Railroad Ave	38.30904114	-122.666429	Low-Income Community/Household (LICH)
Petluma Hill Rd & East Railroad Ave	38.31459884	-122.666574	Low-Income Community/Household (LICH)
Petaluma Hill Rd & Valley House Dr	38.32085142	-122.666663	
Petaluma Hill Rd & Robert's Rd	38.32940918	-122.666629	
Petaluma Hill Rd & Curtis Dr	38.33352119	-122.666654	
East Cotati Ave & Petaluma Hill Rd	38.3362539	-122.668754	Low-Income Community/Household (LICH)
Sonoma State University	38.33807478	-122.675004	Low-Income Community/Household (LICH)
Sonoma State University - NB	38.33807478	-122.675004	Low-Income Community/Household (LICH)
East Cotati Ave & Sequoia Way	38.33624372	-122.675472	Low-Income Community/Household (LICH)

Location Name	Latitude	Longitude	Priority Population
East Cotati Ave & Snyder/Roman	38.336248	-122.682228	Low-Income Community/Household (LICH)
East Cotati Ave & Cristobal Way	38.3351866	-122.686873	Low-Income Community/Household (LICH)
East Cotati Ave & Camino Colegio Ave	38.33392131	-122.688709	Low-Income Community/Household (LICH)
East Cotati Ave & Sunflower Dr	38.33267251	-122.690441	Low-Income Community/Household (LICH)
East Cotati Ave & Ryan Lane	38.33143642	-122.692934	Low-Income Community/Household (LICH)
East Cotati Ave & Lancaster Dr	38.33040071	-122.695484	Low-Income Community/Household (LICH)
Adrian Dr & Bonnie Ave	38.33225387	-122.700541	Low-Income Community/Household (LICH)
Adrian & Southwest	38.33582356	-122.705034	Low-Income Community/Household (LICH)
Commerce Blvd & Arlen Dr	38.34077442	-122.712232	Low-Income Community/Household (LICH)
Commerce Blvd & Enterprise Dr	38.34511017	-122.71155	Low-Income Community/Household (LICH)
Commerce Blvd & RP Expressway	38.34761562	-122.709438	Low-Income Community/Household (LICH)
RP Expressway & Hwy 101	38.348587	-122.711855	Low-Income Community/Household (LICH)
Martin Ave & Dowdell Ave	38.35158134	-122.718106	Low-Income Community/Household (LICH)
Labath & Martin	38.35542992	-122.722267	Low-Income Community/Household (LICH)
Business Park Dr & Redwood Dr	38.35760723	-122.71436	Low-Income w/n 1/2 mile of a DAC
Redwood Dr & RP Expressway (Budget II	38.34899059	-122.71673	Low-Income w/n 1/2 mile of a DAC
Redwood Dr / Golf Course Dr (Graton R	38.36213457	-122.714454	Low-Income w/n 1/2 mile of a DAC
Graton Resort (North Entrance)	38.36164047	-122.722626	Low-Income w/n 1/2 mile of a DAC
Redwood Dr / Commerce Blvd (Taco Be	38.36498758	-122.713648	Disadvantaged Community (DAC)
Santa Rosa Ave & Mountain View Ave	38.38156553	-122.713409	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave/ Todd Rd	38.38750973	-122.713414	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Todd Rd	38.38958579	-122.713391	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & East Robles Ave	38.39364653	-122.713406	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Butterfly Ln	38.39664861	-122.713364	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Castro Ct	38.39919208	-122.713346	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Bellevue Ave	38.40373878	-122.713305	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Court Rd	38.40753712	-122.713294	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Yolanda Ave	38.41180565	-122.713347	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Colgan Ave (Market I	38.41917727	-122.713308	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Colgan Ave	38.42172335	-122.713345	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Barham Ave	38.4275483	-122.712824	Low-Income Community/Household (LICH)
Santa Rosa Ave & Maple Ave	38.43176189	-122.711203	Low-Income Community/Household (LICH)
Santa Rosa Ave & Mill St	38.43403946	-122.711683	Low-Income Community/Household (LICH)
Santa Rosa Transit Mall	38.43868566	-122.713727	Low-Income Community/Household (LICH)
B St & Ross St	38.44133679	-122.716799	Low-Income Community/Household (LICH)
Mendocino Ave & Cherry St	38.44453	-122.716873	Low-Income Community/Household (LICH)
Mendocino Ave & College Ave	38.446148	-122.71756	Low-Income Community/Household (LICH)
Mendocino Ave & Ridgeway	38.44997874	-122.71741	Low-Income Community/Household (LICH)
Ac Santa Rosa Junior College	38.45503268	-122.717217	Low-Income Community/Household (LICH)
Mendocino Ave & Dexter St	38.45720892	-122.717126	Low-Income Community/Household (LICH)
Mendocino Ave & Silva Ave	38.45851776	-122.717083	Low-Income Community/Household (LICH)
Mendocino Ave & Steele Ln	38.46212323	-122.717528	Low-Income Community/Household (LICH)
Administration Dr & Paulin	38.46425226	-122.722061	Low-Income Community/Household (LICH)
Administration Dr & Ventura	38.46416122	-122.723999	Low-Income Community/Household (LICH)
County Admin Center (Ventura Ave)	38.46654093	-122.724219	Low-Income Community/Household (LICH)
Kaiser Stop / Bicentennial Ave	38.47034051	-122.7257	Low-Income Community/Household (LICH)
Range Ave & Russel Ave	38.46832138	-122.732776	Low-Income Community/Household (LICH)
Range Ave & State Farm Dr	38.46558338	-122.732748	Low-Income Community/Household (LICH)
Range Ave & @ Paulin Creek	38.46269277	-122.732721	Low-Income Community/Household (LICH)
Range Ave & Steele Ln	38.46037227	-122.732625	Low-Income Community/Household (LICH)
Coddingtown	38.45713299	-122.732438	Low-Income Community/Household (LICH)

Location Name	Latitude	Longitude	Priority Population
Old Redwood Hwy & Adobe Rd	38.29986755	-122.673994	Low-Income Community/Household (LICH)
Old Redwood Hwy & Adobe Rd	38.30331586	-122.681021	Low-Income Community/Household (LICH)
Old Redwood Hwy & Minnesota Ave	38.30719898	-122.687749	Low-Income Community/Household (LICH)
Old Redwood Hwy & Fern Ave	38.30971175	-122.690381	Low-Income Community/Household (LICH)
Old Redwood Hwy & East Railroad Ave	38.31470927	-122.694693	Low-Income Community/Household (LICH)
Old Redwood Hwy & Valparaiso	38 32238485	-122 70278	Low-Income Community/Household (LICH)
Old Redwood Hwy & Page Ave	38 32395801	122.703941	Low Income Community/Household (LICH)
East Catati Ava & La Salla Ava	20.02070001	122./00/01	
	30.32062393	-122.099102	
Cotati Hub	38.3266211	-122./054/1	LOW-INCOME COMMUNITY/HOUSENOID (LICH)

Location Name	Latitude	Longitude	Priority Population



Benefits Calculator Tool for the Low Carbon Transit Operations Program

California Climate Investments

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

Project I	Name:	Purchase of One	40-Foot Battery-Electric Bus
Project Information	·		
EY 2023-24 LCTOP GGRE Funds Requested (\$)	\$	567,590	
Total LCTOP GGRF Funds (\$)	\$	567,590	
Total GGRF Funds (\$)	\$	567,590	
Non-GGRF Leveraged Funds (\$)	\$	783,910	
Total Funds (\$)	\$	1,351,500	
GHG Summary			
Total FY 2023-24 LCTOP GHG Emission Reductions (MTCO ₂ e)		680	
Total LCTOP GHG Emission Reductions (MTCO ₂ e)		680	
Total GHG Emission Reductions (MTCO ₂ e)		680	
Total GHG Emission Reductions per FY 2023-24 LCTOP GGRF Funds (MTCO2e/\$million)		1,199	
Total GHG Emission Reductions per Total GGRF Funds (MTCO ₂ e/\$million)		1,199	



Benefits Calculator Tool for the Low Carbon Transit Operations Program

California Climate Investments

Step 3: Review the Estimated GHG Emission Reductions for the Proposed Project Project Name: Purchase of One 40-Foot Battery-Electric Bus

	lase of one 40-1 oot Battery-E
Co bonofito and Koy Variables Summary	
LCTOF GGRF Fullus	0
	120
	130
Local PM _{2.5} Emission Reductions (lbs)	21
Local ROG Emission Reductions (lbs)	66
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)	80,646
Fossil Fuel Energy Use Reductions (kWh)	-913,621
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$0
Energy and Fuel Cost Savings (\$)	\$103,248
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)	130
Local PM _{2.5} Emission Reductions (lbs)	21
Local ROG Emission Reductions (lbs)	66
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)	80,646
Fossil Fuel Energy Use Reductions (kWh)	-913,621
Renewable Energy Generated (kWh)	0

Travel Cost Savings (\$)	\$0
Energy and Fuel Cost Savings (\$)	\$103,248



Job Co-benefit Modeling Tool

California Climate Investments

Project Name	Purchase of One 40-Foot Battery-Electric Bus
Total Full-time Equivalent Jobs Supported by Project Budget	7.0
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	2.9
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	1.3
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.7
Full-time Equivalent Induced Jobs Supported by Project GGRE Funds	1.0

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.